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SLAVE TRADE. No. 4 (1876).

CORRESPONDENCE

WITH

BRITISH REPRESENTATIVES AND AGENTS
ABROAD,

AND

REPORTS FROM NAVAL OFFICERS,

RELATING TO THE

SLAVE TRADE.

Presented to both Houses of Parliament by Command of Her Majesty.
1876.

LONDON:
PRINTED BY HARRISON AND SONS.

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

ZANZIBAR.

No. 1.

Captain Prideaux to the Earl of Derby.—(Received December 14.)

(Extract.)

Zanzibar, November 2. 1874.

I HAVE the honour to transmit to your Lordship copy of a Decree of Condemnation passed on the 31st October in this Vice-Admiralty Court in the case of a dhow captured by the boats of Her Majesty's ship "Thetis" on the 29th idem.

It appeared from the affidavit and evidence recorded during the investigation that Lieutenant H. E. Walters, whilst cruising on the above date in charge of the pinnace, steam-cutter, and second gig of Her Majesty's ship "Thetis," observed a dhow to the northward of Tumbat, a small island situated off the north-west coast of Zanzibar, and on boarding her he found she had neither papers nor colours, although the usual red Arab flag was afterwards discovered on board, nor would any person at first own to being her master. Mr. Walters thereupon searched her, and found sitting on the ballast at the bottom of the dhow five female adult Africans, one female child, and one adult male. On the raised after part of the upper deck were about twenty-three persons, who said they were either members of the crew or passengers from Kokotoni to Pemba, but it was only after considerable difficulty that the nakhuda or master could be discovered. This man, on examination before the capturing officer, admitted that five of the women and the man were slaves, and were being carried over to Pemba by one of the passengers, who had paid for them three times as large a fare as any of the others in consideration of the risk attendant on the passage. The women also said they were slaves going to Pemba to visit their masters, who were not on board the dhow.

On the investigation taking place before the Court, the nakhuda and the women told a completely different story. The nakhuda denied that any of the women were slaves, and accounted for his charging higher fares on the ground that they were unprovided with passes, and that there was always risk in carrying females; whilst the women and the man all asserted that they were free, having been liberated on the death of their late owner, and that they were proceeding to Pemba to purchase manioc. On cross-examination, however, their stories were found to vary considerably, all of them (with the exception of three) giving different names to the owners to whom they said they had belonged, as well as to the estate on which they had lived; and the same idea struck both Lieutenant Walters and myself, namely, that one of the party, an old woman named Bint Impoongu, had inveigled the others to leave their plantations, and go with her to Pemba, where it was her intention to sell them; and that they had been tutored in the main features of the statements which they made before the Court. I was aware that it is not an infrequent practice for slaves to be kidnapped in this manner, and as the man was half imbecile, and the women not much better (one being unable to speak any language but Kinyassa) there was every facility for doing so in the present case. Still this was merely a presumption, and I was beginning to fear I should be compelled

to dismiss the case for want of legal proof, when I was informed that an Arab laid claim to some of the slaves, and on examining him it was proved beyond a doubt that the woman Bint Impoongu and another were slaves on the estate of one Khamcees Kirani, of which the Arab was manager, and that the former had acted exactly in accordance with our surmise, having inveigled away it was said as many as seventeen slaves from various plantations for purposes of sale at Pemba. In this she was assisted by a half-caste Shehree Arab, who was also amongst the passengers on board the dhow.

The above is a short *résumé* of a very lengthy and difficult case, the investigation of which occupied my full attention for the whole of the day; and I trust that its unforeseen termination will have the effect of administering a severe check to the system of petty smuggling which there is reason to believe is carried on to a considerable extent between Kokotoni and Pemba.

Inclosure 1 in No. 1.

Case No. 12 of 1874.

Decree.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a dhow or native vessel, name unknown, whereof Kazembe was master, and Saif-bin-Sulaiman owner, her tackle, furniture, and apparel, and also against one male slave and six female slaves seized as liable to forfeiture by Henry Edward Walters, Esquire, a Lieutenant in Her Majesty's Navy, and in charge of the pinnace, steam-cutter, and second gig of Her Majesty's ship "Thetis," while acting under the orders of Thomas Le Hunte Ward, Esquire, Captain of Her Majesty's ship aforesaid, before William Francis Prideaux, Esquire, Judge in the Vice-Admiralty Court at Zanzibar, on the 31st day of October, 1874.

APPEARED personally the said Henry Edward Walters, and produced the sworn declaration hereunto annexed, setting out the circumstances under which a dhow or native vessel, name unknown, and having no papers or colours, whereof Kazembe was master, and Saif-bin Sulaiman owner, of the description and dimensions specified in the annexed certificate of admeasurement, was seized off the Island of Tumbat, in the dominions of His Highness the Sultan of Zanzibar, on the 29th day of October, 1874, by the officer above-named, containing one male slave and six female slaves. 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 Islands of Zanzibar and Pemba in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said dhow or native vessel, her tackle, apparel, and furniture, and the said male slave and six 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 the said dhow or native vessel to be broken up, and the materials thereof to be publicly sold in separate parts.

In witness whereof I have signed this present Decree, and have caused my seal of office to be affixed thereto this 31st day of October, 1874.

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

No. 2.

Captain Prideaux to the Earl of Derby.—(Received January 11, 1875.)

My Lord,

Zanzibar, November 24, 1874.

I HAVE the honour to forward a report dated the 17th November, 1874, which I have received from Mr. Holmwood, together with its accompaniments. After my return from Seychelles, I hope to be able to submit to your Lordship a few remarks and observations which have suggested themselves on the perusal of these interesting papers.

I may, however, express my opinion that Mr. Holmwood has discharged a very

difficult and dangerous duty with tact and firmness, and that he deserves great credit for the able manner in which he has fulfilled the mission intrusted to him, and especially for the valuable information which he has collected with regard to the northern ports.

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

Inclosure 1 in No. 2.

Mr. Holmwood to Captain Prideaux.

Sir,

Zanzibar, November 17, 1874.

IN accordance with the instructions I had the honour to receive in your letter of 1st October, I proceeded the next night on board Her Majesty's ship "Vulture," and, on arrival at Mombasa, commenced the work you intrusted to me.

I decided to go only as far as Lamoo in the "Vulture," as Captain Brooke found it impossible to stay more than two days at any one port, and I could not get through the work there in so short a time; moreover, I was anxious to visit the various places situated in the creeks above Lamoo which had not been ever visited, I believe, by a Consular Officer. It was with difficulty I here procured a passage to the northern ports, but, on hearing that my immediate presence at Brava was desirable, I requested the captain of a British dhow to put to sea at once, holding him harmless for any loss the owner might sustain through his not waiting for any further cargo which might be offered. My arrival at Brava in a trading dhow with only one Consular attendant would, I knew, be open to objection, but I felt that the case admitted of no delay.

On arrival at Brava, however, I received your orders to return to Zanzibar in Her Majesty's ship "Rifeman," which called for me six days afterwards. Had these instructions not reached me, I should have proceeded to Marka, and endeavoured to induce the Somali Chief to give up the murderer of Mr. Heale. I found afterwards, however, that had I done so, I could scarcely have returned to Zanzibar this year, as the German ship which was to give me a passage from thence had not reached Zanzibar.

As the south-west monsoon had not abated sufficiently for dhows to leave for the south, at the various places visited, I was unable to forward separate reports from each district, I therefore annex to this letter inclosures on each subject you directed me to report upon, except that of "trade and agriculture," on which I shall have the honour to forward a report hereafter. I was able, however, to send from Lamoo by special occasion letters detailing the steps I had taken with reference to the late murder of a Banian in that town.

The following are the subjects referred to in my instructions:—

1. To observe whether the course laid down by Dr. Kirk for Indians residing in the Zanzibar dominions has been strictly followed, and whether those manumitted slaves who were permitted to remain with their former masters are in receipt of periodical wages, or merely of food and clothing.

2. To inquire into and determine cases of resumption into slavery, and to send to the Consul-General's Court at Zanzibar any cases of slave trafficking amongst British Indians.

3. To report, as far as possible, on the trade and agriculture of the several places visited.

4. To ascertain whether the effect of the Treaty of last year has been to give encouragement to legitimate commerce, and depreciate the illicit traffic which was formerly so prevalent from the northern ports; also to ascertain whether any large number of individuals has been exported to Arabia direct, or whether the slaves arriving by the new route have been absorbed in the Somali districts; and to endeavour to form an opinion by casual conversation with the natives as to whether this form of venture is regarded as successful.

5. To direct particular attention towards a solution of the difficult question of the land traffic in slaves.

6. At Brava, to try by personal influence with the authorities to induce them to use every endeavour to discover and arrest the murderers of the late Mr. Heale.

7. To report upon the military strength of His Highness the Sultan of Zanzibar, and especially as to whether it is sufficient at the various ports on the Banadir to protect the lives and property of Europeans residing therein. As far as Brava, Marka, &c., are concerned, this information is embodied in paragraph 7. I submit a separate Report,

however, in a tabular form, giving the strength of His Highness' forces, names of Governors, date of visit, and other particulars connected with the various places.

Finding that my dhow would have to anchor at night off Kiunga, I went into the harbour; and I inclose a Report on this place and the neighbouring town of Shakani, where the murderer of the late Lieutenant MacCausland was living at the time of this occurrence, and also of my visit to that officer's grave, situated on the Island of Kiunga, prefacing the above with a description of the Bajunia tribe.

Her Majesty's ship "Rifleman" arrived off Brava on the afternoon of the 6th instant, and Captain Tuke being anxious to leave at once, I went on board that night, and arrived at Zanzibar yesterday, having called in at Malindi and Mombasa on the way.

I have, &c.

(Signed) FREDERIC HOLMWOOD,
Her Majesty's Assistant Political Agent, Zanzibar.

Inclosure 2 in No. 2.

Report by Mr. Holmwood.

AS far as I was able to ascertain the great majority of the Indian British subjects residing at the various places visited, have accepted the changes which Dr. Kirk initiated last year in freeing their slaves with a good grace. This is much to their credit, as in the absence of any Representative of their Government many temptations to evade the law must have arisen.

In paragraph 2 I fully report the few cases where I found the course laid down by Dr. Kirk last year was ignored; but as regards Mombasa and Malindi, my stay was not long enough to enable me to detect and punish others whom I suspect to be equally guilty, and I would recommend that these places be revisited at an early date.

At Patte, Siwy, Paza, Kismayu; and Brava, which were not visited by Dr. Kirk, I strictly followed the course adopted by him, freeing the slaves of Indians and carefully explaining to them the law. A copy was kept of each deed of freedom granted for entry in the Consular record.

It was reported that at Marka a large number of slaves were held by British subjects, but I was unable to visit this town owing to the circumstances reported in my letter.

With regard to those manumitted slaves who were permitted to remain with their former masters, all parties at every place visited freely confessed that their former slaves were, without exception, working without receiving wages, in fact, merely in receipt of shelter, food, and clothing; and from personal inquiry I found them willing to work on these terms. Among those freed by me, all but a few young girls preferred remaining with their former masters or serving with other Indians. I deemed it inexpedient, however, to leave these young persons to choose their own means of livelihood, and in each instance placed them under the charge of the best married people I could find, with instructions to facilitate as far as possible their making marriages with respectable freemen.

In cases where the owners did not voluntarily bring forward their slaves for manumission, I caused them to hand over 15 or 20 dollars with each deed of freedom to their late slaves, and in a few instances inflicted fines in addition.

Among the few cases I discovered of virtual resumption into slavery of persons freed last year only two were of a flagrant character, both occurring at Malindi, and the culprit in each instance being a Bohra named Ismael Lukmanji, doing a large business in that town. The first case was that of a young Galla girl, who was proved to have been cruelly ill-used by a woman whom he kept as a mistress, and who ruled his household.

When she came before me, the marks of the ropes with which she had been bound, and which had cut deep into her flesh, were still raw. For trifling faults she had been severely beaten and tied up in a small loft for months. She was so ill from the effects of this treatment that I feared she would succumb to the shock she had received, but fortunately she rapidly recovered on being placed under the care of a Khoja, who had before been selected by Dr. Kirk as a temporary agent of the Consulate at Malindi. This man I shall have occasion to mention more particularly in my next inclosure.

The other case was that of a girl of twelve, whom he had compelled to marry a man whom she disliked, and had repeatedly refused to be married to, as he already had a wife. She had finally been taken by his orders, or with his knowledge, to this person's but, and there forced to become his wife, or rather mistress. She had escaped to the Khoja's house on hearing of my arrival, and claimed protection and restoration to freedom.

It was admitted that the husband had paid 6 dollars to the Bhora, who, however, stated that this was to procure clothing for the girl according to custom.

In defence, both acts were said to have been done by the woman above alluded to, and on examination she took all the blame to herself, but could not deny the master's knowledge of the facts.

As I had reason to believe that a longer residence at this place would reveal other delinquents, I considered it necessary to make an example of this man, and therefore condemned him to a fine of 200 dollars and twenty days' imprisonment. The latter part of the sentence I next day remitted, finding that the place used as a prison by the Governor was unfit for habitation. I required him, however, to find bail in 500 dollars for his future good behaviour, and also to pay 20 dollars to each of the girls. These sums I handed to Ali Dina (the Khoja), placing the girls under his charge, with instructions to promote their early marriage with steady single men who intended settling in the country, the money being sufficient to procure their wedding clothes and a decent cottage as a dowry.

Minutes of all the cases tried by me are preserved for the Consular records.

I heard of cases of slave dealing among Indians both at Mombasa and Malindi, but not till after leaving those towns. In only one instance could I get direct evidence from an eye-witness, whose deposition I carefully took down, and I trust to be able, on my return to Zanzibar, to call in at Mombasa and examine into the case, and if necessary, bring the accused to Zanzibar for trial.

Note.—On my way to Zanzibar in Her Majesty's ship "Rifleman," Captain Tuke kindly called in at Mombasa; and Juma bin Basha, the person accused of selling two of his servants, being summoned before me, denied all knowledge of their whereabouts, and stated that they had both run away.

This latter statement alone would justify suspicion, as had he not retained them against their will, there would be no occasion for flight. I, however, released him from custody, proof being wanting to confirm the deposition taken at Malindi, owing to my inability to procure the parties said to have been sold; before the departure of Her Majesty's ship "Rifleman," I, however, traced them to the Gariama country, and there is little doubt they could be found, in the event of another Consular visit.

The report on the trade and agriculture of the several places visited will be forwarded hereafter.

The effect of the Treaty of last year has been, so far as I have been able to observe, naturally to stop the Slave Trade by sea within the waters bordering upon the dominions of the Sultan of Zanzibar, which was the object it mainly aimed at.

The time has not yet come when its effect on legitimate commerce can be appreciated, the transport of raw slaves by land, which does not come within the scope of its provisions, employing probably at least an equal amount of capital to that used in carrying on the traffic by sea of late years.

Up to a certain point this new land route has doubtless advantages over the old method; but if it is true that the late Treaty has effectually put an end to the illicit traffic, which was formerly so prevalent, from the northern ports, and that all the slaves now arriving north of Lamoo and the Bajunia country by the new route are absorbed in Somali land, including the Banadir ports, prices must decline shortly and land transport cease to be profitable to any great distance from its source, more especially if, as there is reason to believe, Pemba has now obtained nearly a sufficient stock of slaves to satisfy the late special demand.

Whether a last attempt has been made lately to run cargoes from Kilwa, or whether long prices have tempted slave dealers to hazard the run from Mozambique or Madagascar to Arabia will probably ere this have been ascertained by Her Majesty's ship "Vulture." The last instance of this kind which has come under my notice was that of a Bhatia with a full cargo of slaves, which was wrecked off Kiunga last April. All the slaves escaped into the forest. The remains of the dhow were purchased by a Hindi named Muraji, who was then at Shakani, for 50 dollars. I was informed that there were no marks left by which the vessel could be identified, but she was supposed to have started from Kilwa.

There is still the special transport of slaves going on across the channel between the mainland and Pemba, but this was brought on by peculiar circumstances, and as soon as the pressing demands of this island are satisfied this transport will be discontinued, or rather subside into the desultory smuggling of single slaves in small canoes which still goes on even between the coast and Zanzibar island, and which can hardly be stopped at sea.

The only other forms of slave transport by sea, so far as I could ascertain, are, the canoe traffic by which the creeks in the neighbourhood of Mombasa are crossed, so as to

shorten the land route in this unfavourable locality, and this the suppression of that route will best prevent, and the petty smuggling, still more difficult to deal with, carried on among the numerous and extensive creeks and islands between Lamoo and the Juba river. This is the only form of venture that the natives now regard as successful north of Malindi. It is not an organized traffic, but carried on principally at night by Bush Somalis. The slaves they carry are as often stolen by them as bought, and were it not that they alone can now be looked to to keep up the supply of Galla and Abyssinian girls they would not be allowed to come into the towns.

The Governors of both Lamoo and Siwy assured me that they had seized some of these canoes, and I do not doubt their statements; but, owing to the universal disaffection to the Arab rule, they are rarely able to give us any such aid, except in instances like the above, where the motive of action is to stop the practice of kidnapping their domestic slaves. In which all have a common interest, the wild Somali having no more respect for the Swaheli than for the Arab proprietor.

As far as Malindi, however, the new land route is by all admitted to be a paying venture, and the observations I was able to make among the plantations tended to verify that report; for while in the north I found the clearing of land to be entirely suspended, and plantations, last year under full cultivation, now partially relinquished, in the south the contrary was the case. Here a higher state of cultivation was everywhere apparent, fine farms well stocked with slaves extending for miles in every direction, and at Malindi especially considerable tracts of jungle which I passed through last year were this year being reclaimed and brought under cultivation. At the back of Takaungu the number of slaves procured from the new route exceeds anything which came under my observation. The country for about forty miles inland is described as being cleared and cultivated, and next year's exports are expected to be very large.

I regret, however, that it was not found convenient to land me at this and other places where accurate information could best be obtained by personal inspection.

The following sketch, giving the principal stations on the land route as far as it is at present organized, together with the approximate numbers of slaves passing and disposed of, their present prices, estimated rate of mortality, &c., may serve as a fair index to this new mode of slave traffic in East Africa, taking it from the point up to which it was lately fully described by Captain Elton.

On the arrival of caravans at Pangani from the South, such slaves as are selected for Pemba or bought up by the numerous agents of proprietors of plantations in that island, are distributed among the villages within convenient distance of the coast between Pangani and Tanga for the purpose of being smuggled across. The caravans strike inland from Pangani in order to avoid the numerous broad creeks immediately north of Tanga; the country they pass is hilly, but there is plenty of water and the streams are easily fordable except during the rains: they return to the coast again at Gasi, the residence of the late rebel Chief Mubarak, which is reached in about ten days. Here they rest some time and the greater part of the escort return to Kilwa, the slave-gangs being taken on by Swahelis acquainted with the country through which they have to pass. The route now lies along the coast to Mombasa, and, except a man-of-war is in sight, they cross the ferry to the Island of Mombasa and encamp for one night about a mile from the town. I visited the encampment, and discovering it was situated within a small plantation belonging to the Custom Master of Zanzibar, I ordered his agent to refuse permission in future to slave-gangs to camp or even pass through this land, but finding that they arrived here after travelling for twenty hours without water, I requested that he would still allow them to draw from the well, but that he would receive no payment from the slave-dealers on any account, as there was reason to believe he had been in the habit of receiving regular toll from them.

The route now crosses the island of Mombasa and the ferry, from Killindini to Kisani, which is invariably a night march, and the gangs keep as near the shore as possible to the station behind Takaungu, where they are said to get rid of one-third of their slaves. There is another available road which is sometimes used in order to avoid Mombasa. This is about six miles inland (on the mainland) passing under the Rabai hills and skirting the Gariama country; it would become the regular route were the Sultan to forbid slave caravans his dominions; but the nature of the country here does not admit of the line being shifted much further inland in the event of this road being rendered unsafe. After leaving Takaungu the route is kept some miles inland by the nature of the coast, but the station for Malindi is at a plantation called Ganda, only three hours from the town. It is merely made a night station, as the mortality at this point begins to increase so rapidly that every hour is of importance. After skirting Formosa Bay the Ozy river is reached, several difficult fords having to be crossed, and here small

bands of Bush Somalis under headmen already begin to barter for the most miserable of the survivors who, if they recover, are sold in the extensive Bajunia country, which is in want of cheap labour at present, or passed on to the Somali tribes up the Juba river, and to the Banadir ports. From conversations held with slaves at these places, I have little doubt, however, that, north of Kismayu numbers of those offered for sale by these savages are either runaways who preferred escaping to the Somalis to serving Swaheli masters, or slaves stolen from the badly-guarded shambas at the back of Lamoo.

The following computation of the numbers of slaves passing by the new land route, from October 1873 till October 1874, may be taken as nearly accurate:—

Arrivals at—	Raw Slaves.
Pangani	32,000
Pemba	15,000
Gasi	16,000
Mombasa and district	13,000
Takaungu	12,500
Malindi	6,500
Ozy River.. .. .	4,000
Absorbed at—	
Pemba	15,000
Tanga district	1,000
Mombasa	500
Mombasa district	500
Takaungu and district	5,000 (uncertain)
Malindi	1,000
Lamo and Kipini district	1,200
Bajunia country	1,000
Banadir and Somali country	Unknown.

The present prices for ordinary labourers or domestic slaves in fair health are as follows:—

	Dollars.
Pangani	20 to 25
Mombasa	25 30
Takaungu	25 30
Malindi	30 35
Lamoo.. .. .	35 40
Bajunia district ..	35 40
S. Banadir and Somali country	35 45
Brava, Marka, &c.	40 50

Female slaves average 7 dollars lower, except young girls suitable for concubina who run from 40 dollars to 70 dollars, equally in the South or North.

The Prices at Pemba have been much higher, a purely local incident, owing to the sudden extraordinary rise in the value of cloves, and in no way affecting the new land route, except so far as temporarily to sustain prices.

The rate of mortality between Kilwa and Pangani is variously estimated at from 25 to 30 per cent., and beyond this point nearly the whole of the discrepancy between the numbers passing the various places, after deducting those absorbed, may be set down to death.

I had opportunities of questioning several persons who had engaged in slave ventures by the land route from Gasi to the Bajunia country, and in each instance they expressed an opinion that the rate of mortality had been fully 75 per cent., and that the latter part of the route had proved unprofitable in consequence, but they had been detained on the road during the unhealthy season. The following was their line of march, after passing the Ozy rivers, and it is also that taken by the few Swaheli overseers who now conduct slaves beyond Lamoo, but it does not come under the head of the organized route.

Starting from Totana one day above the northern mouth of the Ozy river, they pass through a marshy country to Kimbo, about eight hours from Lamoo, where proprietors from the Kipini district make their purchases. They then come to Makuhe via Kinumbi. The former place is only just across the creek on the opposite side of the island to Lamoo town, and here the best domestic slaves are bought up by the towns-people. Malimandi, the next station, is situated in an unhealthy and dangerous country, four hours above Wange, a small town up a creek opposite to Siwy. About 500 Bush Somalis had seized this point when I passed Wange, and driven off the Bajunia proprietors. The last station is Jaguani, nearly opposite Paza. The Jagua are a section of the Bajunia, who, with the Pingo, seceded from Siwy at Sayyid Majid's death, and among themselves speak a Somali dialect. Here Myee Saif, chief of the Bajunia, and his numerous relatives, procure slaves for their extensive plantations, but though still in want of more labour, they will never be

likely, probably never able, to pay prices that will remunerate dealers for the risks incurred in traversing the above route. Beyond this point the Slave Trade is entirely in the hands of Somalis, who are able to work it with little further outlay than that of procuring slaves.

Comparing the old form of slave trade by sea with that by the new land route, it is apparent that, as far as the latter has become regularly organized, it has many advantages both for the dealer and buyer, for whilst, on the one hand, the heavy expense and great difficulty of procuring vessels, with the danger of capture, is saved, without corresponding expenses being incurred; on the other, the supply is more regular and the prices considerably less than of late years; yet whilst the suppression of the slave trade by sea has required the efforts of a generation, and proved one of the most costly of national undertakings, I venture to think that the land traffic may be stamped out by much more simple means, and with a comparatively trifling expenditure of time and money.

6. There are two methods of putting an end to the newly-established land traffic on the East Coast of Africa, and I venture to think that could they be carried out simultaneously an impetus would be given to legitimate trade which would shortly open up this continent sufficiently to enable us to bring pressure upon the numerous tribes of the Nyassa, Wakua, and extensive districts around, whose constant petty wars and lawless raids provide the raw material for this infamous commerce in human beings.

The first of these methods is to imitate on land the repressive measures which have successfully stamped out the sea traffic on the West Coast, and between the ports in the dominions of the Sultan of Zanzibar and Arabia. In the scheme I have now the honour to submit an inexpensive and speedy action has been aimed at, feeling assured that a costly and tedious undertaking, such as the suppression of the Slave Trade by sea has proved, is as unnecessary as inexpedient.

Captain Elton has reported that the transport of slaves by the land route between Kilwa and Pangani is now an organized trade, having regularly established resting-places, night stations, and ferries, with fixed charges; and, after careful investigation, I have found this new method of conveying raw slaves to be equally well-organized as far as the south Somali country behind Lamoo, from whence to the ports of the Banadir and adjacent districts it is at present carried on with less regularity, time being required to bring about the necessary good understanding between the numerous wild tribes who occupy the intervening country.

To repress this traffic effectually it would be necessary to fix upon a harbour with safe anchorage for men-of-war during the whole year, and near to a point upon the land route which, from the nature of the surrounding country, is cramped, offering the least facilities for organizing fresh routes, in case of interruption. It would be highly desirable that both the port and country above should be healthy, and also that no warlike tribe, large enough to be dangerous, should occupy districts adjacent to the line of communication. The more southerly this harbour the better suited it would be for the purpose, because death and misery would be spared to the slaves in proportion to its nearness to their place of departure.

Were it deemed expedient to arrange that such a port should become a British Settlement it would be a great advantage, and were a commodious harbour selected it might become the much required naval station for these seas; if otherwise it would be necessary to come to an understanding with His Highness the Sultan for its being used as a temporary base from which the simple operations required could be carried out undisturbed.

An expedition consisting of 100 men from Her Majesty's ships with 50 native carriers* and 10 baggage animals would suffice; they should be landed early in July, or as soon as the effects of the rains might be over.

At least two of those in charge of this force and the Superintendent of Commissariat should be well acquainted with Swaheli. If selected at once and ordered to repair to Zanzibar, any officers having a slight knowledge of the language might accomplish this.

Immediately preceding the occupation of the post, a notice in Swaheli and Arabic might be circulated, securing pardon and protection to all persons connected with the caravans who should peaceably surrender with their slaves, or proceed to the nearest large coast town without selling, ill treating, or neglecting those under their charge. The force should then be marched up and encamped within convenient distance of the watering place on the point of the land route chosen, and an Artesian well constructed.

Ordinary service tents would readily be rendered sun and rain-proof by the native carriers, who would also construct their own huts of trees and grass in the situation chosen for them. The camp would be protected by the customary fence of sticks and grass, or

* Extra porters could always be temporarily engaged.

mtama stalks. Two light guns and a rocket tube would render the station safe from any combination that could be formed in East Africa to attack it.

Such a camp would be under favourable circumstances for provisioning, both as to simplicity of arrangements and cheapness and quality of food.

The sick could be removed to the sea without delay or difficulty.

A short occupation of such a post would cause all slave caravans to stop short; whilst well-organized patrols would readily prevent their turning the position, providing the country answered the description laid down above.

The caravans would now be thrown back upon the larger coast towns for subsistence; and two boats' crews, commanded by an experienced officer, being despatched to each place, could, if supported by the authority of the Sultan, take charge of the whole.

A man-of-war, able to detach sixty men, visiting Kilwa at this time, would find the whole organization in confusion; and, with the assistance of the Proclamation above alluded to, I have little doubt that most of the Sheheri and Northern Arabs engaged in this traffic might be induced to abandon altogether their present calling.

It would be necessary to keep up one or more posts on the land route for some time, especially if it were wished to bring pressure on the distant tribes from whence the great majority of raw slaves are derived; but the greater part of the Arabs above referred to would gladly accept service, and be especially useful for this purpose; for even the most hardened slave-drivers would perceive that whilst the dangers of their calling must continue to be great, the profits could never again repay the risks, and, after all, it is only the large profit that has tempted them to embrace the hardships of such a life.

It is necessary that I should point out a difficulty which might interfere with the success of any steps taken for suppressing the land traffic.

To the south of the dominions of Zanzibar is the extensive coast line under the Portuguese flag. Undoubtedly large shipments of slaves take place from this coast, particularly from the ports in the vicinity of Mozambique, and under the circumstances it is possible that slave-dealers might abandon the Kilwa district, and still find a profitable market to the south, and thus the land traffic along the coast be only diverted, instead of becoming stamped out. My instructions, however, do not require that I should enlarge on this subject.

The Lufiji, with a post on the left bank, would, as a position, be unequalled for the purposes of the scheme which has been submitted, but as Europeans must be employed, considerations of health are of paramount importance. The native opinion as to the unhealthiness of the whole of this district is, however, confirmed by Captain Elton, who reports it to be a hot-bed of fevers. Bagamoyo, Pangani, and Waseen are all proverbially unhealthy, and Dar-es-Salam, the only other place south of Mombasa that could be taken into consideration, is surrounded by far too open and well-watered districts.

Mombasa, however, appears peculiarly suited for the purpose, indeed the only drawback seems to be its distance up the line of the land route.

It possesses two fine harbours, with safe anchorage for ships of war during all seasons of the year, with the best landing on the coast. The south harbour is the most commodious, and at present stands utterly useless not having a house on its shores, or a dhow on its waters, except perhaps a small craft that may steal in occasionally to smuggle a few slaves. It is within a day's march of a district where the route is confined to a narrow tract of land, or at least where the difficulties of shifting the line further inland would prove almost unsurmountable, owing to the waterless and impenetrable wastes which bound it.

The port is decidedly healthy for Africa, and the adjacent country fairly so. The surrounding tribes all belong to the Wanyika group, the most peaceable and inoffensive people on the coast.

Were Mombasa under a strong Government most of the caravan routes from the interior, which now turn down to Bagomoyo and the small towns opposite Zanzibar, would shift to the new port, and in a short time ivory from Manyuema, Ujiji, Unyamwezi, Ugogo, and even more northerly districts would be brought there, whilst the interior, which possesses many other valuable products, would quickly be really opened up, and European capital give useful employment to the thousands who now live by raids on peaceable villages for the purpose of lifting cattle and kidnapping women and children for the slave dealers.

In this paper I have confined myself to the new land route along the East Coast, but, though bearing no comparison to it in magnitude, there is another land route still unchecked, namely, the desultory inland slave traffic above referred to, depending upon petty internal wars and raids, and it may be here mentioned that whilst nothing but the opening up of the continent can put an end to this form of slavery, the only method by

which this opening up can be effected is the establishment of a strong Government at a few such points along the coast as above described.

The second method for putting an end to the newly-established land traffic is to counteract the present custom of slave-holding by substituting free labour of immigrants from India or China.

This scheme would work better as an adjunct to the first, and I only submit it because the subject must, sooner or later, be forced upon our consideration. As, through the action of Great Britain, slaves become scarcer, proprietors of plantations are compelled either to hire a portion of their labour, or relinquish part of the land they have been cultivating. In almost every instance of this kind that has come under my notice, they have been obliged to adopt the latter alternative, for the African is strangely averse to regular work, and that performed by natives, though it may satisfy their masters, whilst the purchase money of each slave is only equivalent to six months' wages of an ordinary freeman, would soon bring them to ruin if regular wages had to be paid for it.

The African is often a hard worker, capable of great endurance, and as a carrier, wood-cutter, fisherman, cowherd, or in other employments, which from their nature afford frequent change, he is unequalled in this climate.

I think, however, that it will be found very difficult to get work out of natives receiving full wages, that will make land cultivation profitable, and it is probable that more than one generation must pass before this effect of slavery on his character is eradicated.

Even, therefore, should no steps be taken to stop the land traffic, we must expect shortly to hear a cry for labour throughout the dominions of the Sultan of Zanzibar, and should that traffic be closed the want would become urgent.

Whether in the event of this source of labour being opened to him the Arab would be able to rouse himself sufficiently to avail of the opportunity I greatly doubt, but European energy would step in, and our British Indian subjects, who own so much of the land, are anxiously waiting for a chance of bringing it under proper cultivation.

There are, however, so many things to be considered before such a scheme could be seriously entertained that no details need be added to these few remarks. For the same reason I have not thought it desirable to submit any more comprehensive scheme for applying the first method of repression though more than one is feasible. All such plans, however, would entail long lines of communication which involve great costliness.

Murder of Mr. Arthur Heale at Brava.—Whilst at Lamoo it was reported that Sheikh Abobokur Yusuf, a Somali Chief living near Marka, had sent to that town saying he had caught the murderer of the Englishman at Brava, and that he would give him up only to the Consul or to a man-of-war.

As soon as possible I procured a dhow going to Brava and Marka. On arriving at Brava, on the 2nd November, I found that Her Majesty's ship "Rifleman" had anchored off the town, and only left the day before, after informing the Governor that I should shortly arrive in a dhow, and that she should return in a few days to pick me up. She left me written orders from Her Majesty's Consul-General to return in her to Zanzibar.

In accordance with my instructions, I proceeded the next morning to have a private interview with the Governor, Khamis bin Khalfan, to learn what steps he had taken to procure the apprehension of the murderer, and to impress upon him the necessity of using every endeavour to accomplish that object without delay.

The substance of his reply was, that he had done, and could do, nothing in the matter. He acknowledged that both himself and his soldiers were afraid alike of Bush and Town Somalis, although it was his duty to keep the former in order and govern the latter, as the Representative of His Highness the Sultan of Zanzibar.

I had carefully counted his soldiers, who numbered twenty-seven persons, twelve of whom were his slaves, temporarily enrolled after the murder, and possibly drawing full pay from the Sultan, though soldiers but in name; but it was long before he would acknowledge the accuracy of my calculation, and he then stated that he had written again and again to His Highness for reinforcements. The total number of his soldiers at the time of Mr. Heale's murder was fifteen, and the town is without walls or fort.

I was under the impression that this person had reported to the Sultan that he had sufficient force to keep the Somalis in check; and I believe Captain Brine, of Her Majesty's ship "Briton," has officially recorded that he was induced to leave Brava, when he visited it after the murder, by the Governor's assurance that he had 150 troops in garrison, and that instant measures should be taken for apprehending the murderer as soon as the Sultan's instructions, which were daily expected, were received. I asked for a copy of the letter lately received from Abobokur Yusuf, but he informed me he had sent it to the Sultan, and only remembered that the Chief wrote that he had the murderer

of the Englishman "sitting with him." He added: "We are unable to touch him, and I believe he only hopes that we shall send him money."

I could get no information from this man; and if, at my private interview, I was struck with his unfitness for his post, I was amazed at the utter want of self-respect he exhibited before his soldiers and the Somalis of the place. The latter insulted him openly, and ignored his presence at his own durbar; and it was not until I made them understand that I should require the boraza to be cleared both of Somalis and soldiers, unless he were treated with proper respect in my presence, that even the semblance of authority was accorded to him.

It is true, I believe, that he is merely an old Akida, or Lieutenant of His Highness' soldiers, and under the orders of Salim Yakoob, Governor of Marka; but, practically, he has as responsible and difficult a post as any of the Sultan's Governors, and that rank has been acknowledged in all communications that has passed between Her Majesty's Consulate-General and His Highness on the subject of Mr. Heale's murder; or if, in speaking of "the Governor," His Highness referred to Salim Yakoob, that officer is still more to blame for leaving Brava practically unguarded, and in charge of a person whom he must have known to be utterly incompetent, at such a critical time.

The following description of Brava as I found it, and as it was during Mr. Heale's residence there, will explain the situation of the place and its surroundings, and also afford a true insight into the position of European and British-Indian residents at this and other towns on the Banadir.

Brava is a town of about 4,500 inhabitants, nearly four-fifths of whom are Somalis and their domestic slaves, the remainder are principally 'Mbalazi—the original Swaheli-speaking inhabitants of the place—subdued by the Somalis. The Arab population is about fifty. Three or four Mohammedan Indians, British subjects, reside there during the shipping seasons, and one European has lived there for about six years. Banians (Hindoos) have tried in vain to settle. They have been universally insulted and threatened by the Somalis, who are bigoted Moslems.

There are five tribes of Somalis in the town. The principal, Dafrat and Beigal, numbers among them several well-to-do and even rich men. The principal of these, Sheygu-bin-Abdio, and Omar-Sheygu, are looked up to as Chiefs by their respective tribes. There are about fifty stone houses in the town, scattered here and there, but the majority of people live in huts with stick frames plastered with mud and cow-dung; and there being no fort, and only the remains of an old wall round the town, it is quite at the mercy of the predatory tribes which surround it at a distance of about twenty miles. These tribes have long levied black-mail upon the town, and increased their demands with the increasing prosperity of the people, and it was this which caused them to consent to an Arab garrison, which they hoped would rebuild their walls and erect a fort, without directly taxing the people.

But although the Sultan's troops and an Arab Governor have now been nominally ruling Brava for about three years, they have done nothing towards defending it, and the Governor has been compelled by the Bush Somalis to pay an annual tribute as formerly, which he has collected in the town, British subjects having been made to bear more than a fair proportion. The Somali Chiefs in the town still levied their irregular taxes, and they administered justice among their own people as before, and duties both on imports and exports having been generally levied by the Governor, trade has naturally fallen off; and each year, since the Arab occupation, produce has been diverted to other ports better protected, and Brava, which by its natural advantages should be the first port on coast, is fast going to ruin. The Governor, with his few troops, hated and despised by all parties, has kept up the semblance of Arab possession by taking advantage of the petty quarrels existing between the two principal tribes, siding first with one, then with the other, enduring public insults and the ignoring of his authority from both parties in turn, and recommending the British subjects who applied for protection to pay black-mail to them. Bush Somalis fully armed were daily admitted in any numbers, and murders and street fights were common.

These are merely a few details. No description can depict the state of the town as it appeared when landing from my dhow. I walked through it, followed by the Governor, and six ragged soldiers, surrounded by crowds of Town Somalis, and scowled at by those from the bush, who stood with their long spears at every turning. Had it not been for the recent visit of Her Majesty's ship "Rifleman," I might have received the usual insults from the mouths of the inhabitants, and been pelted with stones, as happened to the European now acting in place of the late Mr. Heale, and to the engineer of the "Deerhound," who landed a few days since to obtain fuel.

The former gentleman was glad to receive me in his abode, but before I was even

seated the room was filled by Somalis of all ages, who left no seat for the Governor, nor did his own soldiers, who had seated themselves, offer to rise for him. I soon obtained something like decent behaviour, and personally was treated with the utmost courtesy by everyone, but possibly this was owing principally to fear. Had I landed in a similar manner from a dhow without an armed escort at the time of Mr. Heale's murder I might have shared his fate, for no British officer would be justified in submitting to the insults habitually offered to Europeans at this place when a man-of-war was not expected, and of late years one rarely appeared, owing to the supposed difficulty of landing.

That Mr. Heale's life was safe with the townspeople there can be no doubt, but this was owing to an extreme timidity and weakness of character which, though combined with great kind-heartedness, has greatly injured the English name among these people.

The insults and extortions he suffered at the hands of the Somalis during his residence at Brava almost surpass belief. His house was always full of these people; they sat about and compelled him to stand when talking to them in his own sitting-room. The most insignificant would insult him merely for a whim; every day some would demand money, which he never refused; as soon as a consignment of provisions arrived for his private use the Chiefs and their friends would send requests which he always thought best to comply with, and he had to live like a native, whilst they enjoyed the tea, coffee, flour, soups, &c, which are so necessary to a European, and which were supplied by his employers in abundance. The ragged soldiery were nightly regaled with hot brandy and water mixed for them by their self-imposed host, he handing it round like a slave. He never complained, paying the Arab duties, presents to the Governor, the black mail levied by the Bush Somalis, and the taxes of those of the town, whilst the latter stored their goods in the godowns he rented for them, and ran as heavily as possible in his debt, never paying, and knowing that he would never dare to press for payment.

He was, in fact, a most valuable slave, far too rich a prize to throw away, and his life was therefore safe in their hands.

But the Bush Somalis, always armed with their formidable spears, love murder for the sake of shedding blood, and are as unthinking as children whilst savage as brutes. It is not necessary to look for any special reason for their having committed this unprovoked and cowardly murder on an unarmed man, the wonder is such an occurrence did not happen long before. On this afternoon he was walking in alone from a small garden of water melons he was having made half a mile from the town, and about eighty yards after entering the walls, which at this point are pretty well preserved, he was struck in the back by a spear. He immediately turned round, and, being unarmed, opened his umbrella in the faces of the two Bush Somalis, who ran off instantly. At this time most persons are sleeping, but his cries soon brought out the people, who saw that the two savages who were decamping belonged to the tribe of Ruhwaina, and possibly some in the town knew who they were. Had the Governor possessed the smallest presence of mind he would have dispatched his soldiers after the culprits and called upon the chief people of the town to follow, as the fugitives could be seen for some miles. As a fact, he did nothing except afterwards prohibiting any person of this tribe from entering the town, which order, however, has not been rigidly enforced.

Mr. Heale lingered for ten days; during the two latter of which he was delirious. From the description of the native doctor, whom I carefully questioned, it would appear that the liver was slightly wounded. This person affirmed that had the injured man left himself in his hands he would probably have recovered; but that he insisted on taking large doses of white mercury—probably calomel—which had the effect of keeping up the inflammation. I mention this because it is likely to be brought forward, officially, in the event of an indemnity being demanded.

Finding I could obtain no information from the Governor, and that he was unwilling or unable to help me even to ascertain the exact spot at which the murder took place, I allowed the chief Somalis to escort me there, and also to the grave which is just outside the south end of the town, and in good repair. I also inspected every portion of the town itself, and had lengthened conversations with persons of every tribe and class, by which means I was able to verify the statements of Mr. Wollhardt, the European gentleman above alluded to, and the Somali Chiefs, from whom I obtained much of my information.

The above, whilst giving full details respecting the murder of Mr. Heale has practically been a report of the unsatisfactory position of Europeans and Indians residing at Brava; and it may be taken as nearly descriptive of the other ports on the Banadir, except that at Kismayu and Marka the towns are safer, owing to their possessing forts,

whilst the surrounding country is perhaps less so, owing to the nearer proximity of Bush Somalis.

I have now the honour fully to report upon the tribes and their Chiefs, who at this moment either detain or shelter the murderer, and venture to submit a plan for securing this man, and possibly his accomplice, or effectually punishing his tribe, feeling assured that if this crime be overlooked, other British subjects are likely to be murdered, and the whole of the coast peopled by Somalis, to become even more unsafe than at present, and our prestige greatly suffer, and this just at the time when Marka is beginning to be almost a colony of British-Indian merchants, so much so that even Hindoos talk of bringing their wives and families there. Whereas, if not considered undesirable, a blow may now be struck, and without special preparation or expense, sufficiently severe to inspire a wholesome respect for Great Britain for many years to come, during which time the fine trade which should exist between the interior and the towns of the Banadir will become established, and the savage habits of these people be gradually changed.

The murderer of Mr. Heale belongs to the Somali tribe of Ruhwaina. The Chief of this and the other tribes behind Brava, Marka, and Mogdisho is Ahmed Yusuf, who resides at Galhed, one day's march or less from the latter town. Two days further inland is Dafert, a large town governed by Aweka Haji, his brother. These are the principal towns of the Ruhwaina.

At four, five, and six hours respectively from Marka lie the towns of Gulveen, Bulo, Marerta, and Addormo, governed by Abobokur Yusuf, another brother, who, though nominally under the orders of the first-named Chief, levies black-mail on his own account, and negotiates with the Governors of Marka and Brava direct. He resides with about 2,000 soldiers, principally slaves, at Bulo Marerta; the towns of Gulveen, which he often visits, and Addormo being occupied by Somalis growing produce, cattle, &c., and doing a large trade with Marka.

This Abobokur Yusuf was accustomed to send messengers to Brava for tribute, and he drew from thence about 2,000 dollars per annum. But he also occasionally wrote direct to the late Mr. Heale for money, and on one occasion, if not more frequently, obtained large sums from him.

About three weeks before my arrival he sent to Mr. Wollfartht, the gentleman now acting in place of the late Mr. Heale at Brava, and after the customary statements as to his great power and friendship for the white man, the Somali messenger hinted that his master was prepared to give up Mr. Heale's murderer on receipt of a money present, adding that the man was in safe keeping. Mr. Wollfartht, declined to send money, but he wrote offering to pay 100 dollars on the murderer being handed over. The next day the Governor sent him Abobokur Yusuf's letters above referred to, and he informs me he read the words "sits with me" as applying to the murderer, but beyond this cannot speak positively as to the contents of this letter.

These are the very words used by the Governor in referring to the letter at my private interview with him, but I regret that no copy of it was preserved. Some of the leading Somalis and one of the soldiers informed me that they had conversed with the messenger, who stated that his Chief would not deliver the murderer to any but a British man-of-war or Consul.

Although the principal towns of the Ruhwaina lie behind Mogdisho, yet many of these people are living in the district immediately governed by Abobokur Yusuf, and as he has acknowledged to have the Ruhwaina who committed the murder under his charge, he may well be held responsible for delivering him over for punishment.

Unless threatened by us I do not anticipate that this delivery will take place, and under any circumstances we cannot be sure that the actual culprit will be given up, as it would be so easy to substitute any one of the same tribe who might be obnoxious to the Chief. I have, however, taken steps to get at the name of the person referred to by Abobokur Yusuf, and trust this will be done before he hears that we have been making inquiries.

The three towns under the rule of Abobokur Yusuf are situated also on a river, *en cheval*, and they are about three hours' march apart. They are said to be surrounded by the ordinary stick fence, and from what I have heard and seen of the Somalis, I should say they are utterly unable to face either a field piece or a rocket.

Between this and March next there would be ample time for His Highness the Sultan to procure redress from the Somali chiefs, if he has sufficient influence to do so, and if in the meantime he would send a competent Governor to Brava with instructions to rebuild the walls and construct a fort, he would render that town safe from the Bush Somalis, and at the same time possibly inspire them with some respect for his power.

Bearing in mind the natural cunning of the Somali, it cannot be expected that Sheikh

Abobokur Yusuf will meet any demands we may make otherwise than by lies, excuses, and probably reference to other tribes which will be out of reach. He is also likely to use every endeavour to throw the blame on the Arab Government; but by holding him responsible for not at once delivering the murderer over when he wrote that he was in a position to do, and insisting on either the man or a heavy indemnity being instantly given, the question can be confined to the Chief who is most to blame, and who can be practically reached without an expensive expedition, whilst at the same time his punishment will be equally beneficial and its effects as enduring as those that might be gained by a long and costly march into the interior.

8. Military strength of His Highness the Sultan on the coast north of Zanzibar.

Name of Places.	Governor.	No. of Troops.	Date of Visit.
Mombasa	Saif bin Suliman (Acting), Governor of Malindi	40	1874. 4th October.
"	In the fort under the Jemadar	180	
Takaungu and Kilife	Sheikh Rashid, Chief of the Mazrin	10	
Malindi	Salim bin Khalfar (Acting), Uncle of Governor now acting at Mombasa	30	6th October.
Mambroi	Suliman bin Hamed	10	
Ozi and Kipini	Sayid bin Ali	5	
Lamo	Sayid bin Soud bin Hamed	40	9th October.
Patte and Siwy	Sayid bin Hilal bin Hamed	80	14th October.
Paza	Mzee Saif, Chief of the Bajunia	10	13th October.
Tula Island and district	Chief Mohamed Skakua .. .. .	..	28th October.
Kismayu and Mouths of Juba River	Hamed bin Hamed	80	31st October.
Brava	Khamis bin Khalfan	27	2nd November.
Marka	Salim Yakoob	150	
Mogdisho	Mohamed bin Sultan	180	
Washeikh .. .. .	.. .. .	..
Total troops. . . . .	.. .. .	842	

NOTES.

Mombasa.—After Hamed bin Suliman's return from Mombasa, the late disturbances were said to be at an end and peace restored, but I found that Mohamed bin Abdulla (the late Governor, who, with his brother, had set the Sultan's authority at defiance) declined to give up the fort, and remained there with about 200 Sheheri Arab soldiers, nominally as Jemadar, but in reality holding the fort and commanding the town. He never leaves the fort without a strong escort, carrying lighted matchlocks, and it is the general opinion on the coast that the Sultan only awaits an opportunity to arrest him. In the meantime His Highness has placed the Governor of Malindi as Acting Governor at Mombasa. He lives in a private house near the fort, and is said to be quietly gaining over the Jemadar's forces, as owing to his inability to obtain money their pay is getting into arrears. This may either end in his coming to terms with the Arab Government, or openly defying its authority, by levying taxes on the district and possibly sending out small predatory expeditions to seize supplies.

I observed that personally he is much liked and trusted by his mercenaries. Fortunately for the Sultan the late rebel Mbaruk of Gasi has declared on the side of the Arab Government, but on offering his services he was told not to interfere, and it is therefore possible, though not probable, that the two malcontents may some day agree to make common cause. Such an event would be very serious if His Highness had to settle the matter unaided.

Malindi.—The uncle of the present Acting Governor of Mombasa is now Acting Governor here. He has always been looked up to for advice and support by his nephew. His special duty was to keep up friendly relations with the Gallas. Greater numbers of these savages are now sojourning in the town than were present last year, but they did not look so defiant, and as the subsidy paid by the Governor to keep them quiet remains at 450 dollars per annum, I conclude that the Masai have commenced the long-threatened occupation of their country, and that the remnants of the tribes already driven off are finding their way to the coast, but this is only conjecture, for, though I questioned some of the Gallas whose faces I remembered, I could obtain no information from them.

Last year there were about seventy soldiers at Malindi, but I believe those now with the Governor at Mombasa have been detached with him.

Lamoo.—There can be no doubt that there exists great disaffection to the Arab Government here, but the Governor is personally popular, and all parties are anxious about the Somalis, who could readily combine and plunder the town, and no doubt would do so if they could only live at peace among themselves. Several soldiers have been stabbed of late while passing through the narrow lanes alone, and the few culprits who have been detected in these acts have been people of Lamoo.

Kismayu.—About 1,000 Somalis belonging to the Kurballa and other particularly savage tribes, all going about fully armed, occupy this town; but the fort is good, and commands the place, as its guns enfilade the principal street, and no Somali can face a cannon,—even the harmless weapon that it becomes when served by Arab soldiers is quite sufficient instantly to demoralize these usually fierce and treacherous people.

The Governor has temporarily occupied a small mud fort at the mouth of the Juba River, 10 miles to the north. He says there is here a safe harbour for the largest dhows, and he has written to the Sultan for permission to establish himself there in force.

Mogdisho.—This place has only recently surrendered to the Arab troops, and that solely in consequence of the dissensions between the distinct tribes occupying the two quarters which compose it. Although so well garrisoned, the Arab hold is very precarious; there being no fort, and desertions taking place daily among the soldiers, owing to their pay being in arrears.

Washeikh.—This place is claimed by the Sultan, but he is in no way recognized either by the Chief or people.

9. *The Bajunia tribe and Kiunga, the scene of the Murder of Lieutenant McCausland, R.N.*—The Bajunia tribe inhabits the coast and the numerous islands from Manda Bay, north of Lamo, to Tula, south of Kismayu. All the Bajunia acknowledge the chieftainship of Mzee Saif al Istamboul, and he is clever enough to avail himself fully of their loyalty, whilst at the same time keeping in with the Arab Government so far as to hold the nominal title of Governor of Paza, thus giving the Sultan the right to include the extensive Bajunia coast within his territory. No Bajunia ever speaks of his chief except as “our Sultan” or “great master;” even in casual conversation they did not attempt to hide their annoyance at my speaking of Sayyid Burghash as their Sultan, and more than once they hinted, with some irritation of manner, that their chief had the whole district under his foot, and that the ruler of Zanzibar, whom they simply called Burghash bin Sa'id, was only known to them as a relative of the Governor of Lamoo.

Mzee Saif claims direct descent from the head Sheikh of the tribe of al Istamboul, which settled at Mombasa about three hundred years ago. Some of that family still remain in the Mombasa district, and their general appearance bears out the natural conclusion that they were originally of Turkish origin. The Bajunia, however, as a tribe, have no claim to any such special distinction, for during several generations they have gradually mixed with Somali and Pumao families, and now all but the chief and a few of his relations resemble the former in appearance, whilst all speak the Swahili equally with the Somali language, and in customs and character approach nearly to the Somali race. Among other convincing proofs of this affinity to the Somali is their universal repugnance to the flesh of fish and fowl, and their innate treachery and love of lying.

I found the inhabitants of Paza, or Rasini, as the natives usually call it, the least pleasant to deal with of any people I have come into contact with. Although Mzee Saif, the chief, gave me up his dark and dirty house, or rather stronghold, I could not obtain a moment's privacy by day or night, and there was an utter want of good manners among these self-invited visitors even in those points in which all but the lowest savages show some consideration for their guests. These people are also the least cleanly of all the Bajunia. Mzee Saif is a near relative of Jahidi bin Sherifu, chief of Kiunga, and also of Bwana Heri, the murderer of Lieutenant MacCausland.

Kiunga, the scene of this murder, lies 44 miles to the north of Lamo; the modern town is situated on the mainland, commencing 100 yards from the shore, and straggling back into the adjacent woods. Before it was destroyed last year by the boats of Her Majesty's ships “Briton” and “Daphne” it was a compact walled town, but the walls have not been rebuilt. There are now about 100 inhabitants, who, in appearance, more resemble the people of Paza than other Bajunia.

The channel between the mainland and the island of Kiunga is about 1½ miles broad, opening to north and south, but except at flood tides is not easy of access except to small dhows. The island is about half a mile long, and the ruins of the old town of Kiunga stand on the shore of a shallow inlet, exactly opposite the new town. No writing or inscription of any kind exists among these ruins.

The grave of the murdered officer, constructed by order of Mzee Saif, stands on a mound in the centre of the ruins. It is an unusually large white chunan Arab tomb,

built round the wooden cross erected by his boat's crew, and at the northern end is a white pillar about 12 feet high, which is quite a landmark coming into the harbour from the north. The grave is in perfect order.

The island is uninhabited, and is too rocky for other animals than goats to live upon. It is called in the charts Simambaya, but is unknown by that name by the natives. There is, however, an island of this name, and of a similar shape, about 12 miles to the south.

I found that Jahidi, the Chief of Kiunga, who was suspected of having plotted the murder, was absent at a plantation beyond Shakani. I sent for him, and the next morning waited for his arrival off Shakani. The Chief of that town came off to my dhow, and stated that Jahidi was ill with fever, and as time did not permit me to land, I was compelled to rest content with this excuse.

Shakani is a town of three or four hundred inhabitants, lying very low, on the shore, about three miles north of Kiunga. Like the latter, its principal trade is in cowries, but many of the relatives of the Chiefs were engaged in slave-trading until lately. Mbarahaji and Mahathi, relatives of the murderer, and head men of the town, came to see me, accompanied by Mohamed Saif (brother of the Chief of Paza). Both were fine old men. They asked to be allowed to give up their houses to myself and servants, and were in every way more respectful in their manner than I ever before found a Bajunia to be, doubtless owing to the exemplary punishment with which we visited those connected with the late outrage. On informing them of the impossibility of my accepting their invitation, they begged, in the most abject manner, that peace might be restored between the boats of Her Majesty's ships and their towns. In reply, I informed them they need fear no further punishment so long as they behaved properly to white men and Indians visiting them, but that they must expect for some time to come officers would always land well armed and attended, and it must depend on their conduct how soon perfect confidence is restored. I endeavoured to show them that what we wanted was courtesy and honesty, not servility, and that all intercourse must be for their profit. I added, that I did not doubt the punishment they had received would be a sufficient warning to them, though, should it prove otherwise, we were prepared to show our power, and a more severe vengeance would follow any future act of treachery.

I took the opportunity to inform them that the murderer of the English officer, their relative Bwana Heri, was dead, and that I had seen him lying dead in the common prison at Zanzibar just before I left. I noticed that this news caused strong emotion in all present, but Mohamed Saif got so excited for a moment as to be hardly able to control himself, and I heard him whisper to Mahathi to go instantly and tell Jahidi. Before leaving he asked me privately, and with marked anxiety, whether Mzee Saif knew that the man was dead. On leaving they begged my acceptance of two fine sheep and a bullock, which they had sent for; I accepted the former, as they came off before the anchor was weighed.

I have reason to believe that this visit will be productive of good, and that my remarks, not having passed through an interpreter, will be certainly repeated and talked over among the people. Without laying any great stress on a mere opinion, I must conclude this Report by stating that I have little doubt the murder of Lieutenant M'Causland was the result of a matured plan on the part of the Bajunia Chiefs and those of their people who had sustained losses by our action in the suppression of the Slave Trade. Whilst believing that Jahidi of Kiunga was the person chosen to carry out this conspiracy, I cannot but think that some of the superior Chiefs were equally guilty; and among other reasons for this suspicion, I may mention that during my stay at Tula, when mixing freely with the Somalis, I was told that Jahidi, Mohamed Shakua, and some of the Mzee Saif's family, had been partners in two slave ventures which had gone wrong in consequence of our cruizers; and when at Kismayu I met Mohamed Shakua, who himself complained to me that he had lost all his money through the seizure of two vessels which, however, he declared were not engaged in slave traffic. Taking this in conjunction with the evident emotion of more than one of the suspected parties when they learned that the only person who would be likely to confess the whole truth respecting this murder was out of the way, together with casual expressions let fall by the parties concerned, which by themselves might have passed unheeded, I have come to the conclusion that the murdered officer was a victim to the cause of Slave Trade suppression, in which he had done his duty only too well to escape the animosity of slave-dealers.

No. 3.

Vice-Consul Elton to the Earl of Derby.—(Received January 11, 1875.)

My Lord,

Zanzibar, December 14, 1874.

I HAVE the honour to report, for your Lordship's information, that Captain Prideaux, partly with the view of recruiting his health, which has suffered from nearly a year's residence at Zanzibar, and partly with the object of making full enquiries into the manner in which manumitted slaves are protected and supported in the Seychelles, and reporting on the advisability or otherwise of allotting negroes to those islands, availed himself of an invitation from Captain Gray, commanding Her Majesty's ship "Nassau," to visit them.

Captain Prideaux sailed from this island on November 24, and placed me during his absence in charge of the Political Agency and Consulate-General, with directions to act as Judge in the Vice-Admiralty Court should any captures be made by Her Majesty's cruizers.

Her Majesty's ship "Nassau" is expected to return from her voyage by the 1st January, 1875.

I have, &c.

(Signed) FREDERIC ELTON.

No. 4.

Vice-Consul Elton to the Earl of Derby.—(Received January 11, 1875.)

My Lord,

Zanzibar, December 15, 1874.

I HAVE the honour to forward, for your Lordship's information, two Vice-Admiralty cases, Nos. 13 and 14 of 1874, in the Zanzibar Court.

These cases were adjudged upon by me agreeably to my instructions received from Captain Prideaux previous to his departure for Seychelles, and which I have conveyed to your Lordship in my letter of yesterday's date.

At the conclusion of the evidence in Case No. 13 I have ventured to annex some remarks on the position of the dhow before the Court, to which I have nothing further to add; but, as regards Case No. 14, I would beg to point out that the line of defence adopted by the Nakhoda, in direct opposition to the statement on oath of Lieutenant Black, Mr. Austin, and Mark Blandon, could not be entertained.

Case No. 13 is the type of a growing abuse, and the necessity of constant surveillance over our subjects and protected subjects on the East African Coast is evidenced by the laches of Kakoo Premji and Muttrandass, both of whom are men who I have met and who are capable of thoroughly understanding the risks run by sailing vessels without papers or colours and under irresponsible captains.

I have, &c.

(Signed) F. ELTON.

Inclosure 1 in No. 4.

Case No. 13 of 1874.

In the Vice-Admiralty Court at Zanzibar.—December 12, 1874.

Her Majesty's ship "Rifleman" v. Native Dhow (name unknown).

Minutes of Proceedings.

THE Court assembled at half-past 2 P.M. Commander Stratford Tuke, Her Majesty's ship "Rifleman," on behalf of the captors.

Munshagani (Munye Msanga), Nakhoda of the captured dhow, for the defence.

Captain Tuke puts in his affidavit, to the truth of which he is duly sworn, and which is attached to the proceedings.

Farj-Allah is examined, and his deposition is attached to the proceedings.

Soodi is examined, and his deposition is attached to the proceedings.

Almasi is examined, and his deposition is attached to the proceedings.

Suleiman, a passenger, is examined, and his deposition is attached to the proceedings.

Munshagani, the Nakhoda, is examined, and his deposition is attached to the proceedings.

Saad Allah is examined, and his deposition is attached to the proceedings.

Humari is examined, and his deposition is attached to the proceedings.

The dhow being satisfactorily proved to be the property of Kakoo, the Collector of Customs at the Island of Cholé, a British-protected subject, and unprovided with either papers or colours, with both of which she should have been furnished, her name also not appearing in the list of registered vessels in Her Britannic Majesty's Consulate-General at Zanzibar in the entries for the last three years, and her Captain having engaged slaves, the property of other people, not being sailors, but cultivators, and not receiving wages on board, the before-mentioned Kakoo, moreover, having previously undertaken, to the knowledge of the Court, to report to Her Britannic Majesty's Consulate-General at Zanzibar any and all infringements of laws and regulations regarding shipping and slaves on the part of British and British-protected subjects, which might at any time come under his (Kakoo's) observation, and being now wilfully in fault himself with respect to the "Kamanani," a Decree of Condemnation is therefore awarded.

(Signed) FREDERIC ELTON,
Acting as Judge in the Vice-Admiralty Court, Zanzibar.

1st Evidence.—Farj Allah states, after being duly warned: I am a Makua, and Semakweli, the cousin of the Nakhoda, is my master. I was taken by Maviti, and then brought up the coast with slaves, and sold to the Nakhoda's cousin about five years ago. I never went to sea. I worked on a shamba. I did not want to go. I was made to go by my master. The Nakhoda is not my master. I do not know whether I was to be brought back or to be sold. I got no pay from any one. Four slaves were like me in the dhow: Soodi, Almasi, and Mtumwa, and one more. Almasi was to be sold. Soodi had been on a dhow, I think. The one whose name I do not know was for sale. Men ran on shore by themselves, three. They were passengers. Mtumwa was sent on shore with a passenger to buy mohogo for food. We came from Msanga Mkun, near Mkindani. I had been twelve days on board in all.

(Signed) F. ELTON.

2nd Evidence.—Soodi, after being duly warned, states: I am a Makua, slave of Suleiman bin Munyi el Falim, Msanga Mkun. I was ordered on the dhow by my master. I worked on a shamba before. I got no wages from anybody. I was not a sailor before. We went to Mkindani and Lindy, then Kiswara. I know who owns the dhow, Kakoo of Cholé, the Custom Master, whose son, Muttrandass, lives at Mkindani.

[*Note.*—Consulate Register produced. Kakoo is registered at Cholé and Muttrandass at Mkindani, and are both known to the Court.]

Muttrandass shipped rice, sim-sim, and other things. There were seven sailors. I am one, Farj Allah and Hamari, Saad Allah and Almasi, all slaves of other people and with no wages. Rupimi and Muyanguisa got wages. I do not know whether they are slaves. I do not know if we were for sale. I know nothing. I was ordered on board. I heard we were going to Kilwa, then Cholé. My master had no relations with the Nakhoda before. I saw ten bags of sim-sim of Muttrandass'; two bags of the dhow's property; four bags of rice of the passengers', who were four men; one desk, and there were empty bags.

(Signed) F. ELTON.

3rd Evidence.—Almasi states, after being duly warned: I am a slave from Nyassa. Nwenji Maowa is my master, of Sangani, near Mkindani. I was never a sailor before. I was sent on board. I got no wages. I did not wish to go. There were four passengers.

(Signed) F. ELTON.

4th Evidence.—Suleiman states, after being duly warned: I am a free man and live at Mkindani. I was a passenger. I was the only passenger on board, and shipped twelve bags of simsim and four of rice. My wife lives at Zanzibar, on a shamba. I only knew

the Captain on board, and nothing of the men. It is the dhow of Kakoo of Cholé, who I knew. I was going to Cholé, then to Zanzibar. Those are my papers, old documents.

(Signed) F. ELTON.

5th Evidence.—Mashagani, after being duly warned, states: I am Nakhoda of the dhow. It is called the “Kamanani,” and owned by Kakoo Premji, of Cholé, not by his son Muttrandass. He is Collector of Customs. Two years ago she ran on a reef at Kivimko, and lost her papers there, I believe. I got her off the reef after eleven months, and was made captain of her. I had been sailing three months in her. I live at Msanga Mkun. I never saw a flag or her papers. I received letters from Kakoo, and I had letters for him, but the three passengers ran away with them when the English boarded the dhow, and said, “You are lost.” I am wrong to ship slaves of other people in the dhow of Banyan, I suppose. The cargo was Suleiman’s.

(Signed) F. ELTON.

6th Evidence.—Saad Allah states, after being duly warned: I am slave of Bakhin, of Mkindani. My master received 3 dollars from the Nakhoda, and then sent me on board. I received nothing. I was not a sailor; worked on a shamba,

(Signed) F. ELTON.

7th Evidence.—Hamari states, after being duly warned: I am slave of Bakhin. I was shipped with Saad Allah by my master’s orders. I got no pay. I was a shamba slave.

(Signed) F. ELTON.

Statements.—Muyanguisa and Rupimi both state before the Court, they are free men, sailors, and receiving wages as sailors from the Nakhoda.

(Signed) F. ELTON.

The Court then re-called Suleiman, who corrected his former statement, and said, three passengers did run on shore. He did not know whether they owned cargo. He did not know what was in the ship.

(Signed) F. ELTON.

The Court is unable to find any record of the registry of the “Kamanani.”

The position of the dhow is, that owned by Kakoo Premji, of Cholé—a Banyan, of Kutch, in the employ of the Custom-house farmers—she is sailed without papers or colours. Mattrandass, of Mkindani, ships cargo on board her, and allows her to proceed on her coasting voyage without apparently noticing this fact, although to the Court’s personal knowledge, aware of the risk run.

The Nakhoda adopts an economical method of obtaining a crew. He ships two free men, who are sailors, and pays them, then completes his number of hands with five raw slaves, who have been previously employed in tilling the ground on plantations, and are sent on board by their masters, against their inclination. These five men receive no wages, are not seamen by trade, and are ignorant of their ultimate lot. They do not know whether they are to be brought back to their masters or to be sold. The inference may be drawn that the Nakhoda purposed selling them on commission at some port further north, where slaves command high prices; the temptation to do so would be great, but the fact, at any rate, remains, that a Nakhoda in the service of a protected British subject, shipped on board a dhow without colours or papers, the property of a British protected subject, five slaves, labourers on plantations, contrary to their own inclination, to work as sailors, without receiving pay or remuneration, but subject to the terms of some private contract, made only with the masters of such slaves.

(Signed) F. ELTON,

Acting as Judge in the Vice-Admiralty Court, Zanzibar.

Affidavit.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen, against a Dhow or native vessel, name and nation not known; the Master, Mustagani-bin-Tanga; and the Owner, whose name is unknown; her tackle, apparel, furniture, and cargo; and also five male slaves. Signed by Stratford Tuke, Esq., a Commander in Her Britannic Majesty's Navy.

Appeared personally, Stratford Tuke, Esq., Commander, commanding Her Majesty's ship the "Rifleman;" and made oath, that on the 7th day of December, 1874, he was steaming out of Kiswara Bay, in Her Majesty's ship "Rifleman," to cruize for the suppression of the Slave Trade on the East Coast of Africa, when he observed a dhow or native vessel on a reef on the north side of Kiswara Bay, showing no colours.

The circumstances of the capture were as follows:—

The whaler was lowcred, and was sent in charge of Mr. Herbert Kingsmill Lukin Phillips, Sub-Lieutenant, R.N., to board and search the said dhow or native vessel; and he found she had no papers or colours, but had one slave boy on board, who he brought to the ship, as also the Nakoda or Master.

The slave boy stated (through the Interpreter), that he was a slave, and that he did not know what he was in the dhow or native vessel for; and that there were four other slaves embarked with him near Mikindini.

I then sent a boat to detain the dhow or native vessel, as being engaged in the Slave Trade.

At high tide I caused the said dhow or native vessel to be floated off the reef, and brought alongside the "Rifleman."

Two of the slaves were brought to the ship in the dhow or native vessel, as also two of the crew, and one man, who stated that he was a passenger.

The slaves declared that they were slaves, and wished to be freed.

At my requisition two more slaves who were in the dhow were recovered in the evening by the Chief or Sheik of Kiswara; and I received them on board; these also declared they were slaves, and were in the dhow or native vessel against their will.

This made, Master or Nakoda, one; passenger (said to be), one; crew, two; and slaves, five.

Three or more other persons, either crew, passengers, or slaves, deserted the dhow or native vessel before her being boarded.

(Signed) STRATFORD TUKE.

On the 12th day of December, 1874, the said Stratford Tuke, Esq., was duly sworn before me to the truth of the above statement.

(Signed) F. ELTON,

Acting Judge in the Vice-Admiralty Court, Zanzibar.

Certificate of Destruction of the Dhow or Native Vessel.

I, the undersigned Stratford Tuke, holding the rank of Commander in Her Britannic Majesty's navy, and commanding Her Majesty's ship "Rifleman," do hereby certify that on the 10th day of December, 1874, I directed a survey to be held on the dhow or native vessel detained by me on the 7th day of December, 1874, on the ground that she was engaged in the Slave Trade; and that, the surveying officers having reported to me that she is leaky and unseaworthy, as from the report of survey hereto annexed will more fully appear, the said dhow or native vessel has been destroyed by my orders.

Signed this 10th day of December, 1874.

(Signed) STRATFORD TUKE, *Commander.*

Report of Survey.

In pursuance of an order from Commander Stratford Tuke, we, whose names are hereunto subscribed, have held a careful and strict survey on the dhow or native vessel, name and nation not known, detained on the 7th day of December, 1874, on the ground that she was engaged in the Slave Trade, and report as follows:—

That, with towing from Kiswara Bay to Keelwa Kivinja, she has become leaky and unseaworthy, and we therefore recommend her to be destroyed.

Signed this 10th day of December, 1874.

(Signed) W. E. BLACK, *Senior Lieutenant.*
EDWIN HILLIARD, *Navigating Lieutenant.*

Certificate as to Moneys and Valuables found on board.

I, Stratford Tuke, holding the rank of Commander in Her Britannic Majesty's navy, being in command of Her Majesty's ship "Rifleman," do hereby certify that the following is a correct account of all monies and valuables found on board the dhow, name and nation not known, detained by me on the 7th day of December, 1874, in Kiswara Bay, on the ground that she was engaged in the Slave Trade, viz.:—

Nil.

Dated on board the "Rifleman" this 7th day of December, 1874.

(Signed) STRATFORD TUKE, *Commander.*

Certificate as to the State of the Vessel or Dhow at the time of Detention.

I, the undersigned Stratford Tuke, holding the rank of Commander in Her Britannic Majesty's navy, being in command of Her Majesty's ship "Rifleman," do hereby certify that, in exercise of the authority vested in me, I did, on the 7th day of December, 1874, being in Kiswara Bay, detain the dhow or vessel, name and nation not known, name of the master being Mashagani-bin-Tanga, the name of the owner not known, 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 two persons, one Master or Nahoda, and one person calling himself a passenger, and five male slaves.

And I further certify that the dhow or vessel is in a seaworthy condition.

Dated on board the "Rifleman" this 7th day of December, 1874.

(Signed) STRATFORD TUKE, *Commander.*

Certificate as to Papers found on board the Dhow or Vessel detained.

I, the undersigned Stratford Tuke, holding the rank of Commander in Her Britannic Majesty's navy, being in command of Her Majesty's ship "Rifleman," do hereby certify that, in the exercise of authority invested in me, I did, on the 7th day of December, 1874, being in Kiswara Bay, detain the dhow or native vessel, name and nation not known, the name of the master being Mushagani bin-Tanga, the name of owner not known, on the ground that she was employed in the Slave Trade.

And I further certify that Annex B hereto contains a correct list of the papers found concealed, together with a statement of the places in which, and the circumstances under which, they were so found.

Dated on board the "Rifleman" this 7th December, 1874.

(Signed) STRATFORD TUKE, *Commander.*

(B.)—*One torn letter. Thirty slips of paper or notes.*

These papers were found in the bedding of a person calling himself a passenger on everything being searched.

The master stated there were no papers, so everything was searched in consequence.

Dated 7th December, 1874.

(Signed) STRATFORD TUKE, *Commander.*

Inventory of the Stores, Furniture, and Cargo of the Dhow or Native Vessel detained.

I, Stratford Tuke, holding the rank of Commander in Her Britannic Majesty's navy, detained, on the 7th day of December, 1874, in Kiswara Bay, on the ground that she

was engaged in the Slave Trade, by Her Majesty's ship "Rifleman" (commanded by me, Stratford Tuke), do hereby certify that the following is a correct inventory of the stores, furniture, and cargo of the said dhow or native vessel, viz. :—

Seventeen bags of rice or seed, and
About 5 cwt. of firewood.

Dated on board the "Rifleman" this 7th day of December, 1874.

(Signed) STRATFORD TUKE, *Commander.*

Decree.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a dhow or native vessel, name or nation not known, the master, Mashagani-bin-Tanga, and the owner, whose name is unknown, her tackle, apparel, furniture, and cargo, and also five male slaves, seized by Stratford Tuke, Esquire, a Commander in Her Britannic Majesty's navy, and of Her Majesty's ship "Rifleman," before Frederic Elton, Esquire, acting as Judge in the Vice-Admiralty Court at Zanzibar, on the 12th day of December, 1874.

APPEARED personally the said Stratford Tuke, Esquire, and produced the sworn declaration hereunto annexed, setting out the circumstances under which a dhow or native vessel, name unknown, and having no papers or colours, whereof Mushagani (bin Tanga) was master, of the description and dimensions specified in the annexed certificate of admeasurement, was seized off Kiswara Bay, in the dominions of His Highness the Sultan of Zanzibar, on the 7th day of December, 1874, by the officer above-named, containing five slaves. 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 the property of a British protected subject, and unprovided with papers, pass, or colours, and moreover that the Captain had shipped as part of the crew five male slaves against their will, and who received no wages in consideration of their work, and had no knowledge of their ultimate fate, such being in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said dhow or native vessel, her tackle, apparel, and furniture, and the said five male slaves, and the cargo on board, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly.

And I concur in the destruction of the said dhow, certificate of which destruction is annexed, and do further order the said cargo to be publicly sold in separate parts.

In witness whereof I have signed this present Decree, and, have caused my seal of office to be affixed thereto this 12th day of December, 1874.

(Signed) FREDERIC ELTON,
Acting as Judge in the Vice-Admiralty Court at Zanzibar.

Inclosure 2 in No. 4.

Case No. 14 of 1874.

In the Vice-Admiralty Court at Zanzibar.—December 12.

Her Majesty's ship "Rifleman" v. Native Dhow (name unknown).

Minutes of Proceedings.

THE Court assembled at half-past 4 P.M.

Commander Stratford Tuke, Her Majesty's ship "Rifleman," on behalf of the captors.

Hummadi (Amadi bin Juma), Nakhoda of the captured dhow, for the defence.

Mr. Charles Austin puts in his affidavit, to the truth of which he is duly sworn, and which is attached to the proceedings.

Isa is examined, and his deposition is attached to the proceedings.

Hummadi is examined, and his deposition attached to the proceedings.

Mark Blandon is examined on oath, and his deposition is attached to the proceedings.

Lieutenant William Edward Black is examined on oath, and his deposition is attached to the proceedings.

It being proved to the Court that the dhow or native vessel was engaged in conveying slaves;

A decree of condemnation is thereupon awarded.

(Signed) FREDERIC ELTON,
Acting as Judge in the Vice-Admiralty Court, Zanzibar,

1st Evidence.—Isa, after being duly warned, states: I am an Mguido, slave of the Hassani of Mgongo, on the mainland, near the island of Kilwa (Kisivani). I was ordered on the dhow, and not told whether I was to come back or not. It was the dhow of Barak. I did not work on board during the passage. Slaves are sent in this way, by ones and twos, plenty of them. They go on afterwards to Kilwa Kivinja to be sold. I thought I was to be sold; no reason was said for my going, and I was not wanted on the dhow. There were passengers and other people. Some were slaves, but I do not know if they were for sale.

(Signed) F. ELTON.

2nd Evidence.—Hummadi, the nakhoda, after being duly warned, states: I am free, and am the nakhoda of the dhow; the owner is Barak Mahommed, of Zanzibar. Gholam, of Kilwa Kivinja, was a passenger, and others were passengers; and at Sinyakati, one hour from Kilwa Kisivani, the English boats came, and they seized this slave, Isa, in a canoe, and put him in my dhow to seize it. I never saw him until then. Some passengers left in boats when the English boats came. It was fear. I know nothing more.

(Signed) F. ELTON.

3rd Evidence.—Mark Blandon, leading seaman and coxswain, examined on oath, states: As we rowed up to board the dhow, a canoe pushed off with people from the dhow, and they landed and dispersed in the bushes as we came up. This boy we took, with some passengers, and when the nakhoda was asked who he was, he said his father was in the dhow; but the man pointed out as the father disclaimed the boy. The boy came from the dhow, and there were other slaves I saw land. There were no papers or flag.

(Signed) F. ELTON.

4th Evidence.—Lieutenant William Edward Black, Royal Navy, examined on oath, states: I corroborate Mr. Austin's statement. I ordered the dhow to be taken, and was near enough to see the people who were landed, and who, I believe, were some of them slaves, running about confusedly. The boy Isa came from the dhow, and the other passengers refused to claim him when the nakhoda asked them to do so. I am under the impression those on shore were slaves we saw in the bushes.

(Signed) F. ELTON.

The dhow appearing to the Court, from the evidence, to have been engaged in conveying slaves, one of whom was the Mguido, Isa, a decree of condemnation is thereupon awarded.

(Signed) FREDERIC ELTON,
Acting as Judge in the Vice-Admiralty Court, Zanzibar.

Affidavit.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a dhow or native vessel, name and nation not known, the master, Amadi bin Juna, and the owner, whose name is not known; her tackle, apparel, and furniture, and also against one male slave. Signed by Charles Austin, a boatswain of the second class in Her Britannic Majesty's navy.

Appeared personally Mr. Charles Austin, boatswain of the second class of Her Majesty's ship "Rifleman," and made oath that on the 8th day of December, 1874, that he was on detached duty from Her Majesty's ship "Rifleman," to cruise for the suppression of the slave trade on the east coast of Africa, in charge of the whaler, and in company with the cutter in command of Lieutenant William Edward Black, under whose orders he was cruising, during which cruise he detained on the evening of the 8th day of December, 1874, a dhow or native vessel as being engaged in the slave trade, in the river Kizimafogo.

The circumstances of the seizure were as follows: while in the Kizimafogo river, he observed a dhow or native vessel showing no colours, and chased her. On the master of the dhow or native vessel observing that he was pursued ran his vessel into a creek, and ran her on shore.

On nearing her he saw a canoe with several persons on board, and he stopped and searched the said canoe, and found several passengers and one slave on board. On nearing the dhow or native vessel he observed about fifteen or sixteen women and children hurriedly disembark, and running hither and thither, apparently not knowing where to conceal themselves, or where to go; these he had no hesitation to say were undoubtedly slaves for sale.

Lieutenant William Edward Black, who was in charge of the boats, then arrived on the scene in the cutter, and would not allow him to land to recover the slaves on shore, as it was getting dark.

The slave previously referred to as having left the dhow or native vessel in a canoe, declared that he was a slave (through the interpreter), and that he did not know what he was in the dhow or native vessel for, and that he wished to be freed.

Lieutenant William Edward Black then detained the said dhow or native vessel, as being engaged in the slave trade. She had on board one nakhoda, two crew, ten passengers, and one slave.

The dhow or native vessel, also the canoe, the nakhoda, crew, and passengers were all brought to the "Rifleman" on the following day, viz., the 9th day of December, 1874, and examined by Stratford Tuke, Esquire, commander, in command of Her Majesty's ship "Rifleman."

After the investigation the passengers were allowed to take the canoe and all their private property, and land at Kilwa, as also the crew. The nakhoda and slave were detained on board.

The dhow or native vessel was surveyed and found unseaworthy, and was destroyed, the same having been deemed a legal prize, and forfeited to Her Majesty the Queen.

There were no papers produced, nor could he discover any papers whatever on board.

(Signed) CHARLES AUSTIN.

On the 12th day of December, 1874, the said Charles Austin was duly sworn before me, to the truth of the above statement.

(Signed) F. ELTON,
Judge in the Vice-Admiralty Court, Zanzibar.

Certificate as to the Destruction of the Dhow or Native Vessel.

I, the Undersigned, Stratford Tuke, holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Rifleman," do hereby certify that on the 9th day of December, 1874, I directed a survey to be held on the dhow, or native vessel, name and nation not known, detained by the boats of this ship on the 8th day of December, 1874, on the ground that she was engaged in the Slave Trade,

and that the surveying officers having reported to me that she is leaky and unseaworthy, as from the Report of Survey, hereto annexed, will more fully appear, the said vessel or dhow has been destroyed by my orders.

Signed this 9th day of December, 1874.

(Signed)

STRATFORD TUKE, *Commander.*

Report of Survey.

In pursuance of an order from Commander Stratford Tuke, we, whose names are hereunto subscribed, have held a careful and strict survey on board the dhow, or native vessel, name and nation not known, detained on the 8th day of December, 1874, on the ground that she was engaged in the Slave Trade, and report as follows:—

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

We, therefore, recommend her to be destroyed.

Signed this 9th day of December, 1874.

(Signed)

W. E. BLACK, *Senior Lieutenant.*

EDWIN HILLIARD, *Navigating Lieutenant.*

Certificate as to the State of the Vessel at the time of Detention.

I, the undermentioned William Edward Black, holding the rank of Lieutenant in Her Britannic Majesty's navy, being detached in and in command of the boats of Her Majesty's ship "Rifleman," do hereby certify that, in exercise of the authority vested in me, I did, on the 8th day of December, 1874, being in the River Kizimafogo, detain the dhow or vessel (name and nation not known), on the ground that she was engaged in the Slave Trade.

And I further certify that she had on board at the time 1 nakhoda, 2 crew, 10 passengers, and 1 slave.

And I further certify that the dhow or native vessel is in a leaky condition and unseaworthy.

Signed this 9th day of November, 1874.

(Signed)

W. E. BLACK, *Lieutenant.*

Approved by me, this 12th day of December, 1874.

(Signed)

STRATFORD TUKE, *Commander.*

Decree.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a dhow or native vessel, name or nation not known, the master, Amadi bin Juma, and the owner whose name is unknown, her tackle, apparel, and furniture, and also against one male slave seized by Charles Austin, a boatswain of the second class in Her Britannic Majesty's navy. Before Frederic Elton Esq., acting as Judge in the Vice-Admiralty Court at Zanzibar, on the 12th day of December, 1874.

APPEARED personally the said Charles Austin, and produced the sworn declaration hereunto annexed, setting out the circumstances under which a dhow or native vessel, name unknown, and flying no colours, whereof Hummadi (Amadi bin Juma) was master, of the description and dimensions specified in the annexed certificate of admeasurement, was seized off Kizimafogo River, near the Island of Kilwa (Kisiwani) in the dominions of His Highness the Sultan of Zanzibar, on the 8th day of December, 1874, by Charles Austin above-mentioned, containing one male slave. 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 conveying a slave against his will, in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said dhow or native vessel, her tackle, apparel, and furniture, and the said male slave to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly.

And I approve the destruction of the dhow, certificate of which destruction is annexed.

In witness whereof I have signed this present Decree, and I have caused my seal of office to be affixed thereto, this 12th day of December, 1874.

(Signed) **FREDERIC ELTON,**
Acting as Judge in the Vice-Admiralty Court, Zanzibar.

No. 5.

Vice-Consul Elton to the Earl of Derby—(Received January 11, 1875.)

(Extract.)

Zanzibar, December 15, 1874.

I HAVE the honour to inclose you copy in translation of a letter addressed by me to His Highness the Sultan of Zanzibar, together with copy in translation of reply received thereto, relative to a desire expressed by Captain Sullivan, R.N., commanding Her Majesty's ship "London," who was anxious to establish workshops and a forge on the Island of Bawy, opposite the town of Zanzibar.

Captain Sullivan had frequently expressed a wish that the Sultan would allow him to use the island both for working purposes and as a place on which to give his men a run ashore.

I mooted the subject to the Sultan, who with the greatest cordiality promised me verbally that the island should be placed at the disposition of the "London," and His Highness now ratifies his verbal promise by the inclosed reply, in translation, to my letter of November 10.

The interests of the few fishermen living on the island are secured, and it is now used as a place of recreation for the men, who it would be unwise to grant leave to, in any numbers, on Zanzibar.

I trust your Lordship will appreciate His Highness' goodwill in the matter, and that my action may be approved.

Inclosure 1 in No. 5.

Vice-Consul Elton to the Sultan of Zanzibar.

After compliments,

Zanzibar, December 10, 1874.

I HAVE to inform your Highness that in conversations with Captain Sullivan, who commands Her Majesty's ship "London," he has told me that there are difficulties in doing the engineer's work on board his vessel; fires and forges are necessary, and also more space.

If then your Highness sanctioned a workshop and forge being built on the island of Bawy for repairs of boats and ships, I feel assured that Her Majesty's Government would regard such sanction as a proof of that amicable feeling and confidence which I trust may long exist between Great Britain and your House.

Any assistance that your Highness may require for repairs of machinery or vessels, Captain Sullivan desires me to say will always willingly be given.

I have, &c.
(Signed) **FREDERIC ELTON.**

Inclosure 2 in No. 5.

Vice-Consul Elton to Captain Sullivan, R.N.

Sir,

Zanzibar, December 12, 1874.

I HAVE the honour to forward you the copy of a letter received by me this day from his Highness Seyed Burgash.

I have very great pleasure at the same time in drawing your attention to the good will and readiness with which the Sultan at once acceded verbally to your wish to build on the Island of Bawy.

The verbal permission is now quite ratified by the letter of to-day, and you can consider yourself at liberty to commence any work you may wish upon Bawy. I need hardly suggest, however, that it will be perhaps politic to avoid interfering with the existing interests of the small Colony of native fishermen located on the island.

I have, &c.
(Signed) **FREDERIC ELTON.**

Inclosure 3 in No. 5.

His Highness Seyed Burgash to Vice-Consul Elton.

After compliments,

2nd El Keedah, 1291 (12th December, 1874).

Your letter dated the 3rd Showal has reached, and your friend has understood what you mentioned—the desire of Captain Sullivan to build on Bawy for the repairing of ships and boats.

There is no objection ; there is no division of property or ground between us ; and tell Captain Sullivan that anything else, besides this, he needs we shall be pleased to do it.

This is from your friend.

(Signed) BURGASH BIN SAYYID.

No. 6.

Mr. Bourke to Captain Prideaux.

Sir,

Foreign Office, January 13, 1875.

WITH reference to your despatch of the 14th November last, I am directed by the Earl of Derby to instruct you to state to Père Horner that his request for pecuniary aid in support of the freed slaves who are confided to the care of the mission under his superintendence at Bagamoys, is under the consideration of Her Majesty's Government.

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

No. 7.

Mr. Bourke to Captain Prideaux.

Sir,

Foreign Office, January 16, 1875.

WITH reference to your despatch of the 19th September last, reporting that you had considered it politic to return to the Sultan of Zanzibar a dhow taken by Her Majesty's ship "Rifeman," and condemned (Case No. 9) as a slaver in the Court at Zanzibar, I am directed by the Earl of Derby to state to you that, while fully appreciating the difficulty of the position in which you found yourself placed on that occasion, his Lordship is of opinion that it would have been better, as in any ordinary case, to have carried out the Decree by destroying the dhow.

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

No. 8.

Dr. Kirk to the Earl of Derby.—(Received January 20.)

My Lord,

London, January 19, 1875.

THE Report from Admiral Cumming, addressed to the Secretary to the Admiralty on the 5th December, 1874, relative to the measures formerly proposed by that officer for stopping the traffic of slaves by land on the East Coast of Africa, has been submitted to me for observations by your Lordship's direction, and I now have the honour to return inclosed the originals.

With reference to Admiral Cumming's letter, I observe with much satisfaction that, in the opinion of that high authority, the Treaty of 1873 has proved most efficient in stopping the sea transport of slaves, and that the Admiral concurs with me in ascribing this success in a great measure to the loyal conduct of the Sultan in acting up to the agreement when it had been forced upon him.

In the latter part of the second paragraph of this report, Admiral Cumming observes that the Slave Trade, now in abeyance, only requires the smallest loop-hole by which either our vigilance of the coast or the law may be evaded to revive in full force once

more, and that the traffickers in slaves, if given breathing time, will concoct plans for carrying on their trade.

The whole tendency of the third paragraph of the Admiral Cumming's letter goes to show that the Slave Traffic by sea, being for the time at least at an end, slaves are now moved by land for the supply of the coast settlements on the African continent. As to the statement said to have been made by certain slave traders that the land route is attended by less loss of life and less expense than the sea passages, which are now closed, I must say I am myself little disposed to attach great importance to it, in the face of the potent fact that all the chief slave-dealers are now bankrupt, and the trade passed into the hands of a much lower class, while it is admitted that the foreign traffic is at an end.

Notwithstanding the opinions expressed in the fourth paragraph at variance with my own, I see no grounds as yet to question the force of my former observation, which in effect was that along the coast there is no one strategic point which we can occupy in force (short always of administering under British authority part of the coast), that will cut off the land passage of slaves to the north; and supposing, for example, that by means of a party of armed men we were to hold the head of the creek at Daras Salam, which, if I remember rightly, was the place indicated, how could this affect the transport of slaves from Ujiji, and parts in the interior north of it? but from which, as Dr. Livingstone has shown, an unlimited supply of slaves may be obtained. None of these slaves had reached Zanzibar at the time I left. I have no doubt they are now to be found, and this is an instance of one way, even granting that we could shut off the Kilwa slave route, in which the traffic would at once again break out.

I fully believe that had we, in 1821, held Mombasa and Pemba when they were placed under our Protectorate and temporarily administered by an officer of Her Majesty's ship "Leven," we should not now have such a thing as Slave Trade on the Zanzibar coast; and if Admiral Cumming wishes to indicate such a step as the acquisition of a coast settlement, I fully agree with him in thinking that not only the Slave Trade, but slavery, might be eradicated, but I cannot think that spasmodic attempts made by armed parties to check the land slave transport would be accompanied with any good result.

There is confessedly, as Admiral Cumming shows, not a particle of proof that the Slave Trade by land is used to supply slaves to be shipped by sea. It may be that in this we are mistaken, but if we find that these slaves are shipped or intended for shipment, we have a remedy at hand in that part of the Treaty of 1873, wherein the Sultan engages to take effectual measures throughout his dominions (that is, on shore, for his dominions are not on the sea) to prevent and abolish the traffic.

Beyond securing that slaves shall not be sold in public, we have not hitherto interfered with slavery on shore, and while there is no proof that the land route is used as a means to carry on the sea traffic, we have no ground to go on under existing Treaties in forcible interference, as suggested.

In the 5th paragraph, I think Admiral Cumming has somewhat misunderstood my meaning. I have here no copy of my report, but if I remember right there was no expression that pointed to any definite time to be allowed for the Arabs to work off their slaves now on the way down to the coast. I do not feel satisfied that the land route is nearly so great a success as has been represented. The dealers who found it pay so well, bought their slaves for next to nothing just after the Treaty was signed. They could well afford to pay highly and lose many on the way, especially as prices rose in the north.

As to the remark that the coast will have to be carefully guarded by ships and boats at great trouble and expense for some time, I fully concur with Admiral Cumming, and if Her Majesty's Government are willing to initiate a new policy, and administer a coast settlement at such a spot as Mombasa, I fully believe our squadron would hardly be required after a very few years.

But if so, let this be confessed as a new policy, for if we once adopt the plan proposed, and send out armed parties on land, it is one that we must inevitably drift into; but very often we have raised much ill-feeling, and many difficult international questions of sufficient importance possibly to call for the protest of other nations with whom the Sultan holds the same relations as he does with us.

With reference to the last part of the Admiral's letter, I can only say that I shall always be ready to carry out any policy that may be indicated to me, and that, if the land traffic is seriously being carried on so as to prostrate our philanthropic endeavours, nothing will give me greater pleasure than in again being the means, in your Lordship's hands, of carrying out your Lordship's orders, so as to attain the object in view.

I shall take the earliest occasion on my return to Zanzibar of thoroughly investigating the question of the land route myself, and reporting thereon, offering any suggestions that the facts suggest.

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

No. 9.

Mr. Bourke to Captain Prideaux.

Sir,

Foreign Office, January 21, 1875.

I AM directed by the Earl of Derby to state to you that he approves of your having left Captain Elton in charge of the Consulate-General at Zanzibar during your absence at the Seychelles, as reported in Captain Elton's despatch of the 14th ultimo.

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

No. 10.

The Earl of Derby to Dr. Kirk.

Sir,

Foreign Office, February 2, 1875.

WITH reference to the questions which have arisen in regard to the interpretation of the Treaty of June 5, 1873, with the Sultan of Zanzibar for the suppression of the Slave Trade on the East Coast of Africa, I have to acquaint you, now that you are about to return to your post at Zanzibar, that, until otherwise instructed, it is the wish of Her Majesty's Government that you should continue the same line of policy hitherto adopted by you both in regard to your communications with the Sultan on Slave Trade matters, and in dealing also with vessels captured by Her Majesty's cruisers for being engaged in Slave Traffic.

I am, &c.
(Signed) DERBY.

No. 11.

The Earl of Derby to Captain Prideaux.

Sir,

Foreign Office, February 4, 1875.

WITH reference to Captain Elton's despatch of the 15th ultimo, I have to instruct you to thank His Highness the Sultan of Zanzibar, on behalf of Her Majesty's Government, for the kind and prompt manner in which His Highness acceded to the request of Captain Sullivan, of Her Majesty's ship "London," for permission to use the Island of Bawy for a recreation ground for sailors, and for the erection of forges and workshops thereupon. I have at the same time to state to you that the Lords of the Admiralty have informed me that they are anxious that the special expression of their thanks should also be conveyed to the Sultan for the use of the island in question, and you will accordingly take care to comply with their Lordships' wishes in this respect.

I am, &c.
(Signed) DERBY.

No. 12.

Vice-Consul Elton to the Earl of Derby.—(Received February 10, 1875.)

My Lord,

Zanzibar, December 21, 1874.

I HAVE the honour to acknowledge your Lordship's despatch of 6th November last, and duly note 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," your

Lordship's further commands will be carried out, "that the offender should always be handed over to the British authorities, in order that he may undergo his sentence in a British possession."

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

No. 13.

Vice-Consul Elton to the Earl of Derby.—(Received February 10, 1875.)

My Lord,

Zanzibar, December 22, 1874.

I HAVE the honour to report that, on the 16th December, a large caravan arrived from the interior at Bagamoyo, conveying considerable quantities of ivory, but, at the same time, bringing unfavourable intelligence of the position occupied by traders and settlers resident in the districts bordering the highway from the coast to lake Tanganyika.

On the 17th it was currently reported in Zanzibar that the Sultan would no longer afford any assistance whatever to Arab colonists in Unyanyembé, and disclaimed all authority over that country.

I am now able to forward to your Lordship a translation (copy) of an Arabic letter, signed by all the principal Arab settlers and merchants in Unyanyembé, addressed to Hashil bin Suabin, an influential Arab resident in Zanzibar, for the purpose of being laid before his Highness. In reply to this the Sultan has again refused to interfere at all with the interior districts, and, as a consequence, it is anticipated that the ivory trade may be seriously affected.

This caravan has brought no intelligence of Lieutenant Cameron's movements, or as far as I have been able to learn, any other news of interest.

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

Inclosure in No. 13.

Arabic Letter from Unyanyembé, praying for Assistance from the Sultan to Settlers there.

(Translation.)

From all the Arabs who are dwelling in Unyamwezi and others (Swahili, &c.,) to Hashil bin Sualim.

After compliments,

23rd Ramathan, 1291.

WE inform you that we have received a letter from our master Seyyid Burghash bin Said, written to all the people of Unyamwezi, saying that the Unyamwezi belongs to us, and that we belong to it, and that he (Seyyid Burghash) has nothing to do with the country.

Be it known to you, oh our Sheikh, that Unyamwezi and its inhabitants are our master's, Seyyid Burghash bin Said's property, not the property of others; and we who are settled in it are his subjects, and we can only settle there with his authority and name. Why does he now throw it (the country) upon us, for the subject cannot rise without his King?

And we beg our Master not to leave off the lately given assistance, and to send us guns and ammunition and munitions, that we may be able to stand before the enemy.* There is great danger for all Arabs, if we should be left alone, that all (enemies) will be one with Mirambo, and the Arabs must remove altogether.

Please, our Sheikh, tell our master Burghash bin Said not to leave us, as we have no power to stand before the enemy but through him, and we wish him to give another decision, and not let us be destroyed, together with our properties, for then we can never again make a stand.

And if our enemy heard of this there will be great danger to us, and there are no roads open for our goods to go and come. We have written all to you.

We expect a reply from you as quick as possible. Our cause is nearly spoiled.

* "Zarah," Omani word, signifying tools—implements of any trade, i.e., munitions of war, guns, ammunition, &c., are implied by the term.

No. 14.

Vice-Consul Elton to the Earl of Derby.—(Received February 10, 1875.)

My Lord,

Zanzibar, December 24, 1874.

IN continuation of my letter of the 22nd instant, I have to inform your Lordship that His Highness the Sultan has confirmed to Hashil bin Sualim his intention of rendering no further aid to the Arab settlers in Uyanyembé, and, furthermore, has ordered Ameer bin Sultan, the Governor appointed by him in Unyanyembé, to return to Zanzibar with all soldiers under his orders, and abstain from interfering with disturbances in the interior.

The Sultan, whilst stating that Ameer bin Sultan possessed his confidence, declared his inability to do more than had been done, and his fixed determination to leave the Arab colonists to fight their own battles.

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

No. 15.

Captain Prideaux to the Earl of Derby.—(Received February 10.)

My Lord,

Zanzibar, January 1, 1875.

I HAVE the honour to inclose, for transmission to the Lords Commissioners of Her Majesty's Treasury, a list of all cases that have been adjudged in the Vice-Admiralty Court here during the half year ending 31st December, 1874.

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

Inclosure in No. 15.

LIST of Cases adjudged in the Vice-Admiralty Court, Zanzibar, during the Half-Year ending 31st December, 1874.

Office No.	Date of Seizure.	Property Seized.	Date of Sentence.	Decretal Part of Sentence: Forfeiture or Restitution.	Whether Property Condemned has been Sold or Converted; and whether any Part remains Unsold, and in whose hands Proceeds remain.	Fee Claimed.
6	1874 July 23	Dhow and 11 slaves ..	1874 July 27	Forfeiture ..	Slaves freed; dhow broken into pieces and sold by public auction for 10 <i>l.</i> 1 <i>s.</i> 9 <i>d.</i> , and remitted in full on 11th November, 1874, through Her Majesty's Principal Secretary of State for Foreign Affairs, to Secretary to Her Majesty's Treasury	£ s. d. 7 5 6
7	July 16	Dhow with 92 slaves ..	July 28	Ditto ..	Slaves freed; dhow sank during passage to Zanzibar	9 13 6
8	Aug. 11	Dhow with 222 slaves.	Sept. 10	Ditto ..	Slaves freed; dhow destroyed by captors; no proceeds	5 5 0
9	Sept. 14	Dhow with 21 slaves..	Sept. 17	Ditto ..	Slaves freed; dhow returned to the Sultan ..	8 18 0
10	Sept. 11	Dhow with 12 slaves..	Sept. 19	Ditto ..	Slaves freed; dhow destroyed by captors; no proceeds	5 9 0
11	Sept. 12	Dhow with 36 slaves..	Oct. 7	Ditto ..	Slaves freed; dhow destroyed by captors; no proceeds	6 8 0
12	Oct. 29	Dhow with 7 slaves ..	Oct. 31	Ditto ..	Slaves freed; dhow sold by private contract, and proceeds, 31 <i>l.</i> 11 <i>s.</i> 7 <i>d.</i> , remitted in full to Secretary of Her Majesty's Treasury, on 10th November, 1874	8 7 0
13	Dec. 7	Dhow with 5 slaves ..	Dec. 12	Ditto ..	Slaves freed; dhow destroyed by captors; no proceeds; cargo sold for 1 <i>l.</i> 17 <i>s.</i> 7 <i>d.</i> , remitted in full to Secretary to Her Majesty's Treasury, 1st January, 1875	7 11 0
14	Dec. 8	Dhow	Dec. 12	Ditto ..	Slaves freed; dhow destroyed by captors; no proceeds	5 6 6
Total ..						64 3 6

(Signed) W. F. PRIDEAUX,
*Her Majesty's Officiating Political Agent and
Consul-General, Zanzibar.*

*British Agency, Consulate-General, Zanzibar,
January 1, 1875.*

Captain Prideaux to the Earl of Derby. — (Received February 10.)

My Lord,

Zanzibar, January 2, 1875.

I HAVE the honour to report my return from the Seychelles on the 31st ultimo.

One of my objects in visiting those islands was to collect such information as might enable me to form a judgment upon the question of the training and education of the African children who form a large majority of the slaves captured by Her Majesty's cruizers, and who are landed at Mahé, as being the most convenient port in these seas for their reception.

I was aware that for some years past prejudices had existed in the minds of many persons, to the effect that the Seychelles were unsuited for this purpose; that the liberated Africans were allotted in a hap-hazard kind of way; that no provision whatever was made for their proper maintenance and support, and that, for the most part, they fell into immoral courses, and threw disgrace, rather than credit, upon our efforts for their rescue from slavery. The greater part of these doubts were, I think, set at rest by the correspondence which accompanied my despatch of the 19th October last; but the question of the education of the children was still an open one, and I thought that a personal conference with the Chief Civil Commissioner might tend to satisfactory arrangements being made in that direction.

On arrival I was fortunate in finding that the Venerable Archdeacon Hobbs had been deputed by the Bishop of Mauritius, who had been promised limited support from the Church Missionary Society in any efforts he might make for the benefit of the rescued slaves, to visit Seychelles for the purpose of initiating a plan for the instruction and training of the African children. Mr. Hobbs informed me that though it was, of course, impossible to induce proprietors, who had had liberated slaves assigned to them, to part with them for the purpose of placing them at school, he had, nevertheless, been able to collect five or six children by way of preparation for the reception of larger numbers, when any of Her Majesty's cruizers arrived with seizures in future. This small nucleus had been placed in temporary charge of one of the Government employés and his wife, who, the Archdeacon had reason to expect, would carefully discharge the duties they had undertaken with regard to the children. Mr. Hobbs further thought it probable that a missionary would be specially sent for the purpose of training the children, should it appear to the Committee of the Church Missionary Society that he would find facilities for duly carrying on the work; and provided, of course, that the number of children in need of instruction would be sufficient to warrant the step being taken.

On this latter point, the Acting Chief Civil Commissioner engaged that, on any future occasion when cruizers arrived with seizures, the children would be allotted to the Church Missionary Society, and the adults alone assigned for labour on the plantations. The Society would naturally expect, in return, some small subsidy, the details of which must be left to future arrangement; but the Government of Mauritius would scarcely refuse, I think, to aid a project which must conduce so materially to the prosperity of the Dependency. The children might also contribute in some degree to their own support, by being allowed to work on neighbouring estates during the spare hours of the day.

It is obvious to a casual observer that labour is the only thing required to bring these islands to a high pitch of prosperity. The climate is adapted to the growth of nearly every tropical product, and the surface soil, though not deep, being chiefly composed of granite detritus and vegetable mould, is exceedingly rich. The staple production of these islands is the cocoonut, but the cultivation of spices might be made to yield a larger return, and vanilla is now being grown with much success. Such operations as clove-picking, however, necessitate a larger number of hands than the planters have at their disposal; and as they are not in a position to employ Indian coolie labour, it is only on the importation of Africans that they can rely for the development of the resources of the islands. The ten or fifteen years preceding the abolition of slavery, during which a large amount of cotton was grown, which is said to have equalled the finest description of Sea Island, is stated to have been the period of greatest prosperity in the Dependency. The population, which, I am informed on good authority, amounts to about 13,000, is on the increase; while the revenue, which now averages 11,000*l.* per annum, nearly balances the expenditure, the excess being slightly in favour of the former.

With regard to the general position of the negroes. I was glad to find that they appeared happy and contented. The climate suits them, and sickness is almost unknown amongst them. Their huts are larger and more comfortable than those at Zanzibar, and each man has a little yard, in which he rears poultry and cultivates a few

vegetables, and not, unfrequently, flowers, a circumstance unknown in their native country.

The staple diet is salt fish and rice, and occasionally manioc. The Africans very rapidly acquire the creole language, and take a pride in assuming European costume as soon as their means permit them to do so. Altogether, it is impossible not to feel that they have risen several degrees higher in the scale of civilization than those who have been left within the range of Eastern influence.

The result of my visit to the Seychelles has been to confirm me in the opinion I expressed to your Lordship in my letter of the 19th October. It seems to me that nothing more can be required to insure the welfare of the liberated negro children than a training, undertaken under the auspices of such a body as the Church Missionary Society, with the additional guarantee of careful Government supervision exercised by a responsible officer, the Protector of Immigrants.

It is with confidence, therefore, that I repeat my conviction, that it would be most conducive to the future advantage of the captured slaves if the commanders of Her Majesty's cruizers were explicitly directed to convey all seizures either to Mahé or Natal, whichever port might be most convenient, and only to bring slaves to Zanzibar in cases where fewness of numbers would not justify an absence from the station, or when the capture might be disputed under our Treaty with the Sultan.

I am aware that if this plan were fully carried out, and if the vast majority of captured slaves were allotted to our Colonies, it would militate against the views on the question of the disposal of these Africans, which were expressed by Sir Bartle Frere in his Report to your Lordship dated May 7, 1873. But I would observe that Sir Bartle Frere confined himself entirely to the subject of forming free negro Settlements under missionary and Consular supervision, and naturally overlooked the question of Government allotment, which has since been so successfully tried at Natal, and which, I believe, will prove equally successful at Seychelles. Had this experiment taken place before the Report of the Special Envoy was written, his views might have been different. But, as they stand, they have naturally much weight in England, and they have already borne fruit in the recent action of the Church Missionary Society. I think it my duty, therefore, to lay before your Lordship my reasons for thinking that the formation of free Settlements on the coast of Africa, or in the Island of Zanzibar, so long as there is an alternative course available, is not only very questionable in policy, but even cruel to the unfortunate beings whose future we hold at our entire disposal. My remarks, of course, only refer to the existing conditions of affairs, and do not take into consideration any hypothetical anticipations for the future for which there is no groundwork in the present.

I think, to begin with, that it is highly inexpedient that Africans, after having been reduced to slavery and liberated through means of the British cruizers, should ever be allowed to return to their native country. No persons, who have had much to do with released slaves, can be ignorant of the absolute horror with which the Africans themselves regard such a prospect. On this point I may be permitted to quote an anecdote, narrated by Bishop Ryan in his work on Mauritius and Madagascar. A school in the former island, which had been established for the education of manumitted Africans, had made such progress, especially in handicraft work, that the Bishop was astonished to find on a subsequent visit that the pupils had, in the interim, unanimously declined to receive any further benefit from their instructors. On inquiry, it was ascertained that the children had been informed that the chief result of their proficiency would be that they would be able to instruct their fellow countrymen on their return to Africa. On hearing this they at once refused to work any more; for, said they, "Why should we learn and labour, when the only reward of our industry will be that we shall be sent to our people, who will either kill us or sell us again into slavery."

Now, although the principles on which the proposed free settlements are to be conducted have never been very clearly specified, I have reason to believe that one of the chief objects in view is to attain the end which was looked on with such terror by the children of the Mauritius School. The object is a good one, no doubt; but it must be remembered that it can only be carried out at the risk of life and liberty to those whom we have already rescued from death and slavery. The question is, are we justified in allowing this risk? The British nation, by its Slave Trade policy, has constituted itself the guardian of the liberated African, and, in order to be true to that trust, it should provide for his actual indisputable welfare, and not use him as an instrument for any ulterior purpose, however philanthropic it may be. I think, therefore, that before any free settlement is allowed to be established with a missionary object in view, the most serious consideration of the subject is required.

On the other hand, if the settlement were founded with no such object as that indicated above, it would not materially differ from any large estate, worked solely for commercial purposes. Although no actual free settlement of the nature contemplated by Sir Bartle Frere is yet in existence, the experience we have gained from seeing the working of the system hitherto employed by the missionary societies at Zanzibar will assist us in forming an opinion on the question—whether it is advisable to allot negroes to such a settlement. I cannot pay too high a tribute to the devotion shown by the members of these societies, and especially by the fathers of the French Catholic Mission; but it is impossible to deny that, so far as the amelioration of the freed African is concerned, these institutions have been practically failures. At the age of manhood the negroes, who, as children, have been brought up as Christians, and who, with more or less success, have received an industrial training, are necessarily thrown upon the world to earn their own living. Residing in a purely Mohammedan community, they find, after a very few weeks' experience, that, as Christians, they are unable to gain a livelihood; that they are looked upon as Pariahs; and they are not long, therefore, in adopting the dominant creed, and are thenceforward undistinguishable from the rest of the population. It is true that in a missionary settlement, the freed slaves having been granted small holidays of their own, and receiving good wages for their share in the common work, might be content to remain with their teachers, but any skilled artizan or agriculturist amongst them, who might think that by proceeding to Zanzibar or any of the larger coast towns he would bring his talents to a better market, would naturally do so. Once away from the settlement his earlier religious impressions would soon be erased by the novel circumstances in which he would be placed, and he would adapt his faith accordingly. Such a sacrifice costs little to the superficial emotional nature of the negro, which is not capable of receiving deep convictions.

I will only touch briefly on the political difficulties which would attend the establishment of the proposed free Settlements. They must either be planted within the dominions of the Sultan of Zanzibar or without them. I am convinced that the present Sultan would view with much dissatisfaction an extension of the existing *imperium in imperio*; but, supposing his objections were overruled, it is not difficult to foresee that complications would frequently arise, which it would require all the tact of the Political Agent to overcome. If the Settlement were to be located without the Sultan's dominions, it would be far from British protection, and the residents would be exposed to the visits of the Arab slave-dealers and kidnappers, even allowing that no violence was to be apprehended from the original occupiers of the soil.

The question has now become pertinent, from the step taken by the Church Missionary Society in sending out the Reverend Mr. Price and four other clergymen with the object of initiating the formation of a free Settlement near Mombasa. As I had received no instructions from your Lordship on the subject of Mr. Price's intended operations, I confined myself to introducing that gentleman to the Sultan, who received him courteously, and furnished him, at my request, with a Firman to the Governor of Mombasa and the other officers of His Highness. Mr. Price, however, purposes to take up his quarters among the Washimba, a sub-tribe of the Wanika, who are independent of the Sultan of Zanzibar, and whom it would be difficult to reach should any untoward event occur. I need scarcely say that, holding the views I have expressed in the present despatch, I should not feel justified, except under your Lordship's explicit directions, in assigning any freed slaves, at all events for the present, for service to the Reverend Mr. Price.

In conclusion, I have only to add that, as between the advantages held out to the freed African (the chief, if not the only point to be taken into consideration) by the Colonies and by the Missionary Societies, respectively, my personal experience convinces me that those offered by the former preponderate greatly, and that the only way to harmonize the liberated slave, is to remove him far away from the contaminating influences of his past life. Sentimental considerations should not be allowed to stand in the way, for, in the districts which supply the slaves, a man's nearest relations are generally his worst enemies, and the sale of a son by his father is an incident of daily occurrence. Circumstances have fortunately enabled me to carry out my views to a great extent during my tenure of office at Zanzibar; but the late action of the Church Missionary Society in the matter of the Reverend Mr. Price's Mission would seem to require that an authoritative decision on the question of the disposal of liberated slaves should not be long withheld by Her Majesty's Government.

I have, &c.

(Signed) W. F. PRIDEAUX.

No. 17.

Captain Prideaux to the Earl of Derby.—(Received February 10.)

My Lord,

Zanzibar, January 4, 1875.

I HAVE the honour to forward to your Lordship copy of a Decree of Condemnation passed in the Vice-Admiralty Court in the case of a dhow captured by the boats of Her Majesty's steam-ship "Rifleman," on the 29th December, 1874.

It appeared from the affidavit of Lieutenant William Black that on the above date he was at anchor off Sindo Island in command of one cutter and one whaler belonging to Her Majesty's ship "Rifleman," when he observed a large dhow coming from the northward flying English colours. He ordered Mr. Austin, boatswain, to board her with the whaler, and on her being brought close to the cutter Lieutenant Black himself boarded her, and found she had English papers dated 12th July, 1873; but that neither the name of the master nor of the vessel corresponded with those inserted in the papers.

He also found a man on board who stated that he was a slave and that he had been stolen from Zanzibar by one of the passengers. On these grounds the dhow was brought into Zanzibar for adjudication. On inquiry it was found that there were serious discrepancies between the evidence of the slave and his supposed master, the former stating that he belonged to one Hamees Mohammed of Lamu, from whom he had been hired for the sum of 5 dollars a-month, whilst the latter declared that he had picked the boy up at Zanzibar and had made an agreement with him on his own account. On cross-examination it became evident that the boy's story was more reliable, and the confused and involved statements of his supposed master rendered the presumption that he was being conveyed for sale extremely probable.

On examining the dhow's papers it appeared that a provisional pass had been granted her from the British Consulate on the 12th July, 1873, to be renewed at the expiration of a year. In this pass the name of the vessel was stated to be "Salamti," and that of her master "Sabadi." Before the Court the master asserted his name was "Amuri," and that of the dhow "Shakahala." Her owner, a British subject, named Ismail Kamgani, was absent in Kutch, but was represented in Zanzibar by his brother Sulaiman, whose duty it was to have taken care that a new pass was granted to the dhow on the expiration of the term of the old one. This not having been done the assumption of British colours was clearly illegal.

On the following day the dhow having been handed over to my charge, my coxswain, on carefully searching her, discovered a large number of slave irons and chains hidden away beneath some matting. This fact clearly established the complicity of the vessel in the Slave Trade, and I therefore handed the master over to His Highness the Sultan for punishment.

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

Inclosure in No. 17.

Case No. 1 of 1875.

In the Vice-Admiralty Court at Zanzibar.

Decree.

Our Sovereign Lady the Queen against a dhow or native vessel named "Salamti;" master, Sahadi; and owner, Ismail Kamgani, her tackle, apparel, and furniture; and also against one male slave named Amuri, seized by William Edward Black, Esq., a Lieutenant in Her Majesty's Navy, and in charge of a cutter and whaler of Her Majesty's ship "Rifleman." Before William Francis Prideaux, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 1st day of January, 1875.

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 named "Salamti," sailing under British colours, whereof Sahadi was master, and Ismail Kamgani owner, of the description and dimensions specified in the annexed certificate of admeasurement, and containing one male slave named Amuri, was seized off

Sindo Island, in the dominions of His Highness the Sultan of Zanzibar, on the 29th day of December, 1874, by the above-named officer. 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 engaged in the illegal transport of slaves, in contravention of Treaties existing between Great Britain and Zanzibar; and that, further, she was at the time of seizure carrying false colours and irregular papers, do adjudge the said dhow or native vessel, her tackle, apparel, and furniture, and the said male slave, 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 the said dhow, her tackle, apparel, and furniture, to be sold, and the proceeds to be credited to Her Majesty's Treasury.

In witness whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 1st day of January, 1875.

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

No. 18.

Captain Prideaux to the Earl of Derby.—(Received February 10.)

(Extract.)

Zanzibar, January 4, 1875.

I HAVE the honour to forward to your Lordship copy of a Decree of Restitution passed in this Vice-Admiralty Court in the case of a dhow captured by the boats of Her Majesty's ship "Rifleman," on the 29th December, 1874.

It appeared from the affidavit of Lieutenant William Henry Black, that, on the above date, while at anchor off Sindo Island, he observed a dhow coming from the southward, which, on being boarded, was found to have no papers or colours. Three men were also discovered on board, who declared that they were slaves, and that they were there against their will; that they had never received any wages; that they wished to be free; and that they did not know what their ultimate destination would be. The vessel was therefore seized and brought to Zanzibar for adjudication.

On investigation it was clearly proved that the three slaves had been handed over to the master of the dhow for service as sailors, and there was no evidence whatever to show that they were intended for sale. One of the boys said that although he had not before served in that particular dhow, he had been to sea in another one some time ago, whilst another boy asserted that he had made three voyages. None of them made the statements before the Court which were referred to by Lieutenant Black in his affidavit.

The case, therefore, broke down, and a decree of restitution was given. Nearly every dhow in these seas is worked by slaves hired out for service by their masters, and if the practice were forbidden, trade would at once come to a standstill. After a short time the slaves become to all intents and purposes in the position of freedmen, as explained by Dr. Kirk in his letter dated 12th July, 1873.

Lieutenant Black was chiefly induced to seize this vessel by observing that the three boys were, as he thought, too young to work this dhow of 27 tons, but it is well known that, when required, the passengers are always expected to lend a hand. In the dhow in question, besides the three slaves and the master, there were four passengers, who were always called on to assist when necessary.

Inclosure 1 in No. 18.

Case No. 2 of 1875.

In the Vice-Admiralty Court at Zanzibar.

Decree.

Our Sovereign Lady the Queen against a dhow or native vessel, name and nation unknown, whereof Soodi is master and owner, her tackle, apparel, furniture, and cargo, and also against three male slaves seized by William Edward Black, Esquire, a Lieutenant in Her Majesty's navy, and in command of a cutter and whaler of Her Majesty's ship "Rifleman." Before William Francis Prideaux, Esquire, Judge in the Vice-Admiralty Court at Zanzibar, on the 1st day of January, 1875.

APPEARED personally the said William Edward Black, and produced the sworn declaration hereunto annexed, which set out the circumstances under which a dhow or

native vessel, name and nation unknown, whereof Soodi was master and owner, of the description and dimensions specified in the annexed certificate of admeasurement, and containing three male slaves, was seized off Sindoo Island, in the dominions of His Highness the Sultan of Zanzibar, on the 29th day of December, 1874, by the above-mentioned officer. I, the said Judge, having heard the evidence and examined witnesses on both sides, having found no proof that the said dhow or native vessel was engaged in the illegal transport of slaves, do adjudge the said vessel free of the above charge, and do order her to be restored to her owners and the said three slaves to be released; and I do further condemn the seizers in costs of suit, acquitting them of all claims for damages, compensation, demurrage, or other 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 1st day of January, 1875.

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

No. 19.

Captain Prideaux to the Earl of Derby.—(Received February 10.)

(Extract.)

Zanzibar, January 4, 1875.

I HAVE the honour to forward copy of Decree of Condemnation passed in this Vice-Admiralty Court in the case of a dhow seized by the boats of Her Majesty's ship "Rifleman" on the 19th day of December, 1874.

From the affidavit put in by Lieutenant William Edward Black, it appeared that that officer was cruising off Bagamoyo on the above date in command of one cutter and one whaler belonging to Her Majesty's steamer "Rifleman," when he sighted a dhow coming from the direction of the mainland showing no colours. He chased and eventually boarded her, and found that she had no papers or colours. A male slave was found on board, who declared that he received no wages, that he was in the dhow against his will, and that he did not belong to the nakhuda or native captain. Lieutenant Black, therefore, detained the dhow, but did not bring her to Zanzibar, as he considered that he would be able to seize her at any time.

I attach, for your Lordship's information, an abstract of the evidence taken in this case, which presents some legal difficulties. The seizers failed to show that the slave had been conveyed to Bagamoyo for purposes of sale, or that he was being transported back to Zanzibar with the same view; but neither was he following his master nor working as a seaman, having been sent by his ostensible master, Khalfan-bin-Jibeas, to cut wood at Bagamoyo, under charge of the Nakhuda Salim-bin-Abdullah.

Lieutenant Black acted without due caution in leaving the dhow at Bagamoyo, and failing to take a receipt from the Governor for her safe custody. In consequence of this neglect the vessel left Bagamoyo, and, as it will be difficult to discover her, I doubt whether I shall be able to carry out the Decree in its integrity.

Inclosure 1 in No. 19.

Case No. 3 of 1875.

In the Vice-Admiralty Court at Zanzibar.

Decree.

Our Sovereign Lady the Queen, against a dhow or native vessel name and nation not known, whereof Salim bin Abdullah is master, and Khalfan is owner; her tackle, apparel, and furniture, and also against one male slave, seized by William Edward Black, Esquire, holding the rank of Lieutenant in Her Britannic Majesty's navy. Before William Francis Prideaux, Esquire, judge in the Vice Admiralty Court at Zanzibar, on the 2nd day of January, 1875.

APPEARED personally the said William Edward Black, Esquire, and produced the sworn declaration hereunto annexed, setting out the circumstances under which a dhow

or native vessel, name unknown, and having no papers or colours, whereof Salim bin Abdullah was master, and Khalfan is owner, of the description and dimensions specified in the annexed certificate of admeasurement; was detained off Bagayomo, in the dominions of his Highness the Sultan of Zanzibar, on the 19th day of December, 1874, by the officers above-named, containing one male slave. 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 the property of Khalfan, a subject of His Highness the Sultan of Zanzibar, and unprovided with papers or colours, and moreover that the captain was conveying on board a male slave, Barout, a Nyassa lad, against his will, not being a sailor on board, but in a state of slavery, not properly knowing who was his master, and who had been bought and sold several times within a recent date, and was apparently again offered for sale, such being in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said dhow or native vessel, her tackle, apparel, and furniture, and the said male slave Barout, 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 the said dhow, her tackle, apparel, and furniture, to be sold publicly.

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

Inclosure 2 in No. 19.

Abstract of Evidences.

1st Evidence.—Barout: I am a Nyassa slave. Bwana Salim is my master; he is master of the dhow, owner not captain. He was not in the dhow when she was taken. I came from Kilwa, and when we got to Zanzibar I was put up to auction for six days, but no one bought me; then we went to Bagamoyo, and they tried to sell me there, but no one bought me there. When the dhow was taken she was coming back to Zanzibar from Bagamoyo, in order to tell Salim that an offer had been made for me, and to ask him whether he would accept it. Bwana Salim buys slaves at Kilwa and sells them again. I left Kilwa a month ago and came to Zanzibar. Bwana Masoore was my master at Kilwa, and he sold me to Bwana Salim. I have been his slave about one month. When I was first brought down from Nyassa was not long ago. I was not quite so tall then as I am now. I was never taught any trade by Salim or Khalfan.

(Signed) W. F. PRIDEAUX.

2nd Evidence.—Salim bin Abdullah: I am Nakooda of the dhow; it is my brother's dhow, Khalfan bin Jibeas. When the dhow was taken she was loading wood at Bagamoyo, and coming over to Zanzibar. Barout is the slave of a woman named Zoda. He was lent me by my brother to cut wood for the voyage, and I was to try and teach him a carpenter's trade. We had half a load of wood on board, and were going back. We had been four days at Bagamoyo. The woman Zoda gave the boy to Khalfan to teach him a carpenter's trade, and Khalfan put him on board me. I did not try to sell him at Bagamoyo. Six months ago Barout was handed to my brother by Zoda. The dhow is at Pangani.

1st Evidence, re-examined.—Barout re-examined: I have seen Bwana Salim buy slaves at Kilwa. He sends them up by land to Bagamoyo. I was brought by sea because I was not a raw slave. I was taken in the Nyassa country, from there to the Wahioo country, then to Kilwa, and was sold and was with three masters; then Salim bought me and brought me with him by sea here, and put me up to auction here a month ago. I did not fetch a high enough price, so then I was made to cut wood.

(Signed) W. F. PRIDEAUX.

3rd Evidence.—Khalfan bin Jibeas: I have been twenty years in Zanzibar. The dhow is mine; it is a small one. I had no papers from the Sultan, it is a small dhow. Barout has been with me eight or nine months. Zoda paid me 30 dollars to teach him trade. The dhow is at Mungapani.

No. 20.

Captain Prideaux to the Earl of Derby.--(Received February 10.)

My Lord,

Zanzibar, January 6, 1875.

I HAVE the honour to forward to your Lordship copy of a Decree of Condemnation passed in the Vice-Admiralty Court in the case of a dhow captured by the launch of Her Majesty's ship "London," on the 3rd January, 1875.

It appeared from the affidavit of Mr. Thomas John Mill, boatswain, 2nd class, that on the above date he was cruising near Pemba, in charge of the launch of Her Majesty's ship "London," where he sighted a dhow about fifteen miles to the southward of that island, for which she was apparently making, and after chasing her, and firing three rounds with a rifle to bring her to, he boarded her and found she had no colours, but a provisional pass, issued from this Consulate-General on the 24th October, 1874, in favour of an Indian-British subject named Kurrumali Madani. Mr. Mill, on proceeding to count the persons on board, found there were nine in excess of the number specified in the provisional pass, and, suspecting that of these two males and six females were being transported for purposes of sale, he seized the dhow, and brought her for adjudication to Zanzibar.

On investigation I was unable to find any proof against the two boys, but the women, although their evidence was contradictory, were clearly slaves, and were being carried across for the purpose of being sold at Pemba. One of the women was a Mjinga, or raw slave, from the Mgindo country, and did not understand a word of Kiswahili. Her presence on board was alone sufficient to condemn the dhow.

After the Decree of Condemnation was passed, the other woman admitted to the Interpreter of the Court that they were slaves, the property of the Nakhuda or captain, and that they were being transported for sale at Pemba. The Nakhuda was delivered up to the Sultan for punishment.

It did not appear that the British-Indian owner of the dhow was implicated in the affair. The dhow had been mortgaged some time ago to another man, and was virtually out of his hands. Most of these ventures are made without the knowledge of the owners, by the Nakhudas, who hope that, during the short run, they may be able to escape the vigilance of our cruisers, and I am of opinion that this was the case with the dhow in question.

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

Inclosure 1 in No. 20.

Case No. 4 of 1875.

In the Vice-Admiralty Court at Zanzibar.

Decree.

Our Sovereign Lady the Queen against a dhow or native vessel, by name the "Puda Mali," the master Baraka, and the owner Kermali Madani, her tackle, apparel, furniture, and cargo, and also two male and six female slaves, owned by one Khamis, an Arab; seized by Thomas John Mill, acting boatswain of the second class in Her Britannic Majesty's navy. Before William Francis Prideaux, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 4th day of January, 1875.

APPEARED personally, the said Thomas John Mill, and produced the sworn declaration hereunto annexed, setting out the circumstances under which a dhow or native vessel, named the "Puda Mali," having papers but no colours, whereof Baraka was master, of the description and dimensions specified in the annexed certificate of admeasurement, was seized off Pemba, in the dominions of His Highness the Sultan of Zanzibar, on the 3rd day of January, 1875, by the officer above mentioned, containing eight slaves. 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 the property of a British protected subject, provided with a provisional pass, but unprovided with British or other colours; and, moreover, that the captain had shipped six female slaves, one of whom, Mrashi, a Mgindo woman, was a raw slave, unable to talk Ki Suhalili, or to make herself understood to the people of Zanzibar, such shipment of slaves, and especially such shipment of Mrashi, a slave evidently recently captured in

the interior, and destined for field work on the island of Pemba, being in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said dhow or native vessel, the "Puda Mali," her tackle, apparel, and furniture, and the said six female slaves to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly; but, with regard to the two male slaves, these I find to be employed as sailors and stating they are free.

And I further order that the said dhow or native vessel, the "Puda Mali," be broken up, and the materials thereof be publicly sold in separate parts.

In witness whereof I have signed this present Decree, and have caused my seal of office to be affixed thereto, this 4th day of January, 1875.

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

No. 21.

Captain Prideaux to the Earl of Derby.—(Received February 10.)

My Lord,

Zanzibar, January 13, 1875.

I HAVE the honour to report that, having received information a few days ago to the effect that fresh disturbances had broken out at Mombasa, that the Sultan's flag had been twice hauled down by the insurgent leader, Mohammed bin Abdullah Bakashwain, and that an attack upon the city was imminent, I requested Captain Ward, the Senior Naval Officer, to despatch one of Her Majesty's vessels of war then in the harbour for the purpose of protecting British interests, and of lending a moral support to the Sultan's Governor.

Her Majesty's steamer "Rifleman" was accordingly detailed for this service, instructions being given to Commander Tuke merely to watch events, and on no account to interfere between the two parties, and if he saw cause for intervention, to return at once to Zanzibar for further orders.

The "Rifleman" left on the 8th instant, and returned yesterday. Commander Tuke reported that, on arrival at Mombasa, he at once placed himself in communication with the Rev. Mr. Sparshott, the resident missionary, and invited the Governor to hold a conference with him on board the ship.

Neither Mr. Sparshott nor the Governor thought there was any immediate danger to be feared, but a wide-spread feeling of alarm existed amongst the Indian community, who, through the Customs' agent and other head men, expressed to Captain Tuke their apprehensions that, being the largest holders of property in the place, their position was peculiarly unsafe. The insurgent Chief was also invited to be present at the interview by Captain Tuke, but he persistently refused, probably fearing treachery.

The present position of affairs at Mombasa does not differ materially from that which has existed for the past six months. The Akida Mohammed bin Abdullah is in possession of the fort, with about 400 Hadhramant soldiers under his command. The Governor holds the town with a far inferior force, which was, however, reinforced by a 100 men a few days ago.

The best wells of water are in the fort, which is said to be well provisioned; and the Akida's soldiers appear to have full liberty to purchase fresh supplies in the town.

There is no doubt that the town lies at the mercy of the rebel, and in the event of his determining to attack it, the Banians would be the first to suffer. Notwithstanding, therefore, the assurances of the Governor and of the Rev. Mr. Sparshott, I feel by no means certain that our intervention may not be shortly required.

Your Lordship may, however, rely that I shall use the greatest caution in the matter, and that I shall take no action until I am assured by the Sultan that he can no longer hold himself responsible for the protection of British lives and property.

In the meantime I have called His Highness' attention to the gravity of the situation, and have been informed that an additional reinforcement will be despatched immediately after the "Bakri 'Id," which takes place about a week hence. Captain Ward has also, at my request, ordered the "Rifleman" to remain at Zanzibar until after the festival, in order to be in readiness for any emergency that may arise, and she will probably, before leaving Zanzibar, pay another visit to Mombasa, in order to observe the progress of affairs.

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

No. 22.

Captain Prideaux to the Earl of Derby.—(Received February 10.)

My Lord,

Zanzibar, January 13, 1875.

I HAVE the honour to forward, for your Lordship's information, copies of three Reports, dated respectively the 11th, 21st, and 25th October last, addressed to me from Lamoo by my assistant, Mr. Holmwood, relative to the murder of a Banian at that place by some Swahilis.

On receipt of these letters I laid the matter before the Sultan, and informed him that it would be necessary to inflict a severe punishment upon the parties concerned in the murder, but I found on my return from the Seychelles that nothing had been done beyond confining the prisoners in chains at Lamoo. I have now obtained the written promise of the Sultan that they should be brought to Zanzibar, as it is necessary for the safety of the Banians residing in the coast towns that an example should be made of the guilty parties in this instance.

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

Inclosure 1 in No. 22.

Mr. Holmwood to Captain Prideaux.

Sir,

Lamo, East Coast Africa, October 11, 1874.

I HAVE the honour to report that on my arrival at this place on the 9th instant I was waited upon by all the Banians of the town, who informed me that one of their sect had been recently murdered by a Swahili, and that, though they had begged the Governor to apprehend the murderer, he had, they believed, taken no steps in the matter.

On my asking for the details of this affair, I was told Manji Muraji, a young Banian (Suri), who had come from Malindi only ten months since and set up at Lamoo as a general dealer and money-lender, was found on the morning of the 18th September last lying bound up in a mat in the roadway close to the fort. On unfastening the mat he was seen to be quite dead, his throat being cut and both face and body much hacked and cut by a knife or other sharp instrument.

The body was discovered by a Sheheri Arab named Salim, who was proceeding to the mosque at 5 A.M. He at once informed the Customs Master, and whilst some Banians proceeded to examine the body, others went with the Governor's brother to the murdered man's house. They found the padlock with key in it lying in the road, and the shop door open. On entering two boxes were seen, broken open and empty, in which he had kept the gold and valuable articles pledged with him; but other boxes of cottons and general goods were not disturbed, and in one of these was found about 400 dollars in cash, hidden beneath the cottons.

The neighbours being questioned informed them that deceased had locked up his premises and left at 2 P.M. the day before with some old gold ornaments, which he stated he was taking to a metal worker to get melted and refined. At sunset, and twice again before 11 o'clock at night, some of them had passed his door and wondered at his not having returned, but they had not heard his door unfastened during the night by the persons who entered and stole the contents of the two boxes. There can scarcely be a doubt that this was the act of the murderer, or murderers, as when the body of the murdered man was examined, the string which usually fastened the key found in the padlock to his girdle was discovered to have been cut, and in the darkness it would have been almost impossible, even were it probable, that a chance passer should have unbound the matting, recognized the deceased, secured the key of his shop, and replaced the covering.

From the casual conversation of some slaves and boatmen, who were not aware that their remarks might be understood, I discovered that the guilty parties had been generally known by the townspeople long enough to become an ordinary topic; possibly the Banians had not heard the general talk, though I believe in withholding the names of the suspected persons from me they were influenced by fear of the Governor and people, as they have no one to look up to except on the rare occasions of Consular visits.

I moreover learned that on Her Majesty's ship "Vulture" coming in sight the

Governor had sent soldiers and seized the owner of the house where the murder was supposed to have occurred, and that he was now in the fort.

The circumstances, as far as gathered by me, were as follows :—

One Ali bin Pumu Bukr, whose father is the present representative of the old Chiefs of Patte, and who lives at Lamoo on a pension granted him by His Highness the Sultan, has a small house in which resided a Swahili girl, and with her lived two others, who appear to have belonged to two relations of his—Moosa bin Sadiki, and Soudi. It is said that Banians, Swahilis, and others were in the habit of visiting this and similar houses, and that the former have caused considerable ill-feeling among the Mohammedans in consequence.

It would appear that on the night (or possibly afternoon) of the 17th September the murdered man had made such a visit to the house in question, though he may have gone on business connected with the old gold ornaments; and it is generally rumoured that the two men Moosa bin Sadiki and Soudi came suddenly upon him, and after killing him proceeded to his house and secured, as they imagined, all property of value.

When three weeks later Ali bin Pumu Bukr was apprehended, these two persons left the town and escaped, it is said, to the mainland beyond Ozy with their booty.

I inclose a statement, signed by the Banians of Lamoo, giving their version of the affair.

I have been thus minute in my report of this case because, should this letter chance to reach you before my return to Zanzibar, the Governor's report of the matter will also probably be received by His Highness the Sultan.

On gaining the above information I requested a private interview with Sayyid bin Soud the Governor. He acknowledged, when the facts were placed before him, that the murder was not one perpetrated out of mere jealousy or revenge; that valuable property had been stolen by the murderers, and that some of the parties concerned had got off with their booty. I did not deem it necessary to discuss the reasons of the delay in seizing the murderers as no useful result appeared obtainable thereby.

At the Governor's suggestion I left the matter in his hands for the present, he assuring me that he would at once dispatch soldiers on the track of the two men, and keep the man he had apprehended apart from every one.

I have, &c.
(Signed) FREDC. HOLMWOOD.

P.S.—I am leaving to-morrow for the Paza district, and as no opportunity has occurred for forwarding this letter, I trust on my return in about a week to be able to report the capture of the two persons who have escaped.

Inclosure 2 in No. 22.

Mr. Holmwood to Captain Prideaux.

Sir,

Lamo, October 21, 1874.

IN continuation of my letter dated 11th instant, I have the honour to report that during my voyage to Paza, Siny, and Patte, I was able to learn a few further particulars respecting the murder of the Baniyan Manji Muraji.

The Swahili girl residing in the house belonging to Ali-bin-Pumu Bukr is a slave he had lately purchased for the large sum of 300 dollars, which sum, however, he had not been able to pay. The names of the other girls are Hija, Sougor, and Juma (ya Mvita).

The man Moosa Sadiki is said to have been severely wounded in the shoulder during a struggle with the murdered man. Ali-bin-Pumu Bukr is, I regret to hear, a near connection of the Governor.

On my return from Paza, the steam-yacht "Deerhound," belonging to His Highness the Sultan, came into port, and as I received notice that she would leave for Zanzibar to-morrow at daybreak, and endeavour to proceed direct under steam, I again requested a private interview with the Governor.

He informed me that he had succeeded in apprehending Soudi and another man Ali, slave of Simba, Sultan of Witu; but that Moosa-bin-Sadiki was still at large. I proposed that these persons and Ali-bin-Pumu Bukr should be brought before me, as I thought it would be more satisfactory to you if I reported having seen the prisoners. He at once sent for them, and Ali-bin-Pumu Bukr appeared first. On looking at him I at once saw a severe wound on his left arm, which had evidently been caused by a slash

from a large knife or other sharp weapon. Although gradually healing, it was certainly not much more than a month old. I requested the Governor to ask him the origin of this deep cut. He merely replied "haiwezi," which was equivalent to saying that it was a natural sore, but from his tone and look it was evident he did not for a moment suppose that he could impose upon anyone by such a statement. The slave of Simba next appeared. I asked the soldier in charge if he showed any marks of a struggle. He removed his kanzu and discovered an almost similar wound of about the same age on this man's thigh. In reply to the Governor he gave the same answer as the first prisoner as to the nature of the wound. The third prisoner showed no marks of a recent struggle, but had lost his right hand, which the Governor told me he had ordered to be cut off a few years since as a punishment for his having broken into a house at night, in which act he was caught. I then suggested that the woman Mariano should be apprehended and the others examined. To this, after some demur, he acceded; but on my proposing that the whole should be sent to Zanzibar for trial, he begged that I would let him await the Sultan's orders on the subject, and the interview having lasted about two hours I took my leave.

I purpose requesting in the course of a few days that these three women be examined separately in the presence of the Consular Peon who accompanies me, and fully trust that the truth may be elicited by this means.

There are indications that this has been a planned scheme to commit murder and robbery, and for this reason I have thought it my duty to be firm with the Governor as to the necessity of his sparing no pains to apprehend the criminals.

I have, &c.
(Signed) FREDC. HOLMWOOD.

Inclosure 3 in No. 22.

Mr. Holmwood to Captain Prideaux.

Sir,

Lamo, October 25, 1874.

IN reference to my previous letters dated from this place, and in conclusion of my Report respecting the murder of the Banian, Manji Muraji, I have the honour to inform you that I induced the Governor to examine the woman Moriano, in the presence of the Consular peon attending me here; but the examination appears to have been very irregular and informal. She confessed, however, to have been with the deceased when he was set upon, and stated that the real murderer was Moosa bin Sadiki, the man who has escaped. I believe, however, that a proper cross-examination would elicit the whole truth from this witness, and am still of opinion that there has been a conspiracy to murder and rob the deceased. I should, therefore, have requested that a re-examination might take place in my presence, and have exercised the right which I believe we are by Treaty entitled to, viz., to cross-examine a witness in a case of this nature; but, in the meantime, an order has been received from the Sultan to send all the suspected persons to Zanzibar, and the Governor promises me that this woman, and the other two—if they can be identified—shall also be forwarded, and kept separate during the voyage.

On further acquaintance with this place I am induced to modify any opinion I may have formed of the want of prompt action on the part of the Governor. The majority of the people of Lamo are inimical to the Arab rule. Several soldiers have been shot or stabbed in the streets lately, and the culprits have been hidden in the town. The free Swahili here are an idle, worthless race, and notoriously immoral; and, I believe, a piece of villany, such as I suspect the late murder to have been, would be regarded with favour by them.

I have, &c.
(Signed) FREDC. HOLMWOOD.

No. 23.

Mr. Bourke to Captain Prideaux.

Sir,

Foreign Office, February 11, 1875.

I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 24th November last, and I am to instruct you to state to Mr. Holmwood that his Lordship has read with great interest the very able Report therein contained, and that

his Lordship entirely approves of the firmness and judgment with which he has carried out the difficult mission intrusted to him.

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

No. 24.

Mr. Bourke to Captain Prideaux.

Sir,

Foreign Office, February 11, 1875.

IN consequence of a representation made to the Lords of the Admiralty by Captain Ward, of Her Majesty's ship "Thetis," of the abuse of the French flag by dhows on the East Coast of Africa, Her Majesty's Ambassador at Paris was instructed by the Earl of Derby to bring this question again to the notice of the French Government; and I am now directed by his Lordship to transmit herewith, for your information, a copy of a note addressed to Lord Lyons on the subject by the French Minister for Foreign Affairs.

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

Inclosure in No. 24.

The Duc Decazes to Lord Lyons.

M. l'Ambassadeur,

Versailles, le 26 Janvier, 1875.

JE me suis empressé de porter à la connaissance de M. le Ministre de la Marine la lettre que vous m'avez fait l'honneur de m'écrire le 13 Janvier dernier, et à laquelle était joint un rapport de M. le Commandant de la frégate Anglaise la "Thetis." M. l'Amiral de Montaignac, répondant à ma communication, m'annonce qu'il s'est empressé d'adresser une copie de ce document à M. le Commandant-en-chef de notre division navale de l'Indo-Chine, et il a saisi cette occasion pour renouveler à M. le Contre-Amiral Duperré les instructions qui lui avaient déjà été transmises en vue de prévenir l'abus que font de notre pavillon les boutres Arabes pour se livrer impunément à la traite des noirs sur la Côte Orientale de l'Afrique.

Agréez, &c.
(Signé) DECAZES.

No. 25.

Captain Prideaux to the Earl of Derby.—(Received February 20.)

(Telegraphic.)

Zanzibar, February 20, 1875.

THE rebel Akida, of Mombassa, having attacked the town, and plundered British property which Sultan's troops were unable to protect, Political Agent proceeded with "Rifleman" and "Nassau," and called on him to surrender; on refusal, fort was bombarded on 18th January, and after nearly three hours firing, Akida surrendered himself and nearly 400 armed followers, and was conveyed to Zanzibar. Tranquillity is completely restored, and Sultan's authority re-established in Mombassa, without a single casualty on side of British. The Akida has retired to Pitba until opportunity occurs for proceeding to Hadramant.

No. 26.

Captain Prideaux to the Earl of Derby.—(Received February 20.)

(Telegraphic.)

Zanzibar, February 20, 1875.

CAPTAIN ELTON returned from Mozambique; reports successful operations against Kivolani slave traders. Slave trade repression actively taken up by Governor-General, and British co-operation provisionally asked for and obtained. "Thetis" engaged in surveillance of Kivolani and Umfusi Rivers.

No. 27.

Mr. Bourke to Captnin Prideaux.

Sir,

Foreign Office, February 24, 1875.

I AM directed by the Earl of Derby to express to you his approval of the steps taken by you to ensure the protection of the lives and property of British subjects at Mombasa, as reported in your despatch of the 13th ultimo.

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

No. 28.

Mr. Bourke to Captain Prideaux.

Sir,

Foreign Office, February 24, 1875.

I AM directed by the Earl of Derby to express to you his approval of the steps taken by you in regard to the murder of a Banian at Lamoo, as reported in your despatch of the 13th ultimo, and I am to instruct you to insist on adequate punishment being inflicted, if on their arrival at Zanzibar the guilt of the prisoners should be proved.

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

No. 29.

Captain Prideaux to the Earl of Derby.

My Lord,

Zanzibar, January 23, 1875.

IN continuation of my despatch dated the 13th instant, relative to the state of affairs at Mombasa, I have the honour to report that on the 15th a buggalow arrived at Zanzibar from Takaunga, with a report that hostilities had commenced between the Governor's troops and those of the insurgent Akida, Mahammed-bin-Abdullah Bakhsh-wain, and that a portion of the town had apparently been burnt. I therefore requested Captain Sullivan, of Her Majesty's ship "London," the senior officer at Zanzibar, to dispatch Her Majesty's ship "Rifleman" at once, for the purpose of ascertaining whether it was necessary to take any measures for the protection of British life and property, and should such appear to be the case, or should any outrages have actually been committed on the persons or property of British subjects, of forwarding an immediate report to Zanzibar. I also requested that Commander Tuke might be instructed to receive on board the "Rifleman" any British or British Indian subjects who might desire to take refuge on board the vessel with their property.

The "Rifleman" left about 2 P.M. on the 15th January, and in the evening of the same day I received a message from His Highness the Sultan informing me that a letter from Mombasa had reached him, in which the rumour of the attack on the Governor's house and the destruction of a large portion of the town was confirmed, and begging that Her Majesty's ship "Nassau" might also be dispatched without delay.

On receipt of this intelligence I determined to proceed to Mombasa, as it seemed probable that the intervention of the Political Agent would be required for the protection of British interests, and I therefore requested that the "Nassau" might be got ready for sea as soon as possible. By 2 P.M. on the 16th all preparations were completed, and the "Nassau" left the harbour, with two companies and a 12-pounder field-piece from Her Majesty's ship "London" on board, in addition to her own crew and armament, the whole being under the command of Captain Sullivan.

The "Nassau" arrived at Mombasa about 3 P.M. on the 17th, and at once joined the "Rifleman" in the inner harbour. The Rev. Mr. Sparshott immediately came on board, and after a conversation with him I became convinced there was no possible hope for the permanent security of life and property within the town, so long as the Akida remained in possession of the citadel. It appeared that on Tuesday, the 12th instant, Mahammed-bin-Abdullah commenced hostilities by firing on the Governor's house, which I ascertained on a subsequent inspection had been seriously injured, many of the 18-pounder shots having penetrated through the walls into the interior of the building.

Under cover of this fire, a large body of men had sallied from the fort, and had burnt and plundered the intermediate quarter, within which was a lane occupied by Memons or Sindhis, who were entitled to protection as British subjects, but who suffered in common with the rest of the inhabitants. Advancing further into the town, the assailants were encountered by the Governor's troops, and a conflict ensued, involving considerable loss of life on both sides, but eventually the Akida's party retired into the fort. On Wednesday the work of destruction and plunder was resumed, and continued during Thursday; but on Friday a body of troops, amounting to 200 men, arrived from Takaungu and hostilities ceased. The appearance of these men, however, did not allay the fears of the inhabitants, for as Mr. Sparshott informed me, they now believed that they would be indiscriminately plundered by both parties.

From the action taken by Mahammed-bin-Abdullah, it was evident that in attacking the Governor's house his main object was to secure possession of the Custom-house, which lay a very short distance behind it, and which, in addition to the sum of 40,000 dollars in cash, contained a large amount of ivory and other valuable property. Had these buildings fallen into his hands, he would at once have been enabled to assume an independent position, as the fort is deemed impregnable in Arab estimation, and I am convinced that no force that the Arabs could have brought to bear upon it could have effected its reduction. The Akida, in a letter written to Commander Tuke, of Her Majesty's ship "Rifleman," on the day preceding our arrival, had openly announced his intention of firing on any vessel belonging to the Sultan which might attempt to enter the northern harbour, and there was no spot on which the Arabs could erect a land battery which was not commanded by the guns of the fort.

Considering, therefore, that British property to the amount of some thousands of dollars had already been destroyed, notwithstanding the presence of the Governor's troops in the town, and that there was every reason to expect that a further attack would take place, unless a British man-of-war were stationed permanently in the harbour, I determined, after mature deliberation, that the time for intervention had arrived, and that it was necessary to call upon the Akida to surrender himself, and re-establish the authority of the Sultan within the fort. With this view, the two vessels were moved outside the reef to a position about 1,500 yards distant from the fort, and beyond the range of the Akida's guns.

Early on the following morning (18th January) I addressed a letter to the Akida, of which I inclose a copy. In this document I called upon him to surrender the fort, and promised that his life and property, and those of his chiefs and followers, should be safe, and that I would use my best endeavours to procure them a passage back to Hadramant. In the event of his refusing to accede to these terms, I informed him that I should be compelled to use force against him.

I also addressed letters to the Sultan's Governor, Saif-bin-Sulaiman, and to the Customs Agent, Lalljee Amandji, in which I acquainted them with my intentions, and requested them to take measures for the safety of the property of the Arab, Swahili, and Indian residents, in case I should be obliged to fire on the fort. I should have mentioned before that, on arrival at Mombasa, we found that all the dhows had left the harbour, and had taken refuge in the little creeks that fringe the opposite coast, and that the Indians had removed their families and portable goods to places of safety on the mainland. This was also done by the Reverend Mr. Sparshott on my recommendation.

The letters were despatched under charge of Lieutenant-Commanding Gray, of Her Majesty's ship "Nassau," and taken up to the fort by the Agency Interpreter, Ali bin Saleh. Lieutenant Gray remained at the Governor's house, and had thus a good opportunity of making himself acquainted with the true position of affairs in the town.

An answer did not reach the ship till about 12.30 P.M. I inclose a translation of the Akida's letter. The tone of this letter was not satisfactory, and as I considered it useless to waste time in carrying on a fruitless negotiation, I requested Captain Sullivan to take the measures which he deemed most expedient for the reduction of the fort with the force at his disposal.

Three rocket-boats having been sent a short way in advance of the ships, the first shot was fired by Her Majesty's ship "Nassau" at 12.50 P.M., and for upwards of an hour a vigorous bombardment was kept up at a distance of 1,500 yards. The rocket-boats were then sent gradually in over the reef, until they took up a position in face of the fort, which they maintained under an incessant fire of small arms,—fortunately without sustaining any casualty. The "Nassau" was brought in and anchored at distances, successively, of 1,000 and 400 yards, at which latter position the first gun from the fort

was fired at her, but fortunately the shot fell into the water about thirty yards astern, without having effected any injury. The "Rifleman" then passed into the harbour, under cover of an incessant fire of riflemen from the "Nassau's" deck, which prevented the Arabs from coming to their guns. One very successful shot from the "Riflemen's" 6½-ton gun completely brought down the right turret on the harbour face of the fort, together with the matchlock-men inside it. On the "Nassau" preparing to follow the "Rifleman" in, and just as she was coming abreast of the harbour face, the flag was hauled down, and the fort surrendered at 3.30 p.m., the engagement having lasted two hours and forty minutes.

As soon as it was practicable, I sent the Agency Interpreter, Ali bin Saleh, to the fort with a note, in which I reiterated the pledges I had given in the morning, on condition that the Akida came on board the "Nassau." He was extremely distrustful at first, but, after a few messages had passed between us, he regained confidence, and personally surrendered himself at about 6 p.m.

After a short interview, I permitted him to return to the fort, as I wished to restore confidence among his followers, and especially to obviate the chance of any disturbance breaking out during the night between the two parties.

The night passed quietly, and on the following morning the Akida again came on board, and delivered up to me the keys of the fortress. I informed him that it was necessary that his troops should evacuate the fort as soon as possible, and that I would endeavour to procure dhows for the purpose, and would place them in such a position that his followers might embark from the sally-port without entering the town.

About 10 a.m. I paid a visit to Saif-bin-Sulaiman, the Sultan's Governor, accompanied by Captain Sullivan and Lieutenant Gray, and made arrangements with the Customs Master for the engagement of the necessary number of dhows. I may add that, as soon as the news of the Akida's surrender had got abroad, the vessels, which had taken refuge among the creeks, at once returned to their usual position opposite the Custom-house, and before nightfall, the port had resumed its usually busy appearance.

The remainder of the day was occupied in the embarkation of the Akida's followers on board the dhows, a matter which could not be accomplished without some difficulty, when it is considered that they numbered nearly 1,000 souls, including 350 fighting men. The whole of the women and children, with the luggage, were, however, on board by sunrise.

At 7.30 a.m. on the 20th I landed, in company with Captain Sullivan, and attended by a party of 200 blue-jackets from Her Majesty's ships "London," "Rifleman," and "Nassau," with their small arms, and formally took possession of the fort, in the name of His Highness the Sultan. I was met outside the gate by the Akida, who conducted me over the whole of the works. The inner gate, over which is the Portuguese inscription of 1635, is commanded by two guns, mounted in the opposite tower, at a distance of about fifty yards, and it would have been impossible for an English, much less an Arab force, to have effected an entrance without suffering considerable loss. The total number of guns is 49, some of which are unserviceable, but the sea, harbour, and town faces are well protected, and judging from the ravages committed in the Governor's house, there is no reason for thinking that the guns are as honey-combed as they have been reported to be, most of them bear the date 1802, and they were probably mounted by His late Highness Sayyid Sa'ed after the surrender of the fort by the Mazrui Chiefs in 1833. The magazine is badly situated, being merely a square stone building near the centre of the fort, and was struck by a couple of round shots, after which the Arabs removed as much of their powder as they could to a more secure position.

The Sultan's flag having been rehoisted under a general salute, I handed the keys of the fort to the Governor, and the blue-jackets were re-embarked on board the "Rifleman" and "Nassau," Lieutenant Gray volunteered to conduct the Akida to a boat which was in readiness for him at the fort, and was fortunately enabled to prevent a collision between some of the Governor's undisciplined troops and the few Hadhrami's who had not yet embarked. Mahammed-bin-Abdullah and three of his principal Chiefs having come on board the "Nassau," the anchor was weighed at about 2 p.m., and the two vessels arrived in Zanzibar Harbour at 7 p.m. on the following day.

The results of this expedition have been, in the highest degree, satisfactory. The Hadhrami Chief, Mohammed-bin-Abdullah, is a man of considerable ability and force of character, and possessed unlimited influence over men under his own command. He has since admitted that if we had not arrived at Mombasa, it was his intention to have made another attack upon the place, and having so great an advantage in guns and position, there is no doubt that the whole of the town must have come ultimately into his hands.

This example would have been followed at Melindc, Lamu, and other ports, and before long a number of small piratical nests would have arisen along the coast, which would have given us much trouble to suppress, for both the Sultan's unpopularity, and his military weakness would have rendered any efforts on his part futile; until, therefore, his power was again consolidated this state of things would have introduced a new and unfavourable phase into our Slave Trade policy.

All these contingencies have now been obviated. Tranquillity and confidence have been completely restored to Mombasa, the Sultan's authority re-established, and British prestige maintained, without a single casualty on our side. It may be predicted that the salutary influence of this measure will not pass away for many years to come.

I have been unable to ascertain the enemy's loss with any approach to accuracy, but it may be estimated at about fifteen killed, and fifty wounded. Eight serious cases will be treated at Zanzibar by Dr. Robb, the Civil Surgeon, and one operation was successfully performed this morning on board Her Majesty's ship "London."

I have not yet received a statement of the amount of British property plundered by the rebels, but before leaving Mombasa I directed the Customs Agent to forward me the required information as soon as possible. The Memons are not a wealthy class, and I should be disinclined to make a higher assessment of their loss than 3,000 dollars.

His Highness the Sultan, in common with all classes of the community, has been much gratified at the successful results of the expedition. He felt somewhat dissatisfied at the lenient terms accorded to the insurgent Chief; but I pointed out that he had been severely punished, not only by the loss of some of his best soldiers, but by the deprivation of the position he held. It is right, however, that I should record my reasons for extending lenity to this man. In the first place, I did not consider that the views of the Sultan deserved much consideration. He had allowed the rebel to hold possession of the fort until long impunity had emboldened him to attack the town; and I have even heard that he continued his subsidy throughout, as a bribe to withhold him from doing so; secondly, I considered that we had no personal quarrel with the rebel, who had hitherto, to the best of his ability, protected British property, and that our operations should be looked on solely as a political measure, intended to insure security in future to British subjects and interests, which would have been endangered through his incessant conflicts with the Sultan's Authorities, and that for this end it was sufficient merely to force him to evacuate the fort; and, lastly, because I am well aware that the Akida would have fought to the last rather than surrender himself to the Sultan, and I was most anxious to avoid the needless effusion of blood, which would have resulted from attempting to capture the citadel by assault. The Akida will now proceed with his followers to Pemba, where he possesses a very large and valuable estate, and will be occupied with the arrangement of his affairs, until the season is suitable for his return to Hadramant.

In conclusion, I have only to express my acknowledgments to Captain Sullivan, of Her Majesty's ship "London," the senior officer with the expedition, both for his prompt compliance with my wishes at the outset, and for the able manner in which the operations were subsequently conducted; to Commander Tuke, of Her Majesty's ship "Rifleman;" Lieutenant Commander Gray, of Her Majesty's "Nassau," and to the officers, petty officers and men under their command, for the gallant manner in which they assisted in carrying out a line of policy which I suddenly felt myself compelled to adopt under circumstances of great difficulty, and on my sole responsibility. The matter being one in which British interests were gravely imperilled, I endeavoured to act upon the principle which, after a long experience amongst Arabs, I feel convinced is the just one in dealing with them, namely, of displaying vigour and promptitude in the inception and execution of a plan, and moderation when success is assured; and the results having fully justified the policy, I trust that my proceedings will meet with the approbation of your Lordship.

I have, &c.

(Signed) W. F. PRIDEAUX.

Inclosure 1 in No. 29.

Captain Prideaux to the Akida Mohammed-bin-Abdullah Bakashwain.

(After compliments.)

I BEG to inform you that I have arrived at Mombasa for the purpose of protecting the lives and property of British subjects, which are endangered from the hostilities between yourself and the troops of His Highness the Sultan. As there will be no safety to British property, of which a considerable amount has already been destroyed, so long

as you continue to occupy the fort, I am compelled to call upon you to surrender the fort, and to come on board the "Nassau," together with your brothers and Chiefs; and in that case I will receive you under my protection, and promise that your life shall be safe, and that I will use my best endeavours to procure you a passage to Hadramant.

I shall feel obliged by your giving me an answer to this letter by noon. Should I receive no answer, or should you refuse to accede to my terms, I shall be obliged to use force against you. The signal that you are willing to come to terms shall be that you will keep your flag half way down the mast, until answered by a red flag from the ship.

January 18, 1875.

Inclosure 2 in No. 29.

The Akida Mohammed-bin-Abdullah Bakashwain to Captain Prideaux.

(After compliments.)

YOUR honoured letter has reached me, and I have understood its contents, the whole and in detail. You mention that you have arrived at Mombasa to watch and to settle matters between me and the soldiers of Seyed Burghash. God said "When you enter a house, you pass through its door;" but this is incumbent on you to do, for we have been in this country forty-eight years: no fault has ever appeared as having been committed by us, and on this we have evidence in the hand-writing of our Lord Seyed Burghash, which is sufficient to show that there is no cause for his enmity and dissension. But our Lord, Seyed Burghash, has listened to the words of the seditious and turbulent, but it cannot be helped. And you mentioned that no security is to be found for your subjects; but we have by no means wished for war. When the enemy attack us we defend ourselves; and you yourself saw troops were sent against us from Zanzibar; this is what you ought to have prevented before anything happened, by advising our Lord not to listen to the words of the turbulent. Now the affair is in the hands of our Lord, and you are Kings and Governors, and know if the King should fight with his soldiers. Had my Lord and you quieted down things before you listened to the words of the seditious, it would have been better, but what God wishes must be done.

Dated 10 Dhil Hijjah, A.H. 1291, answering to January 18, 1875.

No. 30.

Captain Prideaux to the Earl of Derby.—(Received March 11.)

My Lord,

Zanzibar, January 25, 1875.

I HAVE the honour to forward to your Lordship copy of Decree of condemnation (with accompanying papers) passed in this Vice-Admiralty Court, in the case of a dhow which, after being chased and run aground at Ookoongui, near Hurte in the Island of Pemba, was captured by the launch of Her Majesty's ship "London," on the 2nd January, 1875.

The whole of the circumstances under which the seizure was made are set forth in the annexed affidavit of Lieutenant Sydney Apsey Holt, which was corroborated by the sworn evidence of Mr. Thomas John Mill, Boatswain, second class, who was in command of the other launch. Although there was no actual proof of there being slaves on board the dhow, I considered the fact of so large a vessel being intentionally run ashore as soon as our boats were sighted sufficient evidence of her complicity in the Slave Trade, and gave judgment accordingly. I should also add that, although nearly a fortnight elapsed between the date of seizure and the date of adjudication, no person appeared on behalf of the defendant before the Court.

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

ZANZIBAR.

Inclosure in No. 30.

Case No. 5 of 1875.

Decree.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen, against a dhow or native vessel, name, nationality, owner, and master unknown, her tackle, apparel, and furniture, seized as liable to forfeiture, by Sydney Apsey Holt, Esquire, Lieutenant in Her Majesty's navy, and in charge of two launches and a gig belonging to Her Majesty's ship "London," before William Francis Prideaux, Esquire, Judge in the Vice-Admiralty Court at Zanzibar, on the 14th day of January, 1875.

APPEARED personally the said Sydney Apsey Holt, and produced the sworn declaration hereunto annexed, setting out the circumstances under which a dhow or native vessel, name, nation, owner, and master unknown, of the description and dimensions specified in the annexed certificate of admeasurement, was chased by a launch belonging to Her Majesty's ship "London," and after being run aground at Ookoongui, near Hurte, in the Island of Pemba, on the 2nd day of January, 1875, was captured by the officer above-named. I, the said Judge, having heard the evidence produced, and no person having appeared on part of the defence, having found sufficient proof that the said dhow or native 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 to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly; and I do further declare that after having taken the circumstances into consideration, I consider that the destruction of the said vessel was 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 14th day of January, 1875.

(Signed)

W. F. PRIDEAUX,

Judge in the Vice-Admiralty Court, Zanzibar.

Affidavit.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen, against a dhow or native vessel, name, nationality, owner, and master unknown, her tackle, apparel, and furniture, seized by Sydney Apsey Holt, Esquire, Lieutenant in Her Britannic Majesty's navy.

Appeared personally Lieutenant Sydney Apsey Holt, Royal Navy, of Her Majesty's ship "London," and made oath that on the 2nd day of January, 1875, he was on detached duty from Her Majesty's ship "London," to cruise for the suppression of the Slave Trade on the east coast of Africa, in charge of two launches and a gig, during which cruise, on the 2nd day of January, 1875, about noon, a large dhow was observed working down from Kishkash, which, on sighting us, immediately put her helm up and ran aground at Ookoongui, near Hurte, on the north side of Port George.

I then proceeded in chase as far as the launch could go, and having anchored her, continued the chase in the whaler, and eventually reached the dhow. On the dhow grounding I observed a large number of people jump overboard from her, and wade to the shore, carrying with them everything they could, so that when I arrived alongside the dhow she was deserted, and everything in the shape of cargo or portable property, colours, and documents, by which her identity could be established, had been removed. On searching her I found in the bows a large cask of water, capable probably of containing from fifty to sixty gallons, four large chaddies or kasikis, two of which still contained some water, and about a bag and a-half of Mtama seed, large quantities of which were also strewed over the decks. Over the ballast were spread some pieces of matting, but I could discover no slave irons.

Some natives of the adjacent village of Hurte, who were standing on the beach, informed me that the people of the dhow had just taken many persons into the bush, and that from their appearance they believed them to be slaves.

Finding that the dhow was so firmly wedged on shore that the means at my disposal were quite inadequate to get her off, especially as she was grounded at high water, I determined to destroy her, in order to prevent her being again used in the Slave Trade, and accordingly set her on fire, and waited until she had burnt to the water's edge.

From information which I subsequently obtained from the chief man at Koani, I discovered that the master of the dhow I had burnt had, on the morning of Thursday the 7th of January, left there for Pangany, to which place the dhow was said to belong, in order to report her loss to his owners, and further that at the time of the dhow being run ashore there were thirty slaves on board.

(Signed) SYDNEY APSEY HOLT, *Lieutenant, R.N.*

Before me,

On the 14th day of January, 1875, the said Lieutenant Sydney Apsey Holt was duly sworn to the truth of the above statement.

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

No. 31.

Captain Prideaux to the Earl of Derby.—(Received March 11.)

(Extract.)

Zanzibar. January 26, 1875.

I HAVE the honour to forward copy of Decree of Restitution (with accompanying papers) passed in the Vice-Admiralty Court, in the case of a dhow belonging to a British Indian subject, and sailing under British colours, which was seized by the launch of Her Majesty's ship "London," on the 9th January, 1875.

The particulars of the capture are given in the annexed copy of affidavit of Lieutenant Arthur Shirley Hamilton. The whole issue rested entirely on the *status* of the boy Faraj, and at first I was induced to believe that he was actually the slave of the Indian Tayibjee Boodabhai. The boy alleged that he was a Muinde by tribe; that he had been taken to Kilwa, and sent by sea to Pemba, where he was purchased by one Ibrahim Mkufa; that this man subsequently died, and that he then passed into the possession of his present owner, in whose shop he had served until he accompanied his master on his present trip, which, according to the Nakhoda, was being made to Kiswain, a small island to the north of Chak Chak, for the purposes of laying in a cargo of cloves. The boy said that all this had happened within the space of three months, but it was evident from the perfect manner in which he spoke Kiswahili, that some years must have elapsed since he had left his native country.

On the following day the Hindoo (who had been committed to jail to take his trial for slave-holding) produced a document purporting to be a Deed of Freedom passed in favour of the Muinde Faraj by his late master Ibrahim Boodabhai, and signed by Khal-fan-bin-Hakim, the chief Kasee of Pemba. This document was dated about five and a half years ago, and on further investigation was clearly proved to be genuine. The alleged slave also admitted that he had received a Deed of Freedom, but that it had been retained by his master. Seeing, therefore, that the boy Faraj was no slave, but a free man, and that there was no evidence to show that he had been kidnapped for purposes of sale, I ordered the dhow to be restored to her owner, but condemned the Indian Tayibjee Boodabhai in the costs of the suit, as his conduct amply justified Lieutenant Hamilton in detaining the dhow.

I acquitted Tayibjee Boodabhai of the offence of slave-holding, but convicted him of misappropriating and illegally retaining in his own possession the Deed of Freedom, and sentenced him to pay a fine of fifty dollars, or in default to undergo three month's imprisonment.

Inclosure in No. 31.

*Case No. 6 of 1875.**Decree.*

in the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a dhow or Native vessel, named "Mbao," sailing under British colours; name of owner, Peerbhai Jeemunjee, and name of master, Mterie; her tackle, apparel, and furniture; and also against one male slave named Faraj, seized as liable to forfeiture by Arthur Shirley Hamilton, Esquire, a Lieutenant in Her Majesty's Navy, and in command of a launch belonging to Her Majesty's ship "London." Before William Francis Prideaux, Esquire, Judge in the Vice-Admiralty Court at Zanzibar, on the 14th day of January, 1875.

APPEARED personally the said Arthur Shirley Hamilton, and produced the sworn declaration hereunto annexed, setting out the circumstances under which a dhow or native vessel, named "Mbao," sailing under British colours, whereof Peerbhai Jeemunjee was owner and Mterie master, of the description and dimensions specified in the annexed certificate of admeasurement, and containing one male African named Faraj, was seized off Mesal Island in the Pemba Channel, on the 9th day of January, 1875, by the above-mentioned officer. I the said Judge, having heard the evidence and examined the witnesses on both sides, having found proof that the said male African, named Faraj, is a free man, and not a slave, and there being no evidence to show that he had been kidnapped for purposes of sale, do adjudge the said dhow or native vessel free of the above charge, and do order her to be restored to her owner; but, after taking the circumstances of the case into consideration, I do condemn the alleged owner of the said male African, named Faraj, in all costs of suit, acquitting the seizer of all claims for damages, compensation, demurrage, or other expenses that have arisen, or may arise, by reason of the said seizure.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 26th day of January, 1875.

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

Affidavit.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a dhow or native vessel, called "Mbao," sailing under British colours, and having a provisional pass from Her Britannic Majesty's Consul-General at Zanzibar, dated the 6th of July, 1874, the owner being Peerbhai Jeemunjee, a British subject, and the master, Tiroo; her tackle, apparel, and furniture; also against one male slave, owned by one Tyahjei Boothabhai, a Hindo (British subject), seized by Arthur Shirley Hamilton, Esq., Lieutenant in Her Majesty's Navy.

APPEARED personally, Lieutenant Arthur Shirley Hamilton, Royal Navy, belonging to Her Britannic Majesty's ship "London," and made oath, that on the 9th day of January, 1875, he was on detached service from Her Majesty's ship "London," to cruize for the suppression of the Slave Trade on the East Coast of Africa, in charge of one launch; during which cruize, on the 9th day of January, 1875, whilst off Mesal Island, I intercepted a dhow, under British colours, coming apparently from Kohani Bay, and standing to the northward. I then boarded her, with an Interpreter; and on searching her, and mustering her crew, I found one male on board, of whom the Nakhoda could not give a satisfactory account, saying first that he was one of the crew; and afterwards, on being questioned more closely, that he was a passenger. I then removed the man whom I suspected to be a slave, and whose name is Feringhi, to the launch, and then questioned him, through the Interpreter. He then stated, that he was a slave, and belonged to a man at Pemba, but that he was then under the charge of Tyahjei Boothabhai (a British subject), but did not know where he was being taken. He also said, in reply to a question from me as to why he had not said this on board the dhow, that he was afraid to speak. I again boarded the dhow; and on further questioning the Nakhoda, he stated that he knew nothing about the man. The Hindo British subject abovementioned, also stated

at first that Feringhi was one of the crew, then that he was a passenger, and lastly, confessed that he was a slave, and under his charge

I then considered I was justified in detaining the dhow for further examination; and having searched her for arms, I proceeded to Zanzibar, where I arrived on the evening of the 12th of January, 1875.

(Signed) A. S. HAMILTON, *Lieutenant, R.N.*

On the 14th day of January, 1875, the said Arthur Shirley Hamilton was duly sworn to the truth of the above affidavit,

Before me, &c.

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

No. 32.

Captain Prideaux to the Earl of Derby.—(Received March 11.)

My Lord,

Zanzibar, February 1, 1875.

I HAVE the honour to transmit herewith copy of Decree of Condemnation (with accompanying documents) which has been passed in this Vice-Admiralty Court in the case of a dhow captured by the launch of Her Majesty's ship "London," on the 24th of January, 1875.

The circumstances of the case are detailed in the accompanying affidavit of Sub-Lieutenant Henry William Target. The mere fact of the dhow having grounded when sighted by the launch would not in itself have been sufficient to warrant the condemnation of the vessel, but the sworn evidence of the witness Jumah bin Jumah, which was given in a very fair, straightforward manner, proved clearly that a considerable number of slaves (sixteen, according to the witness, who was engaged in fishing at the time a few yards distant from the dhow) were landed at Makongui Island, where it was easy to transfer them to Pemba. Another fact, which, taken in conjunction with the other incidents of the case, was of a very suspicious nature, was, that the two passengers, who, according to the admission of the Nakhoda and crew, were taken on board at Tanga, left the dhow stealthily in the night at Pemba, leaving their swords, personal baggage, four goats, and eleven bags of grain on board the vessel. Had they been engaged in any honest venture, it is not likely they would have voluntarily endured this loss. Taking all the circumstances into consideration, therefore, I felt no hesitation in condemning the dhow as engaged in the illegal transport of slaves.

I have, &c.

(Signed) W. F. PRIDEAUX.

Inclosure in No. 32.

Case No. 7 of 1875.

Decree.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a dhow or native vessel named "Panga," carrying no colours or papers, whereof Ali bin Sumbokh is master, and Hamed bin Rashid owner, her tackle, apparel, and furniture, seized, as liable to forfeiture, by Henry William Target, a Sub-Lieutenant in Her Majesty's Navy, and commanding a launch belonging to Her Majesty's ship "London." Before William Francis Prideaux, Esq., Judge in the Vice-Admiralty Court at Zanzibar, on the 1st day of February, 1875.

APPEARED personally the said Henry William Target, and produced the sworn declaration hereunto annexed, setting out the circumstances under which a dhow or native vessel named the "Panga," carrying no colours or papers, whereof Ali bin Sumbokh was master, and Hamed bin Rashid owner, of the description and dimensions specified in the annexed certificate of admeasurement, was captured at Kohani, in the Island of Pemba, within the dominions of His Highness the Sultan of Zanzibar, on the 24th day of January, 1875, by the above-mentioned officer, I, the said Judge, having heard the evidence produced on both sides, and having found that the said dhow o

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, do adjudge the said vessel, her tackle, apparel, and furniture, to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly; and I do further direct 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 1st day of February, 1875.

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

Affidavit.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a dhow or native vessel, name unknown, belonging to Zanzibar, owner not known, and being without a pass or other papers by which she could be identified, of which the Nakhoda's name is Ali-bin-Sumbokh, her tackle, apparel, and furniture, detained by Mr. Henry William Target, Sub-Lieutenant in Her Britannic Majesty's Navy, belonging to Her Majesty's ship "London," on suspicion that she was engaged in the Slave Trade.

Appeared personally, the said Henry William Target, Sub-Lieutenant of Her Majesty's ship "London," and made oath, saying:—

On the night of the 23rd of January, 1875, I was on detached service in charge of a launch belonging to Her Majesty's ship "London," for the purpose of cruising for the suppression of the slave Trade, when about 10 o'clock P.M., while lying at anchor off Kohani, I observed a dhow entering the bay from the westward. I immediately chased her in the dingy, when, on the boat being observed by the people on board her, her helm was put up, and, before I was able to overtake her, she was run on shore on the Island of Makongui. On eventually reaching and boarding the dhow, I found the Nakhoda, three of the crew, and two male passengers still on board her. On interrogating the Nakhoda, he told me at first that he left Chak-Chak on the 10th of January last, to go to Pangany, but could not make that port, and, therefore, endeavoured to reach Tanga, which is much further north. Subsequently he told me that he had sailed from Pangany on the 22nd of January for Kohani. He further stated that the proper Nakhoda was sick on shore at Zanzibar, which port the dhow left in October. The passengers substantiated the latter part of the Nakhoda's story, and stated that they had paid five shillings for their passage, and that of four goats and eleven bags of grain. On asking the Nakhoda why he had run his dhow ashore on sighting my boat, he told me that it was because she was leaky; but on examining her, I found no reason to suppose that she was unseaworthy, or at all in such a state as to warrant such a proceeding on his part.

Not being satisfied with the statements of the Nakhoda and the passengers, I sent the Interpreter on shore the following morning for the purpose of obtaining any information he could with regard to the dhow. On his return, in the afternoon of the same day, he informed me that he had discovered that 16 slaves had been landed from this dhow at the time she was run on shore, and had afterwards been taken across to Pemba in small canoes. The night being dark it was quite possible that these slaves could have been landed from the dhow as above stated, as a quarter of an hour or twenty minutes must have elapsed between the time of her touching the shore and that of my getting alongside her. A native of Kohani, named Jumah bin Jumah, who saw these slaves landed, volunteered to come to Zanzibar with me and appear as a witness against the dhow in Court, and I have accordingly brought him.

At the time the dhow was first run aground, it was nearly low water, but on the tide returning, about 2 o'clock the following morning, she floated off, and was taken by her people over to Kohani and beached there.

After hearing the Report of the Interpreter, and the evidence of the witness Jumah bin Jumah, I proceeded, in company with Sub-Lieutenant F. J. Grassie, also of the "London," to where the dhow was beached, and finding that she floated, I towed her off, and having anchored her close to my launch, informed the Nakhoda that I should take him to Zanzibar on suspicion of being engaged in the Slave Trade.

Sub-Lieutenant Grassie being about to proceed with his launch to Zanzibar, I placed the dhow in his charge, following myself on the morning of the 28th instant.

On my arrival at Zanzibar on the 29th, I found the dhow anchored off the "London."
 On searching the dhow, two swords and two boxes (of which I took possession) were found, and also nine bags of grain, said by the passengers to be their property.
 (Signed) H. W. TARGET, *Sub-Lieutenant*.

On the 1st day of February, 1875, the said Sub-Lieutenant Henry William Target was duly sworn to the truth of the above statement.

Before me,
 (Signed) W. F. PRIDEAUX,
Judge in the Vice-Admiralty Court, Zanzibar.

No. 33.

Captain Prideaux to the Earl of Derby.—(Received March 9.)

My Lord, *Zanzibar, February 8, 1875.*
 I HAVE the honour to inclose herewith, for the information of your Lordship, a Report on the Administration and Commerce of Zanzibar for the years 1873 and 1874.
 I have, &c.
 (Signed) W. F. PRIDEAUX.

Inclosure in No. 33.

Administration Report of the Political Agent and Consul-General at Zanzibar for the Year 1873 and 1874.

PART I.—ADMINISTRATIVE.

THE political and civil jurisdiction of the Political Agent and Consul-General at Zanzibar, which is co-terminate with the dominions of His Highness the Sultan, extends from Warshaikh (lat. 2° 19' N., long. 45° 53' E.) to Cape Delgado (lat. 10° 41' S., long. 40° 32' E.) and includes the islands of Pemba, Zanzibar, and Mafia. This stretch of coast comprises to the north of Zanzibar Island the Somali towns of Makdishau, or Magadoxo (lat. 2° 1' N., long. 45° 24' E.), Marka (lat. 1° 42' N., long. 44° 45' E.), Brava (lat. 1° 6' N., long. 44° 3' E.), and Kismayu (lat. 0° 36' S., long. 42° 22' E.); the large island on which the Wagunya (Arab. Bajûnû, plur. Bajûu), Settlements of Paté, Pazé, and Siyu, or Siwi, are situated, and the large Arabo-Swahili towns of Lamu (Amu) (lat. 2° 15' S., long. 40° 56' E.), Melindi (lat. 3° 12' S.), and Mombasa (lat. 4° 4' S., long. 39° 43' E.). To the south of Zanzibar, the only town of any importance is Kilwa Kivinja (lat. 9° S., long. 39° E. approx.), although small villages, each the centre of a lucrative trade in gum-copal and cereal productions, are very numerous. The whole line of coast is indented with creeks and estuaries, many of which are the embouchures of rivers of considerable length, but, with the possible exception of the Jub, none of them appear to be navigable beyond a short distance from the mouth, or to be of much service in developing the capabilities of inner Africa.

Of the varied races who inhabit this vast extent of littoral, the most important, both in point of wealth and influence, is that which, under the designations of Banian and Hindi, has its origin in the East Indies. Nearly the whole of the export coast trade is monopolized by persons of Indian birth or parentage, who, in the town of Zanzibar, act, not only as independent merchants or shopkeepers, but as agents or factors to the various European houses settled in the place. The whole of these Indian residents, with a few exceptions, have a claim to British protection, and are amenable to British jurisdiction.

In addition to the Indian and British-born inhabitants of Zanzibar, the Goanese are generally understood to be under British protection, in the absence of an officer accredited by the Crown of Portugal.

It has been impossible to ascertain the exact number of Indians residing in the Mrima, or coasts of Zanzibar, but it is believed that the details given in Appendix A. (Statistics of Population) which have been collected by Messrs. Elton and Holmwood, are approximately accurate. Unless the machinery of a census were employed, it would not be possible generally to do more than give the number of houses settled on the coast.

In the town of Zanzibar the total population of the Indian community is as follows:—

	Males.	Females.	Children.	Total.
1. Hindu	314	..	..	314
2. Khoja	850	650	725	2,225
3. Bohra	109	78	131	318
4. Memon	15	10	16	41
Total	1,288	738	872	2,898

The greater number of Hindus or Banians residing on the mainland are merely agents for the houses having their head-quarters at Zanzibar. They are about 500 in number, taking an average of two to a house where the population is not known. The Banians, who chiefly belong to the Wania and Bhattia sects, merely reside in the Zanzibar territories for a few years, and never bring their wives with them.

It is difficult to form more than a rough estimate of the number of Khojas settled on the coast, as in some ports it has only been possible to obtain the number of houses.

It is believed that very few Khoja women reside in the Mrima, and that it is the usual custom for Indian Mohammedans to form connections with women of native or servile origin. Taking the offspring of these *liaisons* as legitimate, it is probable that the total number of the Khoja community may amount to 500 souls.

Calculating in the same way, the numbers of Bohras and Memons settled on the coast may be taken at 225 and 75 respectively. Nearly all the numbers of these two communities reside in the towns and villages to the northward of Zanzibar.

The whole number of British Indian subjects may therefore be reckoned approximately as follows:—

	In Zanzibar	In Mrima.	Total.
Hindus	314	500	814
Khojas	2,225	500	2,725
Bohras	318	225	543
Memons	41	75	116
Total	2,898	1,300	4,198

The following is the number of the Goanese settled in Zanzibar and in the Mrima:—

	In Zanzibar.	In Mrima.	Total.
Shop-keepers.. ..	14	7	21
Clerks	10	..	10
Tailors	12	..	12
Servants	14	..	14
Washermen	2	..	2
Total	52	7	59

The number of British-born subjects resident at Zanzibar is as follows:—

	Males.	Females.	Children.	Total.
Official	4	3	2	9
Non-official	12	3	..	15
Total	16	6	2	24

The jurisdiction possessed by the Consul-General in civil and criminal matters over this large body of British subjects is regulated by Her Majesty's Order in Council of the 9th of August, 1866. Under the terms of this Order, the Consul-General possesses unlimited powers in all suits of a civil nature, subject to an appeal to the High Court of

Bombay, where the sum or matter at issue exceeds 200 dollars in money value, and provided that all suits of a value exceeding 500 dollars be heard with Assessors. In criminal matters, the Consul-General has power to award a fine of 200 dollars or imprisonment not exceeding one month; or should he deem the offence to be inadequately met by the infliction of these penalties, he may, with the assistance of Assessors, award a fine of 1,000 dollars, or imprisonment up to twelve months. The Assistant Political Agents having been appointed British Vice-Consuls at Zanzibar have similar powers under the Order in Council.

Under the provisions of the Act of the Indian Legislature No. XI of 1872 (the Foreign Jurisdiction and Extradition Act) the Governor-General in Council has conferred upon the Political Agent at Zanzibar (Notification No. 1275 of 13th June, 1873), the jurisdiction of a Justice of the Peace and Magistrate of the first class; and by a further Notification, No. 770, dated 1st April, 1874, the jurisdiction in cases coming under the Slavery Section of the Indian Penal Code, of a Deputy-Commissioner under Section 36 of the Criminal Procedure Code. The Political Agent is therefore empowered in certain cases to inflict seven years' rigorous imprisonment, subject to no appeal except to the Governor-General in Council.

The following Table exhibits the number of suits filed in the Consular Court during the years 1872, 1873, and 1874:—

Year.	Number.	Value of Suit.		Fees paid.			Remarks.
		Dols.	c.	R.	a.	p.	
1872	45	32,171	25	673	0	0	4 suits for which no money value is claimed.
1873	68	38,909	37½	1,254	13	0	3 ditto. ditto.
1874	221	73,591	90	1,801	9	7	4 ditto. ditto.

I am unable to account for the great increase of litigation which is apparent during the past year. The Court is now held in an easily-accessible building, and every facility is given to suitors, but this is scarcely sufficient to afford an explanation. It may be mentioned, however, that as no Limitation Act is in force at Zanzibar, several claims of many years' standing have lately been brought before the Court; while the present transitional state of affairs here has also induced many people to seek a final settlement with their creditors, which in many cases can only be done through the intervention of the Consular Authorities. Whenever practicable, recourse has been had to arbitration.

The number of criminal cases disposed of in the Consular Court during 1873 and 1874 are shown below:—

Year.	Number.	Offences against the Slavery Laws.		Offences against Property.		Offences against the Person.		Petty Offences.		Fees and Fines levied.
		Convicted.	Acquitted.	Convicted.	Acquitted.	Convicted.	Acquitted.	Convicted.	Acquitted.	
1873	18	8	4	3	..	2	..	1	..	R. a. p. 2,026 5 8
1874	52	15	2	2	..	6	2	25	..	3,131 6 8

In such a community as the Indian colony at Zanzibar, consisting principally of traders and shop-keepers, offences of serious nature are very rare. The greatest difficulty has been to induce them to attend to ordinary sanitary rules, and to keep the narrow lanes in which they reside free from the accumulation of animal and vegetable refuse. Several of the householders, who have shown gross neglect in this matter, have been fined, but continual vigilance is still required.

The most serious cases were those of Indians tried for offences connected with slaveholding or dealing. One of these, that of Lalljee Dayal, was committed by Dr. Kirk to the High Court of Bombay, but was dismissed by Mr. Justice Gibbs on the ground of want of jurisdiction, the accused not being a British subject. The matter is now under the consideration of Government, but there is no doubt that the IVth Article of the Treaty of 1873 has had the effect of placing all natives of India residing in Zanzibar on an equal footing with British subjects in all matters connected with the Slavery Laws.

The political position of the State of Zanzibar and of its Sovereign has been so fully described in the published correspondence respecting Sir Bartle Frere's mission to the East Coast of Africa, that it would be superfluous, without entering into unimportant details, to attempt to add anything to the able paper furnished by the Special Envoy on the subject. I shall, therefore, confine myself to mentioning one or two of the principal incidents which have occurred since the commencement of 1873.

The chief event during the two years under review is the signing of the Treaty for the suppression of the sea-borne Slave Trade, which was negotiated by Sir Bartle Frere, and concluded after the departure of the envoy by Dr. Kirk. I shall advert to the effects of this Treaty a little further on.

One incident, which should not be left unrecorded, is the death of the Mumji Mku, or Sultan of the Wahadium, or original inhabitants of Zanzibar. This lad, who is mentioned by Sir Bartle Frere in his Report, was the last of his race; and the tax upon the Wahadium being no longer continued, they may be looked on as assimilated in every respect except language with the other inhabitants of Zanzibar. Sultan Ahmed, the Mumji Mku, died in March 1873 from small-pox.

The year 1873 was darkened by an event of an almost unprecedented nature on the East Coast of Africa. On the 15th September, Lieutenant M. McCausland, of Her Majesty's ship "Daphne," was murdered at Kionga, a small village to the northward of Lamu, by a party of Wagumja. The village was destroyed, and the murderer subsequently arrested and imprisoned in the fort of Zanzibar, where he died before the orders of Her Majesty's Government as to his disposal could be received. The motive of the crime is supposed to have been connected with our Slave Trade policy.

Two other murders of Europeans also took place in 1874. On the 28th January, Mr. Benjamin Hartley, a young student belonging to the Universities' Mission, was killed at Morongo, a small village near Tanga, where he fell in with a slave caravan, and having injudiciously interfered with the Arabs in charge, he was shot down, and after being barbarously hacked about, was left for dead. He was found and removed to Zanzibar, but died from the effects of his wounds on the 15th February following. Every effort was made to discover the murderers, but without success.

On the 10th April, Mr. Arther Heale, the Agent of a German house at Brava, was attacked and speared by two bush Somalis while returning from a visit to a garden he possessed outside the town, and died a few days afterwards. The Somalis made their escape, but it is believed that they are known, and they may ultimately be captured. No blame appears to be attributable to the Authorities or people at Brava.

Nothing further of public interest has occurred during the period under review.

The revenue of His Highness the Sultan, Sayyid Barghash bin Sa'id bin Sultan, is almost entirely derived from the Customs duties, which are farmed by the Bombay firm of Jairam Sewjee. The sum annually paid by this house is 300,000 dollars, but it is understood that the total purchase-money amounted to 540,000 dollars, the balance of 240,000 being employed in paying off the large debt due by the Ruler of Zanzibar to the Customs farmer. The farm will expire in August 1876, and it is believed that the debt will be liquidated about the same time. In order to expedite this end His Highness has lately begun to levy some vexatious and restrictive duties upon coast produce, a matter which will form the subject of a separate report.

The Sultan's private estates bring him in an income of 25,000 dollars per annum. He has lately turned his attention to sugar-planting, but, as it is very doubtful whether the climate of Zanzibar is suited to the cultivation of the cane, it is not probable that much success will attend his efforts in that direction.

The loss of revenue consequent upon the abolition of the sea-borne Slave Trade is estimated by Dr. Kirk at nearly 9,000*l.* per annum.

Since the conclusion of the Treaty of the 5th June, 1873, no large captures have been made by our cruisers of any vessels clearing from ports in the dominions of the Sultan of Zanzibar. In September 1873 a large dhow, containing 217 slaves, was seized by the Arab Governor of Lamu, but, with this exception, all the large seizures have been made in the vicinity of Madagascar, and it has been clearly shown that a considerable trade still exists between that island and the small ports in the vicinity of Mozambique. The appointment of a Consul to the latter place will undoubtedly do much to check this traffic.

I annex (Appendix B) detailed statement of the cases heard and determined in this Vice-Admiralty Court during the past two years, of which the following is a summary:—

Year.	Cases brought into Court.	Decree of Condemnation.	Decree of Restitution.	Number of Slaves liberated.
1873	29	25	4	165
1874	14	13	1	674

So far as the conveyance of slaves by sea is concerned I am glad to be able to report that, to the best of my knowledge, the Sultan of Zanzibar has steadily adhered to his engagements, and has, whenever called upon, cheerfully assisted the Political Agent in carrying out the policy of England; but, within the same period, the Slave Trade has been resuscitated in a comparatively new form, and, from the latest intelligence received, there is little doubt that the land traffic, if not speedily checked, will soon grow into a regularly organized system, and eventually prove more lucrative than the maritime trade. I am convinced that half measures will be of no avail in stopping this movement, and that, however opposed such a step may be to our traditional policy, the blessing of freedom cannot be assured to Equatorial Africa until the tree is felled at the root, and a footing established in the slave-producing districts of the Nyassa, by the formation of a Government settlement.

By Article IV of the Treaty of 1873 natives of Indian States under British protection were precluded from any longer possessing slaves, and, with the view of freeing any person who might still be held in bondage by British-Indian subjects, Dr. Kirk and Captain Elton respectively undertook missions to the northern and southern portions of the Sultan's dominions, which occupied several months at the end of 1873 and beginning of 1874.

The following table exhibits the results of these missions:—

Name of Consular Officer.	Owners.	No. of Slaves.	Remarks.
Dr. Kirk	145	478	201 elected to remain with masters.
Captain Elton	313	1,409	927 ditto ditto.
Total	458	1,887	

As all deeds of mortgage in which slaves are held in part security have been declared to be invalid, there is much reason to hope that the stigma of slave-holding has at last been cleared away from the reputation of the subjects of the British Crown residing on the East Coast of Africa, and that the capital which has for years past been employed in promoting this abominable traffic may be now diverted to the higher purpose of developing the legitimate trade of these regions.

As auxiliary to our efforts for the suppression of the trade, the operations of the vessels employed in the survey of the East Coast must not be left unnoticed. Her Majesty's ship "Shearwater" arrived at Zanzibar in July 1873, and before her departure for the Cape, in February 1874, had completed the survey of Zanzibar Island, and the opposite coast between Pangani and Dar-es-Salam, and had roughly sketched the coast to the southward as far as Kilwa. On the whole, the old charts of Captain Owen were found not so much to need corrections as additions. Her Majesty's ship "Nassau" arrived in April 1874, and, commencing at Kiswera, has made a careful survey of the coasts as far as Cape Delgado, including Lindi and Mikindani harbours, and the mouths of the Mungulho River. It is impossible to speak too highly of the labours by which Commanders Wharton and Gray, and the indefatigable staff of officers under their respective commands, have added to our previously limited knowledge of the geography and hydrography of this interesting but little known region.

In concluding this portion of my report I may mention that, with one temporary exception, the relations of this Agency and Consulate-General with the Representatives of the other Treaty Powers have been of the most friendly nature. During the past year I have had to lament the death of one of my colleagues, Mr. C. E. Ballard, Consul for the United States of America, who died of dysentery on the 12th October last, as well as of Mr. Richard Brenner, the well-known African traveller, who died on the 22nd March, and, although he held no official position at Zanzibar, was Vice-Consul for the Austro-Hungarian Empire at Aden.

The Consulate of Great Britain was raised to the rank of a Consulate-General on the 18th July, 1873, and two officers were appointed as assistants to the Political Agent in March 1873, and subsequently nominated as Vice-Consuls. I subjoin a list of the *personnel* of the various Consulates as they stood on the 31st December, 1874.

Great Britain and Ireland.—John Kirk, M.D., Political Agent and Consul-General (on leave); Captain W. F. Prideaux (acting); Captain Frederic Elton, First Assistant Agent and Vice-Consul; Frederic Holmwood, Second Assistant Political Agent and Vice-Consul.

France.—Emile de Gaspary, Gérant du Consulat.

Germany.—Robert Veers, Acting Consul.

United States of America.—Frederick M. Cheney, Acting Consul.

The following table gives the statistics of the foreign populations in Zanzibar on the same date:—

	Males.	Females.	Children.	Total.
French	15	5	..	20
German	15	2	..	17
American	5	..	..	5
Total	35	7	..	42

PART II.—COMMERCIAL.

Section A.—Trade of Zanzibar.

It will be convenient to divide this portion of my report into two sections; the first comprising a few remarks on the present condition of the trade and navigation of the port of Zanzibar, and the second, a very complete and able *résumé* of the commercial state of the principal ports on the mainland of Africa, to the northward of Zanzibar, which has been drawn up by Mr. F. Holmwood, Second Assistant Political Agent and Vice-Consul, and is the result of the experience gained by that officer during his recent mission to the coast.

It has been frequently pointed out by my predecessors that no great reliance can be placed on the returns furnished to this Agency by the Custom-house authorities or by private firms, it being the interest of the former to exclude competitors from entering the field when the quinquennial sale of the farm takes place, and of the latter to prevent the establishment of rival houses in the place.

It is also impossible to procure trustworthy statistics of the export trade of that port, as no returns are kept except at time of entry, when the 5 per cent. *ad valorem* duty is levied. A tolerable idea can, however, be formed of the amount of exported produce from the statements which accompany this report (Appendix C, Statistics of Trade), and which exhibit the totals of the various articles imported into Zanzibar from the mainland. By far the great majority of these articles are exported to Europe, India, and America, and it is on them that the trade of Zanzibar chiefly depends.

The following table exhibits in pounds sterling the total value of the import trade at Zanzibar for the years 1867-68 (the latest period reported on), 1872-73, and 1873-74. The commercial accounts of the place are made up to the 22nd day of August, the date of the Nowroz. Imports at Zanzibar Custom-house, exclusive of coast produce:—

Year.	Value Imported.	Increase.	Decrease.
	£	£	£
1867-68	433,693	..	..
1872-73	340,505	..	93,188
1873-74	395,252	54,747	..

It will be apparent from the above that the trade of Zanzibar cannot be considered as in a very satisfactory condition just at present. This is, I think, chiefly attributable to the existing transitional state of affairs. The action taken by Her Majesty's Government with regard to the Slave Trade has unsettled the minds of the mercantile community, who scarcely know whether to consider the present arrangements as final or not; and it will probably be some time before confidence is restored. A marked improvement is, however, perceptible in the returns for last year.

The following table exhibits the total value of the import trade from Great Britain, British India, and Kutch, for the years 1867-68, 1872-73, and 1873-74 :—

Year.			Value Imported.	Increase.	Decrease.
			£	£	£
1867-68	..	..	153,305	..	..
1872-73	..	..	138,515	..	14,790
1873-74	..	..	169,758	31,243	..

The ratio of British interests in Zanzibar, as compared with the whole of the foreign trade, is thus extremely favourable.

The following are the principal articles in which an increase is observable in the returns for 1872-73, as compared with them for 1867-68 :—fish (salt), fruits (dried), grain and cereals, ivory, salt, and timber. A decrease is perceptible in the following articles :—arms, beads, cotton cloth, cordage, metals, perfumery and drugs, soap, sugar, wines and spirits, and wire (copper and iron).

In 1873-74, as compared with the previous year, the following articles show an increase :—arms, beads, cotton cloth, crockery, gunpowder, metals, oil and oil seeds, perfumery and drugs, soap, sugar, timber, wax, and wire. A decrease is exhibited in the following items :—gold lace, grain and cereals, ivory, wines and spirits.

It is impossible, without possessing a more intimate acquaintance with the local conditions which affect the trade of Zanzibar than anyone after only a year's residence can pretend to, to account satisfactorily for these fluctuations. I may, however, allude to the significant fact that the items of arms, beads, and wire, which show a marked decrease in the returns for 1872-73, more than recovered their position in 1873-74. It is no secret that, while the negotiations for the Treaty of 1873 were in progress, all orders for these articles (which are chiefly used in connection with the Slave Trade—the "arms" being miserable muskets, worth a few shillings each) were cancelled, whilst their renewal in the following year affords a melancholy proof of the vitality of the land traffic, to which public attention is now directed.

The value of imports from the coast to Zanzibar during the years 1867-68, 1872-73, and 1873-74, is shown in the following table :—

Year.			Value of Imports.	Increase.	Decrease.
			£	£	£
1867-68	..	..	321,642	..	..
1872-73	..	..	366,223	44,581	..
1873-74	..	..	255,937	..	110,286

The following articles of coast produce show an increase in 1872-73, as compared with 1867-68 :—cloves, cocoanuts, copal and molasses. A decrease is observable in the following articles: cassava root, cowries, copra and coir, ghee, ivory (slight), and orchilla.

In 1873-74 the following fluctuations occur: increase—copra and coir, ghee, hides, and sesamun; decrease—cloves, copal, cereals, ivory, and timber.

It is not easy to account for the decrease in the import of cloves during the last year. According to the Custom-house returns the amount imported into Zanzibar from Pemba in 1872-73 was valued at 500,000 dollars, and in 1873-74 at 200,000 dollars, but I am assured by one of the principal merchants of Zanzibar that these figures are not correct, and that the following statement approaches nearer to accuracy :—

Year.			Amount Imported.	Price per Frasilah.	Total Value.
			Frasilahs.	Dols.	Dols.
1872-73	..	..	80,000	6	480,000
1873-74	..	..	50,000	8	400,000

According to the same authority the crop for 1874-75 is expected to reach 80,000 frasilahs of 35 lbs. per frasilah, which, at the present price of 9 dollars per frasilah, will realize a total value of 720,000 dollars.

The falling off in ivory is due partly to the war with Mirambo in Unyanyembe and partly to the prohibitory duties which have lately been imposed by the Sultan, and which have a tendency to divert the trade to Mozambique and the Somali country.

Orchilla weed, formerly one of the staple products of the coast, is now a drug in the market. Large quantities exported in former years are still lying unsold in the warehouses of Marseilles; and the Californian weed, though not equal to the finer descriptions of orchilla produced on the east coast, is so much cheaper that it has driven the latter entirely from the field.

The foreign trade at Zanzibar, as distinct from the British, is carried on by two German, one French, and three American houses. I have been favoured by the German Consul with the following details of the trade which has passed through the hands of the two Hamburgh houses of O'Swald and Co. and Hansing and Co., during the years 1872 and 1873. The returns for 1874 have not yet come to hand:—

IMPORTS.

Articles.	1872.	1873.
	Dols.	Dols.
Grey and coloured cotton goods	165,000	240,000
Sundry manufactured goods	192,000	185,000
Glass-ware and beads	63,560	84,000
Arms and ammunition	75,000	61,500
Sundry hardware	8,000	5,000
Iron	11,500	6,000
Sundry smallware	33,000	15,500
Sundry merchandize	15,000	37,000
Total	563,000	634,000

EXPORTS.

Articles.	1872.	1873.
	Dols.	Dols.
Gum animi (copal)	53,000	52,000
Cloves	10,000	17,500
Orchilla weed	81,000	27,000
Timber	2,000	2,000
Hides	122,000	73,000
Cocanut-oil and copra	8,000	2,000
Sugar	21,000	5,500
Sesamum	32,500	56,000
Ivory	19,000	106,000
Sundries	11,500	36,000
Total	360,000	377,000

The American houses represented at Zanzibar are Messrs. John Bertram and Co., Messrs. Arnold, Hines, and Co., and Mr. John Ropes. During the two years 1873 and 1874 the value of the inward and outward cargoes (excluding treasure) was as follows:—

	By Sailing Vessels.	By Mail Steamers.	Total.
	Dols.	Dols.	Dols.
Inward cargoes	619,605	..	619,605
Outward cargoes	946,516	300,350	1,246,866

The above return does not include 600,000 dollars worth of American gold which was imported into Zanzibar by the mail steamers.

The French trade of Zanzibar is in the hands of the Marseilles firm of Roux de Fraissinet and Co. I have not been able to obtain any details of the transaction of this house.

The establishment of the new lines of mail steamers has effected a revolution in the carrying trade of Zanzibar. The port is now connected with Aden, and thence with Bombay and England, by the monthly mail service of the British India Steam Navigation

Company; with the Comoro Island and Madagascar by the steamers of the same company, serving under contract with the French Government; and with Natal and the Cape by the mail service of the Union Company. It is scarcely too much to say that, with the exception of a few small sailing vessels employed in the coasting trade, the whole of the commerce of Zanzibar is now conveyed in English bottoms.

The following table exhibits the number and tonnage of square-rigged vessels and merchant schooners that have entered the port of Zanzibar during the years 1873 and 1874:—

Nationality.	1873.		1874.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
English steamers	22	22,639	40	39,874	62	53,513
„ sailing vessels	10	3,865	4	1,810	14	5,675
American „	8	4,964	11	4,449	19	9,413
German steamers	6	7,800	3	3,950	9	11,750
„ sailing vessels	8	3,630	9	4,056	17	7,686
French „	5	1,739	8	2,044	13	3,783
Norwegian „	1	1,400	2	850	3	2,250
Portuguese „	3	700	2	500	5	1,200
Dutch „ .. .. .	..	..	2	1,300	2	1,300
Danish „ .. .. .	..	..	1	300	1	300

There are no returns of the number of dhows or native vessels entering Zanzibar under English colours, but the number of provisional passes of British registry, given to vessels under British or British-Indian ownership, amounted to 216 in 1873 and to 206 in 1874.

The following statement of the number of dhows bearing French colours, which have entered Zanzibar during the years 1872, 1873, and 1874, may be of interest:—

Year.	Number.	Tonnage.	Remarks.
1872	67	3,406	
1873	93	4,906	
1874	100	4,868	

On carefully reviewing the present commercial position of Zanzibar it is impossible not to feel that, at present, it offers by no means an eligible field for the employment of English capital.

The disastrous effects of the hurricane of April 1872 have not yet passed away, and the transitional state of things, to which allusion has been made above, will not, it is to be feared, be remedied until some measures have been taken to place the question of the inland duties upon a sounder basis, and to ensure a sufficient revenue to the State without having recourse to an injudicious interference with the natural course of trade. The whole mercantile community is unanimous in declaring that trade was never so dull as at the present time, and this depression will continue to be felt until some radical change is effected in the conditions under which the commerce of the east coast is carried. Ivory, the staple product of the coast, is, from various reasons, almost excluded from the Zanzibar market; the unsettled state of the Somali ports, which are the chief emporia of the trade in hides, is causing the German houses seriously to take into consideration the advisability of continuing their local agencies; and the only article for which there appears to be a high demand and corresponding profits owes its favourable position in the market to the fact that the hurricane spared the clove plantations of the Island of Pemba, and that no competition is to be feared from any other part of the Sultan's dominions. The cultivation of sugar, regarding which such high anticipations were formed some years ago, has only met with very moderate success, owing to the uncertainty of the seasons at Zanzibar. In addition to this the present state of the currency must be considered. The circulating medium, consisting of American gold and Indian rupees—both considerably over-valued—has driven English gold out of the market, and the course of exchange must be necessarily unfavourable to English traders. At the time the American gold dollar was legalized as the monetary unit it was anticipated that English sovereigns would be imported in sufficient numbers to counterpoise the impetus given to the introduction of the American coin. This, however, did not prove to be the case, and the English sovereign has consequently been demonetized.

It is now so rare in Zanzibar that although its value, in relation to the gold dollar, is 4 dols. 86 c., it cannot be purchased under 4 dols. 93 c., and remittances on England can only be effected, therefore, at a heavy loss. The fictitious value of the American gold dollar being now fixed by usage, no fresh importations of English sovereigns would suffice to solve the difficulty, as they would inevitably be undervalued.

Section B.—*Agricultural and Commercial Report on the Northern Dominions of the Sultan of Zanzibar.*

The statistics given in the following sketch of commerce and agriculture on the East Coast of Africa north of Zanzibar, for the commercial year ending 22nd August, 1874, cannot be considered strictly accurate, no satisfactory means existing for checking the figures; they are therefore inserted incidentally, rather than in a tabular form. Those relating to commerce may be taken as placing trade in a less prosperous light than it actually was.

As far as possible each district is considered separately, though from the general nature of the Report this plan cannot be fully carried out.

Mombasa and Takaungu.—Mombasa is a town of about 12,000 inhabitants, mostly Swahilis. The British subjects consist of the Indian community, numbering ninety-six houses,—namely, fifty-two Bohras, thirty Memons and Scindis, and fourteen Hindoos; and the members of the two Mission Stations at Ribe and Rabai, numbering eleven Europeans, including children.

The town is situated entirely on the Island of Mombasa, or Mvifa, as it is called by the natives,—a small island, about 3 miles long by $1\frac{1}{2}$ broad, lying in a deep bight, well sheltered at all seasons of the year. The creeks which separate it from the mainland are deep and accessible to the largest vessels, forming north and south harbours, capable of accommodating a fleet of men-of-war, and affording the—on this coast—unusual advantage of safe landing during the whole year. The creeks branch out above the island, and give great facilities for bringing down produce from the Wanyika country for about twelve miles inland.

The town is built along the banks of the north harbour, which alone is now in use, though that to the south is more commodious.

The exports consist of millet (*holcus*), Indian corn, ivory, copal, and sesamum (oil seed).

Rice, and a few other cereals, also manioc (cassava), and sugar-cane are grown for home consumption chiefly. Wax and india-rubber might be exported in large quantities, but the natives are everywhere wanting in that enterprise which would lead Europeans at once to prepare these valuable products from the raw material. In the districts around Mombasa I observed cotton of two varieties growing wild, yet quite free from blight or insects.

The whole of the copal and Indian corn comes from the Wanyika countries, though there are said to be very extensive deposits of the former in the Teita range of hills, which trend north and south, averaging ninety miles from the coast. The millet is grown by slave labour in the surrounding plantations; and the ivory comes from Ukamba, Teita, Chaga, and the Masai country.

There is a considerable amount of slave dealing carried on here, numbers of the people acting as agents for proprietors in the Takaungu districts; also as overseers, guides, &c., in connection with the new land route.

The Customs duties for the year just ended are given as follows:—

	Dollars.
720 frasilehs ivory, at 3 dollars	2,160
Copal, hippopotamus' teeth, rhinoceros' horns, and miscellaneous produce ..	1,336
Goods imported direct from Bombay and Kuch (5 per cent.)	104
Total	3,600

The total for the year 1872—1873 amounted to 5,115 dollars, and there is thus a decrease of 1,515 dollars in the duties for 1873—1874, yet the state of trade is declared to be unaltered, except that the millet harvest, having far exceeded the average, a much larger export of that grain is taking place. The cause of this decrease in duty is that the mail steamers have taken the import trade out of the hands of the native dhows, so that nearly the whole of the cotton and manufactured goods now come through Zanzibar,

instead of to Mombasa direct. The 5 per cent. duty is therefore paid at Zanzibar, instead of at Mombasa, as formerly.

The late Customs master, Khimji, has been dismissed from his appointment, and replaced by Lalji Ananji, a young Wania of very ordinary stamp, who was unable to give me the slightest information. Khimji procured the above statistics, and at the same time informed me that at least a third should be added to any statement of Customs receipts procured from Custom-house books at the coast towns. Notwithstanding his dismissal, this Banian seems to be still the leading man among the Indian community here.

The principal exports of Mombasa are millet and Indian corn, which paid no duty up to the date of this Report. The former is grown by slave labour in the plantations; and the latter brought down entirely by the Wanyika, who cultivate it largely.

Takaungu, however, is quite taking the place of Mombasa as a grain port. It is situated about thirty miles to the north. Sheikh Rashid al Mazrui, the Governor, and many of his relatives, being large landed proprietors and cultivators, and being thus identified with the interests of the country, which, moreover, has been ruled by the house of Mazrui for centuries, may have much to do with this prosperity; but the soil, from all accounts of the country above Takaungu, which has lately been brought so largely under cultivation, is unequalled, and the surrounding tribes being peaceable, everything is in favour of this district.

The port of Takaungu is its one disadvantage, it being a tidal creek with a dangerous bar. Several dhows have been wrecked here lately; and Kilife, three miles to the north, will be the future port of this district as long as the grain trade is confined to native vessels. This place is a broad creek, well sheltered, and without any bar, in fact, almost a bay or cove. Dhows of the largest size can enter and lie there during the whole year; a hard and broad road has also been completed between it and Takaungu.

I had no opportunity of visiting Takaungu district this year, and cannot, therefore, speak with certainty as to the extent of its cultivation, but if the information I received is to be relied on, this place is rapidly rising to importance, and is likely to become one of the future granaries of East Africa.

Malindi and Mambrui.—Malindi is a town of about 5,000 inhabitants, situated sixty-two miles north of Mombasa. It possesses a fine harbour, but is exposed to rollers during the north-east monsoon.

Mambrui, a town of 500 or 600 inhabitants, is situated in the same bay, but outside the harbour; and the only landing is over a semicircular bar of coral, which breaks the rollers to a certain extent, but must be passed at high water at the risk of shipping a heavy sea, which not unfrequently swamps dhows venturing to this place. It is twelve miles from Malindi by land, and the River Sabaki enters the bay half-way between the two places. It is under a separate Governor, who, however, was merely placed there to endeavour to open up the caravan routes through the Galla country. In this he has met with but partial success; and as all business now done there passes through the hands of merchants whose head-quarters are at Malindi, it is hardly possible to look upon these two places as separate districts, they are therefore taken together in this Report.

The Indian community comprises thirty Bohra, five Memon, two Khoja, and twelve Hindoo houses.

Here the bulk of the trade is in millet (*holcus*) and sesamum (oil-seed); as many as thirty large dhows leave during September and October, laden with the former principally, for Makulla, and in February, March, and April, from fifteen to twenty are loaded with the latter. The millet harvest is over early in September; the sesamum gets ripe early in November, and is finished gathering towards the end of the year.

The plantations extend for about twelve miles inland, and nothing but the fear of the Galla and Wasania tribes, that surround them, prevents cultivation from extending as far as Takaungu. The town pays 450 dol. per annum to these tribes to purchase peace, and it is understood that the apprehension and return of runaway slaves is included in the bargain.

The soil is extremely fertile, without being either heavy or damp. Bush land, after being roughly reclaimed by burning, produces heavy crops for five consecutive years without any kind of dressing; the sowing, however, is carefully performed, and weeds are kept under. Insects are not troublesome, but enormous flocks of small birds are the pests of the farmer here, and were the only things greatly complained of when conversing with proprietors of land. The sesamum seed, which is all of the black variety, grows as cleanly as the grain, and one may walk for miles through fields, closely and regularly planted, without being able to notice a spot of blight, or a patch destroyed by insects.

This year, the millet harvest has been exceptionally prosperous, and the sesamum crop bids fair to be equally so,—both in quality and quantity. The market price of the former has rapidly sunk from 2 dol. 75 c. per gisleh of 320 lbs. to 2 dol. 25 c., and the price of the latter is expected to average 4 dol. or 4 dol. 25 c. per gisleh of 250 lbs. These rates are lower than have obtained for years past.

The millet is shipped off at once for Makulla and Zanzibar; but the sesamum is mostly stored till the beginning of the south-west monsoon,—about four and a-half months,—when it is shipped to Arabia, but part is sent to Zanzibar during the north-east monsoon. There is a small export of Indian corn.

The duties on grain up to the date of this Report were: millet (holcus) 12½ c. per gisleh; sesamum (oil-seed), 25 c. per gisleh; Indian corn, 5 per cent. *ad valorem*.

I had much difficulty in obtaining the statistics of the Customs duties of this district. Premji Oderji, the Customs master, evidently thinking it against his interests to answer my inquiries, but I obtained the following through Ali Dina, a Khoja, who is quite the leading man in the Indian community.

The duties for the year 1872-73 amounted to 4,000 dol., and for this year 1873-74 to 3,500 dol. The decrease, 500 dol., is attributed to the same cause as that at Mombasa. The increase, consequent on the prosperity of the harvests, does not appear, as it will be credited to the revenue for 1874-75.

Ozy and Tana Rivers.—The district of Kipini, comprising the mouths of these rivers, lies about twenty-five miles south of Lamo, and is cultivated by proprietors residing generally at that place. There are five British subjects—two Bohras and three Hindoos—in the district, but they are all connected with houses in Lamo, and most of the produce grown or arriving there is exported through that town.

This district is taken separately because the two Rivers Ozy and Tana, which flow through it, and enter Formosa Bay within twenty miles of each other, undoubtedly form one of the natural highways to inner Africa which have never been explored, but which, there is reason to believe, will eventually become of the first importance.

Having spent a considerable time in questioning natives from various parts of these rivers, and traders and slaves who have traded on them, and finding their testimony agreed in a way most unusual among these people, I give the substance of it at some length.

Kipini and Kao are two small towns near the mouth of the Ozy, from which caravans usually start on this route; but occasionally one is organised at Mambrui, to which reference has already been made, proceeding via Gulcha and Garawa, two villages in the Galla country, which here reaches nearly to Ras Ngomeni.

The goods taken to purchase ivory are white and blue cottons, beads, red (Maskat) dye, thick copper wire, iron hoes, brass rings, and copper chains. 6 dol. to 10 dol. worth of these goods is reckoned as the price of one frasielh (35 lbs.) of ivory. The greater part of the route is by water; the canoes used are capable of accommodating fifty men, and four of these is the average number to each caravan. The usual time for starting is in December or January, when the River Tana is at its height and the country flooded, except in a few places where the banks on both sides are high ground. The route soon leaves the Ozy, and enters the Tana by a deep but narrow channel, which is said to be an artificial canal.

The passage of this canal occupies three hours, and the town of Chara is situated at its junction with the Tana. The next stage is to Simikaro, four and a-half hours, and here the Pokomo country is entered, and the river is commonly known as the "mto Pokomo." The Wapokomo are an extraordinary people, living in a country which the smallest freshet turns into a vast lake, and which during the annual rise of the river, in December, January, and February, is always under water. Their huts are erected on wooden stages to keep them out of the water, and from the nature of the country they can only cultivate in small patches, and the consequence is that they are constantly in want. They suffer very little from fever, and two natives from Lamo assured me that for years they had traded on this route, having huts and wives on each important stage; they rarely slept in the boats, yet they were remarkably free from illness. The great drawback they experienced was the plague of mosquitos, which they described as never absent; so numerous are these pests that the largest fires were useless in preventing their attacks, and where a native complains of these insects they must be, indeed, venomous.

The Wapokomo are a mild and inoffensive race, and endure the many disadvantages of their country for the sake of the safety it affords them,—the Gallas, whose territory extends to the right bank of their river, having no canoes, and the Somalis, whose

predatory excursions reach the country immediately north of theirs, which is also partly occupied by a Galla tribe, never caring to disturb these swampy villages.

There are sixteen other stages in the Pokomo country after leaving Simikaro. The distances, always calculated by time, are as follows ;—

Chadoro	2½ hours.
Kalindi	8 "

There is a large district taking the name of Kalindi, thinly populated, but rich in ivory. Large herds of elephants come down close to the villages during the floods.

Ngao	2¼ hours.
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Here the river spreads into a lake, which is called 'Mchagababu, but the descriptions I got of this water were very vague.

Andamba	3 hours.
Betere	2½ "
Miatini	5 "
Yuunda	4 "
Buu	9 "
Ngatana†	8 "
Mwina*	2 days.
Ndera†	12 hours.
Gwanu*	12 "
Kinakomba*	9 "
Ndura*	8 "
Zubakhi*	1½ days.
Malalulu	2½ "

Malalulu is on the borders of the Masanya country, and caravans are refused permission to pass through it; even during the latter stages mentioned the people are more independent, and "garama," or black mail, has to be paid to the chiefs. At Malalulu the traders meet the Wasanya and Wakwavi. The former come from Malakote, twelve days' march, and Korokoro, fifteen days' march further inland. The latter place is said to be near a large mountain, probably Kenia, where the river possibly has its sources. At any rate, it is difficult to account for the flooding of the Tana, except on the supposition that it is caused by the melting of the snows on some lofty range of mountains, which would take place during the hottest season, in this latitude about January to March, as the rainy season here on the coast does not commence till the end of April, and travellers report that further inland it comes on in June.

I was informed that, although very savage, these tribes would be quite willing to admit strangers amongst them for the purpose of trade, but they insisted on also having the right to bring their produce safely to the coast. It appears that some years ago one of their trading parties, which endeavoured to come down the river to Kipini, had been seized, and one of their number murdered, and that the messenger they sent to obtain redress was told by the Arabs that the Sultan's orders were to refuse permission to all the upper tribes to pass to the coast on any pretext.

The Banians at Lamo were, however, very enthusiastic as to the advantages to be obtained for their trade by the opening up of these countries.

Much of the ivory of the Uganda and North Unyamwezi country is said to find its way by this route; this I think doubtful, but it is certain that were the road open it would compete successfully for the ivory from the shores of the Nyanza Lakes, which at present goes through Egypt by the immensely long route of the Nile.

Moreover, the distance is so short that the cultivation, for export, of coffee—there growing in perfection—and other produce never likely to pay for its carriage *vid* the Nile may eventually become profitable should communication by this line be established. If the difficult problem of the civilization of the wild tribes of Inner Africa be surmountable, it will be by opening up facilities for commerce such as this that it will be solved, for in the absence of such inducements the, to them, distasteful work of cultivation will never progress beyond the servile labours of their women, which for ages has sufficed to supply their wants.

Lamo.—Lamo is a town of about 6,000 inhabitants, and is situated 2½ miles from the entrance of the harbour, which has a somewhat dangerous bar during the south-west monsoon. The harbour shelves off towards the north into a broad but shallow lagoon, which meets a creek having its mouth a few miles to the southward, forming the island

* These places supply some ivory.

† These two places supply ivory in considerable quantities.

on which Lamo is situated. These creeks branch off in several directions, but the principal arm, called Lamo Channel, runs north-westerly for about six miles into Manda Bay, forming the islands of Katao and Manda, which are merely separated by a deep ditch entered by an extensive lagoon opposite Shela, the Somali suburb of the town. I believe good anchorage for large vessels will be found at the entrance of this lagoon.

At high tide vessels drawing about twelve feet can safely enter the harbour, except there is a heavy sea on. Dhows of the largest size enter at all times, and when leaving for the north go by way of the creek to Manda Bay; but there is reason for believing that this channel is gradually filling up, while at the same time the main entrance is said to be getting enlarged.

My impression is that, when properly surveyed, Lamo will be found a fine harbour for steamers, and that the bar may be rendered deep enough for those of considerable draught, through the medium of very simple artificial appliances.

There are here 51 houses of British subjects, namely, 14 Bohras, 1 Khoja, and 36 Hindoos.

The principal exports are ivory, hides, millet, orchella, sesamum, rafters, and cattle. Most of this produce finds its way to Zanzibar, through the hands of the Indians, and the sources from which it is derived are so varied that business progresses steadily throughout the year, instead of being confined to a few months, followed by a long season of almost enforced idleness, as is the case at most of the ports on the coast.

The ivory comes by the Pokomo route above described, the hide and cattle trade is, of course, confined to the Mussulman community, who deal almost entirely with the bush Somalis. These savages have a regular suburb of their own at Shela, which is a source of considerable anxiety to the Governor. The millet and sesamum is grown in the neighbouring plantations on the mainland, the soil of the island being too sandy for anything but cocoanut and a few fruit trees; but many of these which were flourishing last year I found to have been laid waste by the Somalis, who are gradually closing on the coast towns, and will, I fear, shortly commence a guerilla warfare, which must seriously interfere with trade. Were these bush tribes to give up their constant petty internal strife, and unite against the Arab Government, nothing but European intervention could save the various towns north of the Ozy River from pillage and rapine, and the British subjects at Lamo are strongly alive to this fact, and none doubt that eventually it must happen unless the hands of the Governors are strengthened by the Sultan in a much more practical manner than there seems any probability of.

Orchella weed is procured from the numerous narrow damp creeks which branch out from the main channel above described, many of them run from ten to fifteen miles inland. The Indians and even European merchants at Zanzibar contract with the owners of 'mtesses who send crews to gather cargoes of this lichen, receiving an advance on signing of contract; but this trade is rapidly falling off in consequence of the low prices at present obtaining for the dye in Europe.

Zanzibar rafters are generally in demand, and are usually contracted for in a similar manner. 'Mtesses are the only vessels suitable for carrying such a cargo.

Abundance of bees-wax, and doubtless other products, might be brought down from the interior; but its present state is entirely unfavourable to commercial enterprise.

The towns of Siwy, Paza, &c., are nominally within the jurisdiction of the Governor of Lamo, but he is instructed in no way to interfere except in the collection of their Customs duties, which are supposed to pass through the head office, and are included in the following Return. In other respects these towns must be considered as belonging to a separate district.

Customs duties of Lamo and district:—Total for the year 1872-73, 13,861 dollars; total for the year 1873-74, 15,362 dollars; increase 1,501 for the latter year.

The duties on most articles of export up to date of this Report were calculated at the rate of per cent. *ad valorem*. The collection from the native and Arab proprietors is here made entirely in kind, a Customs boat, with two Banian clerks, being constantly employed in visiting the plantations and bringing in the dues.

Patte, Siwy, Paza, and District.—Manda Bay, at the north end of Lamo Channel, is nearly land locked, but has a good entrance, and a stretch of deep water close to Manda Island, which forms a safe anchorage for the largest vessels. The north shore of this bay is formed by the southern coast of a large island which contains the towns of Patte, Siwy (or Siu), Paza (or Rasini), Zingatini, and Tundua. The former is interesting only in an archæological point of view, still containing the ruins within well preserved walls of a town of about 100,000 inhabitants, but at present having only a population of about 100 souls.

Siwy, about six miles north, is a town of 10,000 inhabitants, situated about one and a-half miles up a strong creek, navigable to large dhows only at high water. It is compactly built in a fork of the creek, and its situation is extremely low, yet the place is clean and healthy. The city was originally built in the form of an oblong square within four walls having nine fortified gates; the walls still exist, and some of the gates, and unlike most of such remains on this coast, bear no trace of European or Persian design, though undoubtedly of some antiquity.

There are six British subjects here, namely, one Bohra, and five Hindoos, who all do a thriving trade.

The inhabitants call themselves Pumao, but are nearly allied to the Bajunia tribe, yet they cherish a deep enmity against the neighbouring town of Paza, the head-quarters of that tribe, and were it not for the constant watchfulness and firm government of Sa'id bin Hilal, the Arab Governor, who occupies the strong fort separated by a narrow creek, but commanding the town, they would long ago have rebelled, and the old strife have been renewed, which, until they were conquered by the late Sultan Sayyid Majid, made the island a perpetual battlefield.

Owing to a few years peace the place is rapidly increasing in commercial importance, and if the Somalis can be kept off from the mainland plantations opposite, this progression is likely to continue.

It is in an agricultural point of view that I propose to consider this island and its plantations on the mainland, particularly that portion included in the district of Siwy.

The soil of the island is extremely light and friable; though not generally sandy, it has everywhere a substratum of porous limestone rock, probably of coralline formation. Though not suitable for cereals, it seems all that could be desired for tropical fruits and vegetables; and though skilful cultivation has only been carried on for a few years, the effects have surprised the natives. The great drawback, at first, was want of water, but a good supply is now readily obtained by sinking wells about twelve feet into the rock. They have begun to import camels, by whose means the regular system of irrigation, similar to that employed at Maskat, is already commenced; oxen are not found strong enough here for this work.

The products now successfully cultivated are tobacco, tambun, cocoanuts, bananas, and dates, besides water-melons, and nearly every kind of tropical fruit.

Tobacco is largely exported to the towns on the coast, and is of a fine quality and flavour; it is likely to become a staple export.

Tambun (pân), a leaf much used (in conjunction with betelnut) by all natives and Indians, grows more readily than in any part of the Sultan's dominions, there are large gardens of it, and during the north-east monsoon it is even sent as far as Zanzibar, where it is found difficult to rear.

Cocoanuts grow in profusion, and are principally used to brew the native beer (tembo), which from Lamo to Tula is generally used as a beverage, even by strict Moslems.

Bananas are largely grown, and form almost as general an article of diet as millet, in fact supplying the place of manioc (cassava), which is but little cultivated here.

But the luxuriant growth of the date palm is the most notable feature connected with agriculture in this district. The date has been tried throughout the Zanzibar dominions, and has rarely been found to fruit; I believe Dar-es-Salam has proved an exception, but even here the fruit does not ripen properly. At Siwy, however, this palm seems to prosper as completely as in the Persian Gulf. I inspected more than a hundred trees averaging from three to six years old, and though utterly neglected and choked with weeds, all those of five and six years' growth were completely laden with fruit, and many of the mere bushes of three years were in full bearing. The trees were of two kinds, red and white "kush." I carefully examined them, and cut several spikes of fruit, and found all without the slightest trace either of insect or mildew, whereas all date trees I have before examined either at Zanzibar or on the coast have been infected with both. The Governor informed me that last year they had nearly as good a show of fruit, which ripened thoroughly, early in the north-east monsoon. He has now sent to Maskat for a large quantity of young trees of the best sorts.

This freedom from insects above referred to appears to apply to the whole of this district and that of Patte, for during a stay of some days I did not observe an insect of any kind upon the trees or vegetables either under cultivation or growing wild, and the natives assured me they were equally free from them during the wet season.

In concluding a description of Siwy, it may be mentioned that more aged persons and very young children were seen here than I ever before observed in a foreign town.

Large herds of cattle and flocks of sheep are reared in this district. The latter are

very fine specimens of the Somali breed, and are largely exported, as is also sumli, or ghce, which is preferred by the Hindoos on the coast, who use it with all their food, to that from any other district.

The towns of Tundua and Zingatini, on the eastern and north-eastern sides of the island are small, and the inhabitants devote themselves almost entirely to the breeding of cattle, sheep, and goats.

Paza, called generally by the natives Rasini, is a town of about 5,000 inhabitants. It is the residence of the Bajunia Chief, Mzee Saif. Though only five and a half miles north of Siwy, one seems to be visiting an entirely different country. Doubtless this is principally owing to the large proportion of black alluvial soil on the banks of the creek up which it is situated, and which is nearly dry at low tide; but the habits of the people, who are dirty and lazy, seriously affect the town, which presents a strong contrast to the cleanliness of Siwy. It is most unhealthy, and both it and the country round are constantly enveloped in a damp mist; mosquitoes, ants, and other insects swarm everywhere, and cultivation seems to be confined to the necessaries of life.

There are three Hindoo British subjects here.

On the mainland opposite the towns of Siwy and Paza large plantations stretch for some miles inland, belonging to the respective towns. Here large quantities of millet and sesamum are grown, but most of the slaves employed in the cultivation go over at daylight and return to the towns at sunset, the country being unhealthy, and lions numerous and unusually troublesome. The channel here is about three miles wide. During my visit a fresh trouble occurred which, I fear, will ruin these mainland settlements—the bush Somalis having come down and killed or carried off many slaves and cattle in the most distant of them, at the same time committing other wanton destruction of property.

The Bajunia country proper, however, is, up to the present time, free from Somali attacks; it may be said to extend from Taka, nearly opposite Paza creek, to the Shamba River, just south of Tula. Here the country becomes more hilly and healthy, and many proprietors resident at Paza have large tracts of country under cultivation. The chief and his brothers cultivate nearly the whole of the country from Kwyhoo to Kionga, but they are beginning to feel the want of more labour, owing to our action with regard to the Slave Trade.

Kionga and Shakani are the two other ports in the Bajunia country; their principal trade is in cowries, which are dried all along this coast.

Tula can hardly now be included in the Bajunia country, being under a local Chief, who is directly responsible to the Governor of Kismayu. He receives, however, no protection from that quarter, and every now and then predatory bands of Somalis come across the mainland at low water, and lift the cattle of the inhabitants, who themselves escape to the bush. The cattle here are extremely fine, and, like the Somalis, the people live principally on milk.

There are a few large dhow-owners here who do a good trade up the creeks, and two Indian houses are represented by Swaheli agents, one of which is thinking of withdrawing, doubtless in consequence of the small demand for manufactured goods since the cessation of the Slave Trade, which was here carried on to a large extent; but this feature is temporary only, and honest trade will soon be found to replace the illegal traffic. There is a large trade in cowries here.

The mainland opposite, which bears evidence of having once been under cultivation, has quite relapsed into forest; within three miles of the shore I observed gazelle, the blue-crested guinea-fowl in large numbers, also three varieties of antelope, hares, immense baboons, giraffes, and the prints of lions, a plain proof that the country has long been deserted by mankind.

Kismayu.—This town is simply a Somali Colony, but is likely rapidly to increase if under a sensible and energetic Governor. The present man is all that could be desired, being extremely firm, and, when necessary, severe with these unmitigated savages, who are mostly of the Kurlalla tribe, and yet encouraging them to trade and allowing them to settle, though only well under the guns of the fort.

The principal trade is in hides, and the customs are collected either at Lamo or Zanzibar, to which most of the cargoes are consigned.

There are two British subjects, Bohras, here, and a Hindoo house represented by an Arab. Kismayu is not an easy port to enter, and the landing is very unsafe and inconvenient.

From the River Jub, ten miles north of Kismayu, to Brava, the country is entirely in the hands of the Somalis, and dhows give this coast a wide berth, as death or captivity would almost certainly be the lot of any crew stranded thereon. It cannot, therefore, be

looked upon at present as part of the Zanzibar dominions, though the Governor of Kismayu is already talking of annexing the principal mouth of the above-mentioned river.

Brava.—This town is situated 130 miles north of Kismayu, and in common with all the ports on the Banadir, is a most difficult place at which to load or discharge cargo. It is, however, most conveniently situated as a market for the produce of the South Somali country, and were the Government stronger and the country more safe the export of hides alone would make it a considerable commercial centre. There are several caravan routes from the interior to this town, all suitable during a great part of the distance for camel transport, and one to Bandera, on the Jub, twelve days' march, appears once to have been a regular highway to this capital of South Somaliland, and would undoubtedly be reopened were the adjoining tribes once tranquillized.

There are three British subjects, two Bohras, and one Khoja, residing during the shipping seasons, namely, from March till June, and September till November, the exact dates depending on the breaks in the monsoons when alone vessels can lie here.

I was unable to get at the Customs statistics here owing to the Customs master having been driven out of the town by the Somalis, who will not tolerate the presence of a Hindoo. He had left a Sheheri Arab clerk, who, however, had no accounts in his possession. The Customs master was living under the protection of the Governor of Merka, where I was unable to proceed.

Cotton grows freely here, it is of good quality, and long staple, and is largely woven into a fine cloth by the natives.

Merka.—This town, which is fifty-eight miles north of Brava, is rapidly increasing in importance, and it is said will shortly become quite a colony of British-Indians who have long wished to bring their wives and families to the healthy ports of the Banadir, but have been deterred by fear of the Somalis. Now that the Sultan has provided Merka with a strong force for its protection, they are flocking to it in considerable numbers, and even the Hindoos are talking of obtaining a dispensation from their Rajahs to permit of their bringing their families to this place.

Mogdisho.—This town has only been conquered by the Sultan's troops a few months. The Governor of Merka skilfully availed himself of the quarrels of two rival factions in capturing this place, and a fort will doubtless be at once erected here.

Washeikh.—I believe His Highness the Sultan lays claim to this town, whose Sultan and people, however, in no way recognize him, neither has he any representative in the district.

This place is beginning to attract caravans from the interior, owing to the circumstances detailed in the accompanying Report respecting the new scale of Customs duties in the Zanzibar dominions.

My object in this first Report has been to give a general sketch of commerce and agriculture on this coast, hitherto so little visited. I have, however, carefully prepared the way for obtaining in future years reliable statistics, having spared no pains in impressing upon Customs masters and other influential British subjects the responsibility incurred in giving other than accurate information to British Consular officers visiting their districts, and it is has generally appeared to me that this advice has been received as appropriate.

(Signed) FREDC. HOLMWOOD,
Her Majesty's Assistant Political Agent, Zanzibar.

APPENDIX (A).

Statistics of Population.

STATEMENT No 1.

In 1874 the Statistics of the Hindoo or Banian Population of Zanzibar were as follows:—

Where Resident.	Number of Houses.	Number of Residents.	Remarks.
Zanzibar	139	314	Including 157 Bhatias; 80 Vania; 34 goldsmiths; 11 tailors; 8 carpenters; 5 blacksmiths; and 19 barbers.
Pemba Island . . .	..	3
Monfia Island . . .	..	2
Lamu	36	..	
Mombasa	14	..	
Tanga .. ..	..	1
Bagamoyo .. ..	..	22
Dar-es-Salam . . .	..	15
Quiloa and Mungaa ..	..	4
Mgogoni .. ..	..	15
Tuliani .. ..	..	11
Nussubgani .. ..	..	2
Kundrani .. ..	..	2
Damuni .. ..	..	1
Kisiju .. ..	..	2
Sandazi .. ..	..	5
Mkrora .. ..	..	2
Kiringa .. ..	..	3
Mju Mewa .. ..	..	1
Munchinga .. ..	..	6
Lindy .. ..	..	64
Kilwara .. ..	..	3
Kikunia .. ..	..	11
Cole .. ..	..	3
Samanga .. ..	..	11
Kilwa Kivinja .. ..	..	25
Mungao Kiswara .. ..	..	3
Mukindani .. ..	..	95
Pangani .. ..	..	16
Kil Mangao .. ..	..	5
Pemba .. ..	..	1
Wasein	1	..	
Takaungu	3	..	
Malindi and Mambeui .	12	..	
Kipini	3	..	
Siui	5	..	
Paza	3	..	
Kiemayu	1	..	
Brava	1	..	
Total	218	648	

(Signed) W. F. PRIDEAUX,
Her Majesty's Officiating Political Agent and
Consul-General, Zanzibar.

STATEMENT No. 2.

In 1874 the Statistics of the Khojas Population of Zanzibar were as follows:—

Place of Residence.	Number of Men.	Number of Women.	Children.	Houses.
Zanzibar	850	650	728	520
Bagamoyo	16	..	..	..
Dar-es-Salam	3	..	..	..
Kit Mungao . . .	5	..	..	..
Mungoni	3	..	..	..
Tuliani	10	..	..	..
Zerare	1	..	..	..
Magazi	1	..	..	..
Kudrani	1	..	..	..
Demuni	2	..	..	..
Sandazi	1	..	..	..
Samanga	2	..	..	..
Mohoro	1	..	..	..
Kilwa Kivinja	60	..	..	..
Munganoo Kiswara	1	..	..	..
Lindy	46	..	..	..
Mukindani	39	..	..	..
Muchinga	5	..	..	..
Pangani	3	..	..	..
Malindi .. .. .	..	..	..	2
Lamu .. .. .	..	..	..	1
Total	1,050	650	725	523

(Signed) W. F. PRIDEAUX,
Her Majesty's Officiating Political Agent and
Consul-General, Zanzibar.

STATEMENT No. 3.

In 1874 the Statistics of the Bohra Population of Zanzibar were as follows:—

Place of Residence.	Adults.		Children.	Total.	Houses.
	Males.	Females.			
Zanzibar . . .	109	78	131	318	53
Pemba	3	..	..	..	2
Lamu .. .. .	..	..	..	..	14
Milinda .. .. .	..	..	..	..	30
Mombasa . . .	..	..	..	..	52
Wasseen .. .. .	..	..	..	..	2
Dar-es-Salam	4	..	..	..	2
Takanugu . . .	..	..	..	..	4
Kipini .. .. .	..	..	..	..	2
Siwy .. .. .	..	..	..	..	1
Kismayu . . .	..	..	..	..	2
Brava .. .. .	..	..	..	..	2
Total	116	78	131	318	166

(Signed) W. F. PRIDEAUX,
Her Majesty's Officiating Political Agent and
Consul-General, Zanzibar.

STATEMENT No. 4.

In 1874 the Statistics of the Memons (Sooni Mahommedans) of Zanzibar were as follows:—

Where Resident.				Number of Men.	Number of Women.	Number of Children.	Number of Houses.
Zanzibar	..	..	..	15	10	16	10
Mombasa	..	..	..	..	..	..	30
Takanugu	..	..	..	..	..	..	1
Malindi	..	..	..	..	..	..	5
Total	..	..	..	15	10	16	46

(Signed) W. F. PRIDEAUX,
*Her Majesty's Officiating Political Agent and
 Consul-General, Zanzibar.*

(Statement No. 1.)—IMPORTS at the Zanzibar Custom-house during the Twelve Months ending August 23, 1873.

Articles of Importation.	Increase and Decrease on Report, 1867-68.										Remarks.	
	United Kingdom.	British India.	Kutch.	Arabia and Persian Gulf.	Madagascar, Comoro Island, and Mozambique.	France.	United States of America.	Hamburg.	Total.	Produce, according to last Report, for 12 Months, 1867-68.		Increase on 1867-68.	Decrease from 1867-68.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Alkali	4,200	7,200	3,000	..	..
Arms	10,000	51,750	39,750	..	..
Beads	80,000	95,600	14,600	..	..
Candles	200	..	..	..	..	..	..	10,900	11,500	600	..	..
Red caps	5,000	9,500	2,500	..	..
Carpets	1,000	2,000	1,000	..	..
Cotton cloths	..	400,000	100,000	25,000	..	10,000	60,000	400,000	1,345,850	350,850	..	..
Sail cloth	2,000	500	..	..	..	2,500	10,500	8,100	..	..
Silk cloth	..	2,500	..	..	..	..	..	3,200	3,200	700	..	..
Woolen cloth	..	4,000	..	..	..	..	..	18,000	15,050	2,950	..	..
Coir	..	1,000	..	..	10,000	4,000	..	11,000	5,250	5,750	..	..
Cordage	..	2,000	100	..	..	500	..	2,000	4,600	22,000	..	17,400
Crockery and glass	1,000	1,500	..	..	..	4,000	..	10,000	28,920	12,320	..	..
Coal	15,000	..	2,000	31,400	14,400	..	..
Coffee	..	1,000	..	3,000	..	..	..	4,000	4,000	..	..	..
Ebony	20,000	5,000	..	..	5,000	11,000	6,000	..	..
Fish, salt	20,000	..	2,000	..	6,000	8,000	20,500	..	..
Fruits, dried	20,000	..	..	..	..	5,575	14,425	..	..
Gold lace and thread	500	3,000	1,000	..	..	2,000	..	6,600	13,100	9,010	..	..
Grains, cereals, &c.	..	70,000	1,000	1,000	30,000	..	..	30,000	59,350	42,650	..	..
Gunpowder	2,000	..	..	..	..	..	..	1,800	27,000	5,000	..	..
Ironware	1,800	7,850	4,950	..	..
Ivory	30,000	..	..	..	30,000	25,000	..	..
Nails	300	1,000	..	..	..	..	..	2,000	4,070	770	..	..
Meats	2,000	2,000	..	..	..	..	..	5,051	18,166	11,116	..	..
Miscellaneous	..	20,000	4,000	2,000	10,000	5,000	2,000	10,000	63,630	8,650	..	..
Oil and oil seeds	2,000	..	..	6,000	6,100	12,300	2,300	..	..
Opium	..	2,000	200	3,100	..	..	..	5,300	3,200	2,100	..	..
Paper	200	..	..	500	..	..	..	4,700	2,000	2,700	..	..
Perfumery, drugs	100	..	..	2,000	..	..	..	2,500	6,303	5,403	..	..
Pre-erived meat	14,000	1,000	..	..	2,000	7,000	1,500	..	..
Salt	2,000	..	..	..	..	..	2,550	14,450	..	..
Sherbet	2,100	..	..	17,000	3,350	..	..
Spices	..	10,000	..	..	..	..	..	5,050	12,000	..	..	..
Soap	8,050	1,950	..	..
Sugar	..	2,000	500	..	..	1,000	2,100	4,000	18,960	13,960	..	..
Timber	3,000	2,500	1,000	5,000	41,270	35,670	..	..
Tobacco, snuff	50	100	..	100	250	..	11,500	10,370	..	..
Tortoise-shell	3,000	..	..	500	7,100	6,600	..	..
Vermicelli	2,300	2,000	1,000	..	..
Wax	2,250	..	..	3,350	3,350	50	..	..
Wines and spirits	2,000	..	2,250	4,000	1,750	..	..
Vire, brass	5,000	31,600	23,100	..	..
„ iron	1,150	..	2,000	..	..	..	..
„	..	4,000	..	..	..	..	..	8,000	39,760	24,610	..	..
Total dollars	7,800	539,500	110,950	93,200	94,250	63,450	78,050	650,500	2,060,024	165,105	607,729	Total decrease on last Report, \$442,624.
Total British interest
Ditto in last Report, 1867-68	657,950	..	..	..	..	..	..	..	..	..
Decrease	729,199	..	..	..	..	..	..	..	..	..
„	70,249	..	..	..	..	..	..	..	..	..

(Signed)

W. F. PRIDEAUX, Her Majesty's Officiating Political Agent and Consul-General, Zanzibar.

(Statement No. 2.)—PRODUCE of the Zanzibar Dominions on the Coast and adjacent Islands, Imported into Zanzibar 1872-73.
Year ending August 23, 1873.

Articles.	Delgado to Kwale.	Bagamayo.	Pangani and Tanga.	Pemba.	Mombassa and Lamu.	Somali Ports.	Various Ports of the Coasts.	Kilwa (Slaves only).	Total.	Increase and Decrease in Report, 1867-68.			Remarks.
										Produce according to last Reports, for 12 Months, 1867-68.	Increase on 1867-68.	Decrease from 1867-68.	
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Cassava root ..	..	..	..	5,000	..	..	..	..	5,000	14,000	..	9,000	
Cloves ..	..	..	..	500,000	..	..	..	..	500,000	21,000	479,000	..	
Cocoa nut ..	..	..	..	50,000	..	..	..	..	50,000	25,000	25,000	..	
Copal (animi) ..	8,000	200,000	400	..	500	..	..	..	208,900	100,000	108,900	..	
Cotton ..	..	..	..	..	..	..	..	..	..	600	..	600	
Cowries ..	40,000	..	2,000	3,000	5,000	..	4,000	..	54,000	98,000	..	44,000	
Copra ..	..	..	..	500	..	..	..	..	500	3,000	..	2,500	
Coir and baskets ..	..	2,000	..	..	..	..	..	..	2,000	7,000	..	5,000	
Cereals ..	30,000	1,000	5,000	..	5,000	1,000	10,000	..	52,000	45,000	7,000	..	
Ebony ..	..	..	..	..	..	..	..	..	..	1,000	..	..	1,000
Ghee ..	..	..	1,000	2,000	2,100	6,000	..	..	11,100	26,000	..	14,900	
Hides ..	500	..	1,000	..	2,200	15,000	3,000	..	21,700	51,000	..	29,300	
Hippopotamus teeth ..	200	..	350	..	..	100	..	..	1,650	2,400	..	750	
Horns (rhinoceros) ..	..	..	..	..	..	..	..	..	..	7,000	3,000	..	
Ivory ..	79,000	400,000	140,000	..	7,000	21,000	10,000	..	657,000	663,500	..	6,500	
Molasses ..	300	..	5,000	7,000	..	..	500	..	12,800	2,300	10,500	..	
Orchell weed ..	..	..	..	1,000	..	2,000	1,200	..	4,200	50,000	..	45,800	
Sesamum seed ..	70,000	..	3,000	..	5,000	2,000	2,500	..	82,500	100,000	..	17,500	
Slaves ..	..	..	..	..	..	..	505	4,504	6,109	270,000	..	264,891	
Timber ..	3,000	..	400	1,000	..	..	..	..	4,400	7,000	..	2,600	
Tobacco ..	3,000	..	2,000	..	..	..	..	..	5,000	6,000	4,000	..	
Miscellaneous ..	4,000	5,000	7,000	2,000	..	5,000	20,000	..	43,000	24,000	19,000	..	
Tortoise-shell ..	1,000	200	..	..	..	..	500	..	1,700	1,000	700	..	
Wax ..	..	2,000	..	..	..	..	..	..	2,000	3,000	..	1,000	
Total ..	239,000	621,300	167,150	570,500	27,800	52,100	57,205	4,504	1,739,559	1,527,800	657,100	445,341	Net increase, \$211,759.

(Signed)

W. F. PRIDEAUX, Her Majesty's Officiating Political Agent and Consul-General, Zanzibar.

(Statement No. 3.)—IMPORTS at the Zanzibar Custom-house during the Twelve Months ending August 23, 1874.

Articles of Importation.	United Kingdom.	British India.	Kutch.	Arabia and Persian Gulf.	Madagascar, Comoro Islands, and Mozambique.	France.	United States of America.	Hamburg.	Total.	Increase and Decrease on Year ending August 23, 1873.			Remarks.	
										Produce, Year ending Aug. 23, 1873.		Increase on 1873.		Decrease from 1873.
										Dollars.	Dollars.			
Alkali	1,000					2,000		5,000	8,000	4,200	3,800			
Arms	8,000					5,000		40,000	45,000	12,000	33,000			
Beads						3,000		185,000	196,000	81,000	115,000			
Candles						10,000		10,000	12,000	10,000	1,100			
Caps, red		1,000				5,000		2,000	3,000	1,000	2,000			
Carpets		500,000				5,000		340,000	1,040,000	995,000	45,000			
Cloth, cotton		2,000	25,000						3,000	2,500	500			
" silk		2,000	3,200						5,200	2,700	2,500			
" woollen.		5,000				3,000		20,000	23,000	18,000	5,000			
Coin	100	300			10,000			2,000	15,000	11,000	4,000			
Cordage	5,000	2,000	100					10,000	27,000	16,500	10,500		2,100	
Crockery and glass		on Government account,								17,000				
Coal		2,000								4,000				
Coffee				2,000						4,000				
Ebony					4,000					5,000				
Fish, salt									25,000	28,500				1,000
Fruits, dried		200							25,200	20,000	5,200			3,500
Gold lace and thread		850	200						3,050	13,100				10,050
Grains, cereals, &c.		30,000	450		50,000				81,050	102,000				20,950
Gunpowder	7,000					2,000	10,900	35,000	54,900	32,000	22,900			23,000
Ironware		1,850			5,000	1,100		3,000	5,950	12,800				6,850
Ivory									2,000	3,300				1,300
Nails									11,100	7,050	9,050			
Metals	600	15,000	12,200	5,200	10,000	4,003		20,000	67,000	55,000	12,000			
Miscellaneous		3,000				2,500	10,000	12,000	24,500	14,600	9,900			
Oil and oil seeds				2,000		1,000	500	1,000	5,000	5,300				300
Opium									4,700	4,700				1,700
Paper		200		3,000		3,000		7,000	7,000	5,500	3,300			
Perfumery, drugs						3,000		20,000	20,000	17,000	3,000			
Preserved meat			2,000			2,500		2,500	7,000	8,650				1,650
Salt				15,000					7,000	10,000				
Sherbet	2,000								10,000	10,000				
Spices		10,000				2,000	11,000	4,500	18,000	5,000	13,000			
Soap		500				1,000	2,000	1,000	3,000	3,000				1,000
Sugar		8,000			12,000	2,000	2,000	15,000	22,500	2,250	20,250			1,100
Timber		1,000			2,000	2,000	7,000		2,000	8,500				6,500
Tobacco, snuff.				200					400	500				
Tortoiseshell						2,000			2,000	3,000				1,000
Vermicelli		200				1,000		2,200	3,300					1,100
Wax						5,000		22,500	22,500	2,250	20,250			
Wines and spirits		2,000							2,000	8,500				6,500
Wire, brass										2,000				
" iron		2,000				500		11,000	18,500	13,150	3,350			
Total	168,900	592,000	45,450	110,500	97,500	62,600	41,400	759,100	1,877,450	1,617,400	360,150	100,100		Total Increase on 1872-3, 260,050 dol.

Total British interest .. 1872-3 .. Dollars. 806,350
 Ditto .. 657,950

Increase, 1873-4 .. 148,400

(Signed)

W. F. PRIDEAUX, Her Majesty's Officiating Political Agent and Consul-General, Zanzibar.

(Statement No. 4.)—PRODUCE of the Zanzibar Dominions on the Coast and adjacent Islands, Imported in Zanzibar.
Year ending August 23, 1874.

Articles.	Delgado to Kwale.	Bagamoyo.	Pangani and Tanga.	Pemba.	Mombasa and Lamu.	Somali Ports.	Various parts of the Coast.	Total.	Increase and Decrease on Year ending August 23, 1873.			Remarks.
									Produce, year ending August 23, 1873.	Increase on 1873.	Decrease from 1873.	
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Cassava root ..	..	..	..	10,000	..	..	..	10,000	5,000	..	..	..
Cloves ..	..	..	..	200,000	..	..	..	200,000	..	..	..	..
Corn-nuts ..	..	..	..	50,000	..	..	..	50,000	..	..	..	..
Copal (umini) ..	45,000	80,000	..	..	..	..	..	125,000	..	..	..	83,930
Cotton ..	..	..	..	..	..	..	..	..	..	..	..	..
Cowries ..	..	..	..	..	..	..	..	..	..	..	..	..
Copra ..	..	..	..	2,000	..	..	..	2,000	..	..	..	..
Coir and baskets ..	6,000	..	..	..	..	..	..	6,000	..	..	..	..
Cereals ..	10,000	2,000	..	..	2,000	1,000	..	18,000	..	..	..	..
Ebony ..	..	..	..	..	..	..	..	..	..	..	..	..
Ghee ..	..	..	..	2,000	..	..	..	2,000	..	..	..	..
Hides ..	..	..	..	..	..	..	..	..	..	..	..	..
Hippopotamus' teeth ..	..	..	..	..	..	..	..	..	..	..	..	..
Horns, rhinoceros ..	..	..	..	..	..	..	..	..	..	..	..	..
Ivory ..	..	..	..	..	..	..	..	..	..	..	..	..
Molasses ..	43,000	200,000	110,000	..	3,000	..	..	362,000	..	..	..	9,000
Orchella weed ..	..	..	2,000	6,000	..	..	..	8,000	..	..	..	295,000
Sesamum seed ..	..	..	..	..	..	..	..	..	..	..	..	..
Slaves ..	100,000	..	..	..	1,000	2,000	1,200	4,200	..	..	..	..
Timber ..	2,000	..	..	..	5,000	..	..	7,000	..	..	..	..
Tobacco ..	..	..	..	..	..	..	..	..	..	..	..	..
Miscellaneous ..	..	..	..	..	..	..	..	..	..	..	..	..
Tortoise-shell ..	..	..	..	..	..	..	..	..	..	..	..	..
Wax ..	..	2,000	..	..	..	..	..	2,000	..	..	..	..
Total ..	206,000	284,000	135,000	270,000	11,000	214,000	95,700	1,215,700	1,739,559	224,050	742,800	Net decrease, \$523,859.

(Signed)

W. F. PRIDEAUX, Her Majesty's Officiating Political Agent, and Consul-General, Zanzibar.

APPENDIX (B).

Return of Vice-Admiralty Cases adjudicated during 1873 and 1874.

STATEMENT showing the Captures made by Her Majesty's Cruizers during the Year 1873.

Date of Adjudication.	Date of Capture.	Name of Captured Vessels.	By what Ship Captured.	Where Captured.	No. of Slaves on Board.	Vessels how disposed of: Condemned or Restored.	Remarks.
1873	1873						
Jan. 8	Jan. 2	Native dhow, name unknown.	Briton ..	River Kinzani ..	1	Condemned.	
Jan. 13	Jan. 9	Ditto	Glasgow ..	Near Kokotoni ..	4	Ditto.	
Mar. 18	Feb. 17	Mubrook	Briton ..	Near Lindi ..	1	Ditto.	
Apr. 25	Mar. 20	Wah-da Sabem	Ditto ..	Tola Island ..	6	Ditto.	
Apr. 25	Apr. 9	Dahar Selim	Ditto ..	Ditto	4	Ditto.	
June 2	May 14	Fathul Keir	Ditto ..	Near Lamu ..	1	Ditto.	
June 18	Apr. 21	Native dhow, name unknown.	Ditto ..	Ditto	2	Ditto.	
June 21	June 11	Ditto	Daphne ..	Near Kokotoni ..	2	Ditto.	
June 24	June 13	Hassarrah	Briton ..	Chak Chak ..	2	Ditto.	
July 7	June 20	Bora Salam	Ditto ..	Mungopani Point ..	1	Ditto.	
July 21	July 22	Ilmahmood	Ditto ..	Near Salley Island ..	1	Ditto.	
July 7	July 22	Membo Comunk	Glasgow ..	Chak Chak ..	1	Ditto.	
July 11	July 30	Native dhow, name unknown.	Wolverene ..	Baganoyo ..	..	Restored.	
July 10	May 26	Tomba	Daphne ..	Tanga	1	Condemned.	
Nov. 21	June 25	Kumba Kumba	Ditto ..	Pemba	4	Ditto.	
Nov. 15	June 26	Native dhow, name unknown.	Ditto ..	Ditto .. ..	..	Restored.	
July 8	July 3	Ditto	Ditto ..	Tanga .. ..	..	Ditto.	
Aug. 4	July 27	Ditto	Maggie ..	Near Ras Madraka ..	..	Condemned.	
Aug. 26	Aug. 13	Metsahal	Daphne ..	Saudani	1	Ditto.	
Aug. 26	Aug. 18	Native canoe	Nimble ..	Mombasa	2	Ditto.	
Oct. 4	July 23	Native dhow, name unknown.	Shearwater ..	Songa Songa ..	2	Ditto	.. Decree subsequently reversed.
Oct. 31	Oct. 7	Native dhow, name unknown.	Briton ..	Majambo	121	Ditto.	
Nov. 17	Oct. 22	Mambo hora Memjee	Ditto ..	Shella	2	Ditto.	
Nov. 21	Nov. 8	Native dhow, name unknown.	Vulture ..	Chak Chak	2	Ditto.	
Nov. 21	Nov. 8	Lahura	Briton ..	Mukungary	3	Restored.	
Nov. 21	Aug. 14	Native dhow, name unknown.	Ditto ..	Lamu	1	Condemned.	
Nov. 21	Nov. 14	Ditto	Ditto ..	Kissungani .. ..	..	Ditto.	
Nov. 21	Nov. 5	Ditto	Ditto ..	Chungwa .. ..	..	Ditto.	
Nov. 21	Aug. 15	Ditto	Ditto ..	Lamu .. ..	..	Captors not justified in seizure.	
					165		

(Signed) W. F. PRIDEAUX,
Her Majesty's Officiating Political Agent and
Consul-General, Zanzibar.

STATEMENT showing the Captures made by Her Majesty's Cruizers during the Year 1874.

Date of Adjudication.	Date of Capture.	Name of Captured Vessels.	By what Ship Captured.	Where Captured.	No. of Slaves on Board.	Vessels how disposed of: Condemned or Restored.	Remarks.
1874	1874						
Jan. 31	Jan. 18	Native dhow, unknown ..	Briton ..	Near Pemba Island ..	38	Condemned.	
Mar. 30	Mar. 13	Bandari Salám	Daphne ..	Bayama Bay	225	Ditto.	
Mar. 30	Feb. 13	Native dhow, unknown ..	Ditto ..	Bay of Mokamba ..	1	Ditto.	
June 6	May 26	Ditto	Vulture ..	Pemba Island	3	Ditto.	
June 26	June 19	Makoombo Bwara	Thetis ..	Pungani .. ..	..	Restored.	
July 27	July 23	Chungo Amoina	Ditto ..	Tanzarta	11	Condemned.	
Sept. 28	July 16	Native dhow, unknown ..	Ditto ..	Makumba Island ..	92	Ditto.	
Sept. 10	Aug. 11	Ditto	Vulture ..	Near Madagascar ..	222	Ditto.	
Sept. 17	Sept. 14	Ditto	Rif man ..	Chumley	21	Ditto.	
Sept. 19	Sept. 11	Ditto	Vulture ..	Mahonque Island ..	12	Ditto.	
Oct. 7	Oct. 12	Ditto	Thetis ..	St. Andrew	36	Ditto.	
Oct. 31	Oct. 29	Ditto	Ditto ..	Tumbat Island	7	Ditto.	
Dec. 12	Dec. 7	Ditto	Rifleman ..	Kiswara Bay	5	Ditto.	
Dec. 12	Dec. 8	Ditto	Ditto ..	River Kizimafaga ..	1	Ditto.	

(Signed) W. F. PRIDEAUX,
Her Majesty's Officiating Political Agent and
Consul-General, Zanzibar.

No. 34.

Captain Prideaux to the Earl of Derby.—(Received March 9.)

My Lord,

Zanzibar, February 9, 1875.

I HAVE the honour to inclose herewith a sketch map, handed to me by Mr. F. Holmwood, with his Commercial and Agricultural Report on the northern dominions of the Sultan of Zanzibar.

As this map applies equally to Mr. Holmwood's General Report, forwarded to your Lordship in my letter of 24th November, 1874, I have considered it best to send it separately.

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

Inclosure in No. 34.

Sketch of the Northern Dominions of the Sultan of Zanzibar visited by Vice-Consul Holmwood during October and November, 1874.

No. 35.

Captain Prideaux to the Earl of Derby.—(Received March 11.)

My Lord,

Zanzibar, February 10, 1875.

WITH reference to my letter dated 27th October, 1874, stating that it was my intention, at the request of the Government of Natal, to send Captain Elton to Mozambique to discuss with the Governor-General of that Province the questions of Voluntary Emigration from Delagoa Bay to Natal, and of the temporary reception of slaves who may be landed at Mozambique by Her Majesty's cruisers, I have the honour to report that Captain Elton left Zanzibar in Her Majesty's ship "Thetis," on the 13th of January, and returned by the mail-steamer this morning.

I inclose copies of Captain Elton's despatches to my address, dated respectively the 26th January and 5th February, and detailing the very successful operations lately undertaken by the Governor-General of Mozambique against the slave-traders on the Kivolane River, one of the principal strongholds of the Madagascar traffic.

These operations will now be materially assisted by the co-operation afforded at the request of the Governor-General by Her Majesty's cruisers, and if the efforts for the suppression of the trade which are now being made receive the support which is alluded to by Captain Elton, and which, judging from the present enlightened policy of the Cabinet of Lisbon, it is not likely will be refused, there is no doubt that the complete annihilation of the trade will be only a question of a year or two. I would, therefore, respectfully suggest, for the consideration of Her Majesty's Government, whether some arrangements could not be arrived at, by which the Governor-General of Mozambique would be empowered, whenever necessary, to permit the Commanders of Her Majesty's cruisers to act in Portuguese territorial waters, and on land in the immediate vicinity of tidal creeks and rivers, without a previous reference to the home authorities.

I am glad to be able to report that Captain Elton has succeeded in making satisfactory arrangements for the provisional reception of freed slaves in temporary depôt at Mozambique, and that one of the principal mercantile houses at that Port has engaged to maintain the slaves at a fixed rate per diem, until they can be removed to Natal.

I trust your Lordship will concur with me in the approval which I have expressed to Captain Elton for the very judicious and able manner in which he has carried out the important Mission with which he was entrusted.

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

P.S.—Further details on the subject of liberated slaves, &c., will no doubt be afforded to your Lordship by the Natal Government, through the channel of the Colonial Office.

W. F. P.



SKETCH OF
NORTHERN DOMINIONS
of the
SULTAN OF ZANZIBAR,

Visited by Vice Consul F. Holmwood,
during the months of Oct & Nov, 1874.

Inclosure 1 in No. 35.

Captain Elton to Captain Prideaux.

Sir,

Mozambique, January 26, 1875.

I HAVE the honour to inform you that I arrived off this town on board Her Majesty's ship "Thetis," Captain W. Le Hunte Ward, on the evening 20th January, and at Captain Ward's request landed to fix an hour on the following day to visit the Governor-General, Senhor Carvalho Menezes.

Whilst on shore, I heard that the local authorities, a few days previously, had sent a gunboat to examine the Kivolane River, about twenty miles south, where it was supposed several slave dhows were loading for Madagascar, but that one of her boats which had been sent forward for the purpose of taking soundings had been attacked and repulsed by the Arabs and natives with the loss of one officer and three men killed. On this the gunboat returned to Mozambique for assistance, coal, and provisions, when the "Sena" and the "Tête" (both gunboats originally built for the now abandoned expedition on the Zambesi against Bonga, drawing only 3 feet 6 inches, carrying each a rifled gun) and the schooner "Inhami Senga," with eighty soldiers on board, were dispatched with orders to burn the dhows, seventeen in number, the villages, barracoons, &c., and release all slaves found. Reports were, however, current that this force had been defeated with serious loss, and that one, if not both, of the gunboats had been captured by the slave traders.

Under these circumstances, on the occasion of our visit the next morning at 9 o'clock, 21st January, the Governor-General solicited Captain Ward's co-operation and assistance, and expressed his resolve to stamp out, as far as lay in his power, the Slave Traffic now systematically carried on from various points on the coast of the Province to Madagascar, principally during the months of December, January, and February, in order to supply the annual fairs, adding that he felt assured there was no necessity for his "pleading a common cause of humanity at length."

I ventured to suggest to his Excellency that the British cruisers were at all times ready to co-operate with him heartily in searching the rivers and creeks that are notoriously the starting points and ports of collection on the coast, but that, owing to obvious reasons, they had not, up to the present, interfered in any way with such slaving operations within limits which might be regarded as territorial waters belonging to the Portuguese Government, and to this Captain Ward added that he believed Her Britannic Majesty's Government anticipated a proffer of such assistance being accepted at Lisbon.

His Excellency replied that the question had been left by the Portuguese Government to his competency and decision, whether, under certain circumstances, the services of Her Britannic Majesty's cruisers should be solicited and their co-operation requested. In the case of Her Majesty's ship "Thetis," he would willingly give Captain Ward permission, during his present cruise, to root out and chastise any nests of slave dealers he might discover on the coast of the Mozambique Province.

It was finally arranged that Senhor de Castilho, a very intelligent Portuguese naval officer, together with two native pilots, should be on board Her Majesty's ship "Thetis" by 11 A.M., and that the vessel should proceed with all speed to the Kivolane for the purpose of ascertaining the position of the Portuguese force, and, if necessary, of affording material assistance.

Late in the afternoon, a little south of the Bajone Shoal and north of the Kivolane, the Portuguese gunboats were sighted steaming along the land in shoal water where it was impossible for the "Thetis" to venture, and it was not until after dark that the schooner "Inhami Senga" was communicated with. From her we learnt that the Arabs had fled on the gunboats entering the river; that five large dhows ready equipped for the Slave Trade had been burnt, together with other small craft and the villages forming the Settlement. Three bodies were recovered, and one white sailor found who was still alive, although he had been left as dead, and had passed two days and nights exposed on the sand, with more than twenty wounds. The remaining dhows were supposed to have run their slaves, and effected an escape.

Captain Ward was at first anxious to send Senhor de Castilho, the pilots and myself (I had accompanied the "Thetis" as interpreter) back to Mozambique in the schooner, and to proceed on his cruise towards the Madagascar coast, where he had ordered Her Majesty's ship "Flying Fish" to join him; but when I explained to him the exceptionally favourable position in which he was placed with regard to the eradication of the strongholds of the Madagascar Slave Trade, with the Governor-General's express consent, during his present cruise; that such permission might possibly not be extended to a

second cruize; and that he could, under the circumstances, by again calling on the Governor-General, define his intentions without any fear of a misunderstanding of motives, he decided to return to Mozambique, equip his boats, leave them on the coast, run over in the "Thetis" to Madagascar to meet the "Flying Fish," and then return to meet his boats again off the Angoxa.

The next morning (22nd January) the "Thetis" was again at anchor off Mozambique, and Captain Ward wrote to congratulate the Governor-General on the successful issue of his expedition, and also to request his Excellency to give him such information as lay in his power for the instruction of his boats about to be engaged in the suppression of the slave-trading stations on the seaboard of the Province. To this the Governor-General replied by indicating the coast in the vicinity of Ibo, the Umfusi, and adjacent rivers, and the rivers from the Angoxa to the Mecusa.

In the afternoon Captain Ward and I again called on his Excellency, who cordially consented to the boats cruising and examining the various rivers, and showed us a despatch from the Portuguese Government, covering copy of a despatch from Sir Charles Murray, conveying the Earl of Derby's request that more vigilance should be exercised by the local authorities with regard to the Slave Trade, and drawing attention to the full slave dhow captured last year, which ran from the Kivolane—the place which had been just attacked. His Excellency continued by deploring the inadequate means at his disposal, and assuring us of the pleasure with which he availed himself of British co-operation, and his firm resolve to let no local influences whatever deter the Anti-Slave Trade Policy which he was instructed by his Government to carry out.

On inquiry it appeared, according to both official and private information, that to the north the following were suspected harbours for the Madagascar Slave Trade: Mosembé, Kisimani (Fernan Veloso Bay), and the various rivers, creeks, and islands adjacent to Ibo.

Whilst to the south that Kivolane River, Mafeda River, Umfusi River, Barowa River, Shangani River, Angoxa River, and the rivers south of Angoxa to the Mecusa River, were all well-known ports of collection:

Captain Ward in consequence left his pinnace, cutter, and first and second whalers, with one 12-pounder gun and rocket tubes, under command of Lieutenant Walters, to examine Mosembé, Kisiwani, Kivolane, Mafeda, Umfusi, and other rivers to the south, with orders to meet Her Majesty's ship "Thetis" off Angoxa on the 31st instant.

I was careful to impress upon Captain Ward the danger and difficulty of the service his officers and men were about to engage in, for the Arabs and Mujoges (term by which Mahomedan slave dealers are universally known on the Mozambique coast) on the mainland, having been left undisturbed for so long, naturally consider themselves the strongest on land, and able to continue the traffic with impunity, and orders were issued that the boats were not to part company, also that in the case of captures on suspicion no dhow flying Portuguese colours was on any account to be destroyed, but to be brought into Mozambique to be adjudged upon by the proper authorities, or even to be left alone rather than risk any break in the good understanding now established with the Portuguese local authorities, and without which the suppression of the traffic on this coast would presently appear to be impracticable.

Mokambo Bay and Conducia Bay Captain Ward also decided, after consultation, should not be searched by the boats, as being too near to the town of Mozambique, and within the scope of the Portuguese gun-boats.

The boats left the same evening (22nd January), and on the following morning (23rd) the "Thetis" sailed for Madagascar.

With reference to the mission which was entrusted to me by the Natal Government, I have the honour to report that my duties are concluded. The points at issue have been fully explained to the Governor-General, who has forwarded all the documents and papers bearing on the arrangements in question to Lisbon, and it now rests on the decision of Senhor Corvo whether emigration from Delagoa Bay is resumed under the increased protection proposed to be secured by the Colonial Government, and pending the same reference his Excellency permits, in any urgent case, the landing at Mozambique of liberated slaves who may be captured by Her Britannic Majesty's cruisers in the vicinity, for passage by mail steamer to Natal.

Should further news reach me of the movements of the "Thetis," or of her boats, I shall not fail to report the same, but the agents of the Union Steamship Company are daily expecting the arrival of the mail steamer by which I return to Zanzibar.

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

Inclosure 2 in No. 35.

Captain Elton to Captain Prideaux.

Sir,

Mozambique, February 5, 1875.

IN continuation of my letter of January 26, I have the honour to inform you that Her Majesty's ship "Thetis" returned to this port yesterday evening.

I am glad to report that Captain Ward has already operated with success against the Arabs and Mujoges on the Umfusi and Kivolane, although the boat service is attended with serious difficulties owing to the intricacy of the delta, there being no less than six distinct entrances interlaced by mangrove creeks and narrow tidal branches, which appear to connect the two rivers.

The Arabs fled inland on the approach of the boats, but the native inhabitants, who have been oppressed by them for generations, readily gave information which led to two large dhows, one of 192, the other of 109 tons measurement, being discovered and destroyed. These vessels were secreted in shallow creeks and entirely hidden by the mangroves, but were furnished with an ample provision of water—the slaves are marched on board, each one carrying his food for the voyage—and were in all respects fitted for sea, blocks, ropes and masts being in their places, and only the sails wanting, which on the East African Coast are invariably brought down at the last moment and bent by the Nakhoda himself. The reed platforms on which the slaves crouch during the passage were also built, and it was evident that the owners were only awaiting the next spring tides to run across to Madagascar with a large number of slaves, who were collected in the vicinity, but driven inland on the first alarm.

Neither of these vessels were provided with colours or papers, and no one appeared to claim the slightest right or ownership over them; indeed, there can be no doubt as to their true character, for from the information given to Captain Ward by the Governor-General, no legitimate trade whatsoever has been for years past carried on from the vicinity, which is occupied by a nest of Arab and Mujoge slave dealers, who systematically hunt slaves in the interior, and ship them to the Madagascar coast.

Captain Ward has left four of his boats in search of a full slave dhow, which is reported to be hidden in one of the creeks, and purposes returning to meet them on Monday next (February 8); but on the conclusion of the examination of the delta of the Kivolane and Umfusi Rivers, the permission given to the "Thetis" to work on the coast in Portuguese waters expires.

Captain Ward strongly urged upon the Governor-General at an interview this morning the advantages to be obtained by availing himself of the present occasion and the services of his boats to destroy the "matériel" at the notorious starting points of the Madagascar Slave Trade, and pointed out that by vigorous and combined action on the African sea-board immediate results would be obtained; whereas that by cruising on the extended coast of Madagascar it was known that the greater proportion of slavers escaped capture; but to these arguments his Excellency replied, that there being no emergency or immediate intelligence of slaves being shipped, he was unable to designate any named point for the "Thetis'" attention. Instructions would, however, be given to all local Governors that on receiving any information regarding the shipment of slaves they were at liberty to avail themselves of the services of any British men-of-war that might be within reach; and after some further discussion the Governor-General eventually allowed the justice of Captain Ward's arguments, and agreed to refer the question of permission to Her Britannic Majesty's ships to act in territorial waters to his Government, and recommend that special arrangements should be made by which Her Britannic Majesty's boats could act in concert with the local authorities.

From Captain Ward's observation, and from my own experience of this coast, I can most undoubtedly state that the only effectual and speedy means for the suppression of the daily-increasing slave traffic between the Mozambique coast and Madagascar is the destruction of the ports of collection and shipment, and their "matériel." These ports are situated at a distance from the Portuguese Settlements, which are, indeed, only fortified "comptoirs;" information regarding them is scanty; the Arabs and Mujoges who inhabit them are reckless adventurers; any legitimate trade carried on from them, and there is very little, is to the detriment of the Portuguese Custom-houses, and to the direct loss of the revenue of the Colony; and, apart from any question of Slave Trade, the Portuguese position would be strengthened by their being cleared out. Hence, if, in what the Governor-General himself terms "a common cause of humanity," an arrangement could be arrived at by Her Majesty's Government by which Her Britannic Majesty's vessels could act for the sole purpose of the suppression of the Slave Trade

within Portuguese territorial waters,—from Cape Delgado to the Zambezi,—under strict and defined instructions, I am most undoubtedly of opinion that the key-note of the annihilation of this disgraceful traffic would be struck; and I venture to think that considerable economy in the maintenance of our East Coast force would be the ultimate result.

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

No. 36.

Captain Prideaux to the Earl of Derby.—(Received March 11.)

My Lord,

Zanzibar, February 10, 1875.

IN continuation of my previous letter of this date, I beg to inclose a copy of the "Boletin Oficial" of Mozambique of 23rd January last, containing the Portuguese official account of operations against the Slave Trade in the Kivolane River.

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

Inclosure in No. 36.

Official Bulletin of the Government-General of the Province of Mozambique.

(Translation.)

January 23, 1875.

Resolution.

No. 18.—THE Governor-General of the Province of Mozambique decides as follows:—

The gunboats "Sena" and "Tete" having left this port on the 18th instant with a detachment of the Rifle battalion No. 1 for the River Kivolane, to prevent an embarkation of slaves which was preparing there in Moorish canoes;

Seeing with great satisfaction the return of those steamers, and that the expedition was crowned with the best success, eight canoes intended for the Slave Trade having been burnt, and the town of Quivolane, which was a refuge for the Moorish smugglers, having been razed to the ground, three sailors of the first launch belonging to one of the steamers which arrived there having been most atrociously murdered there on the 16th;

A great service having therefore been rendered by completely destroying that town, where our forces had been previously ill-treated when they tried to prevent the departure of slaves, which was constant from that place for Madagascar, according to public report, confirmed by diplomatic documents;

I think it right to commend the officers mentioned below, for the discretion and valour with which they discharged this important commission:

Miguel Vaz Guedes Bacellar, Captain in the Portuguese Army, my aide-de-camp, Commander of the force disembarked;

José Fernandes de Almeida, Lieutenant of the Rifle battalion No. 1;

Augusto Cesar Alexandrino, Lieutenant in the Army;

João Maria da Costa, Lieutenant in the Navy, Commander of the steamer "Sena;"

Midshipman Antonio Maria Cardoso. Commander of the steamer "Tete;"

Midshipman Antonio Candido Vidal de Souza, Captain of this port.

I also think it right to recommend the Engineers, and all the men of both services, who took part in the said expedition, and I direct that this deserved commendation be entered against their names in the respective registers.

The Authorities and other persons whom the knowledge of these presents concerns are thus to understand and observe them.

(Signed) JOSE GUEDES DE CARVALHO E MENEZES,
Governor-General.

*Palace of the Government-General of Mozambique,
January 22, 1875.*

No. 37.

Mr. Bourke to Captain Prideaux.

Sir,

Foreign Office, March 19, 1875.

I AM directed by the Earl of Derby to express to you his Lordship's approval of the prompt and decided action taken by you for the protection of British subjects, and the maintenance of the authority of the Sultan at Mombasa, as reported in your despatch of the 23rd of January.

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

No. 38.

Mr. Bourke to Captain Prideaux.

Sir,

Foreign Office, March 29, 1875.

I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 10th ultimo, inclosing copies of two letters from Captain Elton, reporting his proceedings on the occasion of his recent visit to Mozambique, when he succeeded in obtaining the consent of the Portuguese Governor-General for the Commander of Her Majesty's ship "Thetis" to operate in Portuguese waters for the suppression of the Slave Trade, and I am to state to you that his Lordship concurs in the approval which you have expressed to Captain Elton of the very judicious and able manner in which he has acted on this occasion.

I am to add that Her Majesty's Chargé d'Affaires at Lisbon has been instructed to express to the Portuguese Government the gratification with which Her Majesty's Government has learnt the successful operations of the Portuguese forces against the slave traders in the Kivolane River; and he has also been directed to point out the beneficial effects which cannot fail to result from a joint action on the part of the British and Portuguese naval forces in Portuguese waters, with a view to the suppression of a slave traffic which has been admittedly carried on for many years past almost with impunity.

With regard to the satisfactory arrangements which you state that Captain Elton has succeeded in making with the Portuguese authorities for the provisional reception of freed slaves at Mozambique, I am to observe that Lord Derby will defer expressing an opinion on this matter until he is informed of the nature of the arrangements in question.

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

No. 39.

Mr. Bourke to Captain Prideaux.

Sir,

Foreign Office, April 8, 1875.

THE Earl of Derby has gathered from your recent reports that a considerable difference of opinion exists amongst those who have the best means of forming an accurate judgment on the extent to which the traffic in slaves is carried on along the newly organized land route from Kilwa to the northern ports of the Zanzibar Dominions.

One view appears to be that the present very considerable traffic is likely to be permanently kept up by the supply of newly captured slaves, while another supposition is that the existing trade is only maintained temporarily by the necessity for working off those slaves which are being brought to the coast by caravans which were fitted out before the terms of the recent Treaty became known to slave dealers, and that the venture is not likely to be continued when once those caravans have all returned.

To enable Lord Derby to form an opinion as to which is the more probable of these two views, I am directed by his Lordship to instruct you to take all the means in your power to ascertain whether any, and how many, caravans have started from the coast for the interior since June, 1873, whether they were supplied with goods likely to be used in the Slave Trade, and by whom they were organized, and to furnish his Lordship with a Report on these points as well as on any other details on the subject which your experience may suggest to you as important.

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

Captain Prideaux to the Earl of Derby.—(Received April 14.)

My Lord,

Zanzibar, February 17, 1875.

I HAVE the honour to transmit to your Lordship copy of a Decree passed in this Vice-Admiralty Court, and awarding compensation in the case of a dhow seized by the launch of Her Majesty's ship "London," off Makongui Island on the 29th January, 1875.

From the affidavit of Sub-Lieutenant Harry Dampier Law, the officer in command of the Launch, it will be seen that the only pretext for seizing the dhow was the presence of three women on board, who admitted that they were slaves. On this the dhow was detained, but no prize crew was put on board, and the consequence was that the natives in charge ran her on shore near the village of Kohané. Although she was afterwards floated off, it was discovered that she had sprung a leak which all the efforts of the crew were unable to stop, and Sub-Lieutenant Law thereupon ordered her to be destroyed.

From the examination of the three women, and the inquiries which I subsequently made at Kokotoni, in which part of this island they resided, I have become convinced that although they may be technically slaves, not having received any deeds of freedom, they have been free to all intents and purposes since the death of their late master. It was clear from the manner in which they gave their evidence, and from their demeanour in Court, that they were voluntary passengers on board the dhow, and that they were not intended for sale. The dhow was returning to Kokotoni from Pemba, with which island the women with their husbands carried on a petty trade, and this fact alone should have induced the officer to be careful in ascertaining the exact position of the passengers before having recourse to steps which resulted in the actual destruction of the vessel.

To anyone acquainted with Zanzibar, it would have been apparent at a glance that these women were not of the class who are conveyed by sea for purposes of sale. By local usage every slave is allowed a two-days' holiday weekly, in which he may either cultivate his little plot of ground to his own profit or remain idle, as he pleases; and as the produce of the land near the seashore is generally bought for sale by sea, it would be placing additional and unnecessary burdens upon the slave by forbidding him to use the latter route, and restricting him to the long and tedious journey by land. The young officers employed in the suppression of the trade are not aware of this, and by acting on the principle that every black man, and *à fortiori*, every black woman, of whom his interpreter cannot give a satisfactory account, must of necessity be a slave for sale, or at all events that there is nothing to prevent them being sold (an argument frequently brought forward in the Vice-Admiralty Court), they are occasionally led into error. Nothing is more evident than the advisability of only employing cautious and experienced officers in so delicate and responsible a duty as the suppression of the Slave Trade.

A claim for compensation has been submitted to the Court by the owner of the vessel destroyed by Sub-Lieutenant Law, and shall be decided at an early date.

I have, &c.

(Signed) W. F. PRIDEAUX.

Inclosure in No. 40.

Case No. 8 of 1875.

Decree.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen, against a dhow or native vessel named "Conda," whereof Khalfan-bin-Raschid was owner, and Khamis-bin-Ali master, her tackle, apparel, furniture, and cargo, and also against three female slaves named Mrashi, Mama Kijani, and Hanawema seized as liable to forfeiture by Harry Dampier Law, a Sub-Lieutenant in Her Majesty's navy and in command of a launch belonging to Her Majesty's ship "London," before William Francis Prideaux, Esquire, Judge in the Vice-Admiralty Court at Zanzibar, on the 1st day of February, 1875.

APPEARED personally the said Harry Dampier Law, and produced the sworn declaration hereunto annexed, which set out the circumstances under which a dhow or native vessel named "Conda," whereof Khalfan-bin-Raschid was owner, and Khamis

master, of the description and dimensions specified in the annexed certificate of admeasurement, was seized off the Island of Makongui near Pemba on the 29th day of January, 1875, by the officer above named. I, the said Judge, having heard the evidence and examined witnesses on both sides, having found no proof that the said dhow or native vessel was engaged at the time of her seizure in the illegal transport of slaves, do order the said Mrashi, Mama Kijani, and Hanawema to be released, and do condemn the seizors in all costs that have arisen or may arise by reason of the said seizure and in the costs of suit, and I do further award to the owner of the said dhow or native vessel and to the owner of her cargo full compensation for the property illegally destroyed by the seizors to such extent as shall hereafter be proved to the satisfaction of the Court.

In testimony whereof I have signed the present decree, and have caused my seal of office to be affixed thereto, this 17th day of February, 1875.

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

Affidavit.

In the Vice-Admiralty Court at Zanzibar.

Our Sovereign Lady the Queen against a dhow or native vessel called "Conda," belonging to Zanzibar, of which the name of the owner is Khalfan-bin-Raschid, and the master Khamis, her tackle, apparel, and furniture; also against three female slaves, two of whom belong to Seyd-bin-Silaman, an Arab of Zanzibar, and the other to Khumis-bin-Lazaboo, an Arab of Kokotoni; the said dhow and slaves having been seized by Harry Dampier Law, Sub-Lieutenant in Her Britannic Majesty's Navy, on the ground that they were being conveyed in contravention of the terms of the Treaty existing between Her Britannic Majesty and His Highness the Sultan of Zanzibar.

Appeared personally Mr. Harry Dampier Law, Sub-Lieutenant in the Royal Navy, and belonging to Her Majesty's ship "London," and made oath, saying:—

On the 29th day of January, 1875, I was on detached service, in command of a launch, when off the island of Makongui, I boarded a dhow, which I found was called the "Conda." I proceeded to search her, and found three females on board, whom I at once suspected to be slaves. On questioning them, they at first said they were free, but afterwards admitted that they were slaves, two of them stating that they belonged to one Seyd-bin-Silaman, an Arab of Zanzibar, who, however, had promised them their freedom whenever they wished to have it, and the other that she was the property of a man at Kokotoni, called Khumis-bin-Lazaboo. Finding such to be the case, I proceeded to detain the dhow, for the purpose of bringing her before the Court at Zanzibar, but in passing between the islands of Makongui and Pemba, owing to the negligent and careless manner in which the dhow was worked by her crew, she ran ashore near the village of Kohané. As the tide rose, she eventually floated off, and I took her to an anchorage near my boat. I then made another attempt to beat through the passage, but owing to the force of the wind, which was right a-head, found it impracticable; I therefore anchored for the night. The following morning, on boarding the dhow, I found that she had sprung a leak, by which, in spite of the efforts of her crew, who had been baling continually during the night, she was gradually filling. Having no means of stopping the leak, and considering that in such a condition it would be useless to attempt to bring her to Zanzibar, I determined to destroy her; and accordingly, after removing the nakhoda and the slaves to my own boat, and sending the remainder of the crew and passengers ashore on Pemba, I burnt her. Her cargo consisted of cocoa nuts, and she was bound from Chak-chak to Zanzibar.

(Signed) HARRY DAMPIER LAW.

On the 1st day of February, 1875, the said Harry Dampier Law was duly sworn to the truth of the above statement,

Before me,
(Signed) W. F. PRIDEAUX,
Judge in the Vice-Admiralty Court at Zanzibar.

Captain Prideaux to the Earl of Derby.—(Received April 14.)

My Lord,

Zanzibar, February 27, 1875.

I HAVE the honour to forward herewith Affidavit, Certificate of Measurement, and Decree, being case No. 9 of 1875, against a dhow called the "Salama," captured by the steam-pinnace of Her Majesty's ship "London," and brought before the Court of this Consulate-General as engaged in the Slave Trade.

I had no hesitation in giving judgment in favour of the captors, for 42 raw slaves were found on board, together with 6 of the women called "Surias," all of whom were being conveyed for sale to the Island of Pemba.

Three Arabs who were jointly either owners of the cargo or agents for the owners and the Nakhoda, have been delivered by me to the Sultan, who has caused them to be confined in his fort in irons.

From the evidence elicited, it is positive that large caravans of slaves are systematically and continually marched by the overland route from the Nyassa and Yao countries, viâ Kilwa and the Rufigi under the Mtumbwi Hills to Bagamoyo, Pangani, and Tangati, destined both for Pemba and ports farther to the north. A more inland route, however, is now adopted, and the coast is only touched at Pangani, where, but one path leads to the ferry, the river running under high cliffs, and at this point I believe much could easily be done to suppress this new and rapidly increasing phase of the traffic.

I have, &c.

(Signed) W. F. PRIDEAUX.

P.S.—Subsequently, on searching the dhow, slave collars and slave chains were found beneath the matting in the hold, evidently the gear in which the slaves had been previously marched, and in which they would have been again marched on landing.

W. F. P.

Inclosure in No. 41.

Case No. 9 of 1875.

Decree.

Before the Court of Her Britannic Majesty's Consulate-General, Zanzibar.

Our Sovereign Lady the Queen against a dhow or native vessel named "Salama," master Feraji, and owner, Kheir Allah, her tackle, apparel, and furniture; and also against twenty-two male slaves and thirty-one female slaves; seized by Harry Dampier Law, Esq., Sub-Lieutenant in Her Majesty's Navy, and in charge of the steam pinnace of Her Majesty's ship "London;" before William Francis Prideaux, Esq., Her Majesty's Acting Consul-General at Zanzibar, on the 26th day of February, 1875.

APPEARED personally the said Harry Dampier Law, Esq., and produced the sworn declaration hereunto annexed, setting out the circumstances under which a dhow or native vessel named the "Salama," sailing under no colours, and unprovided with papers, whereof Feraji was master and Kheir Allah owner, of the description and dimensions specified in the annexed certificate of admeasurement, and containing fifty-three male and female slaves, was seized off Kohané, in the island of Pemba, in the dominions of His Highness the Sultan of Zanzibar, on the 24th day of February, 1875, by the above-mentioned officer. I, the said Acting Consul-General, having heard the evidence produced on both sides, and having found sufficient proof that the said dhow or native vessel was engaged in the illegal transport of forty-eight slaves (viz., of seventeen male slaves and of thirty-one female slaves), in direct and open contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said dhow or native vessel, her tackle, apparel, and furniture, and the said forty-eight slaves, to have been lawfully seized, and to have been forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly; and I do further order the said dhow, her tackle, apparel, and furniture, to be publicly sold in separate parts, and the proceeds to be credited to Her

Majesty's Treasury. In witness whereof, I have signed the present decree, and have caused my seal of office to be affixed thereto, this 26th day of February, 1875.

(Signed) W. F. PRIDEAUX,
Her Majesty's Officiating Consul-General, Zanzibar.

Affidavit.

In the Court of Her Britannic Majesty's Consul-General at Zanzibar.

Our Sovereign Lady the Queen against a dhow or native vessel called "Salama," belonging to Pemba, of which the name of the owner is Kheir Allah, and the master Feraj, her tackle, apparel, and furniture; also against twenty-two male and thirty-one female slaves, owned by Hamed-bin-Suliaman, Sali-bin-Hamed, and Khalfan-bin-Seyd, Arabs; the said dhow and slaves having been seized by Harry Dampier Law, Sub-Lieutenant in Her Britannic Majesty's Navy, on the ground that they were being conveyed in contravention of the Treaty between Her Majesty and His Highness the Sultan of Zanzibar.

Appeared personally Mr. Harry Dampier Law, Sub-Lieutenant in the Royal Navy, and belonging to Her Majesty's ship "London," and made oath, saying:—"On the 24th day of February, 1875, I was on detached service in command of the steam pinnace of the 'London,' when, about three or four miles west of Kohané, I observed a dhow coming towards me from the direction of the main land. I proceeded in chase, and having brought her to, I boarded her, and having ascertained that the crew consisted of the nakhoda and four hands, I then searched her, and found that there were on board, besides the crew, four male passengers and one female passenger (Arabs), and twenty-two male slaves and thirty-one female slaves. The slaves were owned by three of the Arabs, namely, Hamed-bin-Suliaman, Sali-bin-Hamed, and Khalfan-bin-Seyd. The nakhoda informed me that he had no papers, that he had come from Kioombe, and was bound to Kohané, in the island of Pemba.

"Whilst I was in the act of boarding, the Arab, Hamed-bin-Suliaman, presented a loaded gun at one of my men, but on noticing me coming aft with a revolver in my hand, he dropped his weapon and went below. I then disarmed the Arabs, and took the dhow in tow, for the purpose of bringing her to Zanzibar, where I arrived last evening.

(Signed) HARRY D. LAW."

On the 26th day of February, 1875, the said Harry Dampier Law was duly sworn to the truth of the above statement,

Before me,
(Signed) W. F. PRIDEAUX,
Acting Consul-General, Zanzibar.

No. 42.

Captain Prideaux to the Earl of Derby.—(Received April 14.)

My Lord,

Zanzibar, March 2, 1875.

IN continuation of my letter dated the 17th ultimo, I have the honour to inclose an award of compensation which has been passed by me in favour of Khalfan-bin-Raschid, the owner of the dhow which was adjudicated on in Case No. 8 of this Consular Court.

I have not yet called upon the captors to make good the amount of this award, as I think the case is one which might fairly be left to the consideration of the Lords Commissioners of Her Majesty's Treasury. Sub-Lieutenant Law in his affidavit, states that he was compelled to destroy the dhow in consequence of her crew having run her aground; and although there is no doubt that he should have placed a prize crew on board, some allowance should be made for the difficult position in which the young officers of Her Majesty's navy are often placed when carrying out the responsible duties entrusted to them. It has been very satisfactory to observe the careful and conscientious manner in which these duties have generally been performed.

I have therefore to express my concurrence in the remarks made by Captain G. L. Sullivan, of Her Majesty's ship "London," in the accompanying letter, which I

have the honour to forward in original, and which I trust may be laid, with the other papers in the case, before the Lords Commissioners of Her Majesty's Treasury for their favourable consideration.

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

Inclosure 1 in No. 42.

Case No. 8 of 1875.

Award of Compensation.

In the Court of Her Britannic Majesty's Consul-General at Zanzibar.

WHEREAS, by a Decree dated the 17th day of February, 1875, I, William Francis Prideaux, Acting Consul-General at Zanzibar, pronounced that Her Majesty's ship "London" was liable for the damage sustained by Khalfan-bin-Raschid, the owner of the dhow or native vessel "Conda," and condemned the captors to pay compensation for such damage and in the costs of suit; and whereas on the 2nd day of March, 1875, the said Khalfan-bin-Raschid brought in an account of damage, loss, and expenses sustained by him, with voucher in support thereof. Now I, the said Acting Consul-General, having taken the said paper into consideration, am of opinion that the said Khalfan-bin-Raschid, the owner of the said dhow or native vessel, is entitled, under the aforesaid Decree, to the several sums stated in the Schedule hereunto subjoined, that is to say:—

	Sums claimed.		Sums allowed.	
	Dollars.		Dollars.	
Value of dhow, masts, rigging, sails, anchors, &c.	270	..	270	..
Value of 12,000 cocoanuts, at 9 dollars per 1,000	108	..	108	..
Total	378	.. .. .	378	.. .. .

And such further interest as may be allowed by the Lords Commissioners of Her Majesty's Treasury.

Given under my hand and seal of office, this 2nd day of March, 1875.

(Signed) W. F. PRIDEAUX,
Her Majesty's Acting Consul-General, Zanzibar.

Inclosure 2 in No. 42.

Captain Sullivan to Captain Prideaux.

Sir,

"London," Zanzibar, March 2, 1875.

IN reply to your note of the 12th ultimo, on the subject of the above-quoted case, I would submit for your consideration:—

1. That the *prima facie* evidence in favour of the presumption that the three females found on board were slaves, "within the meaning of the Act," was very strong. Though they all at first denied being so, they afterwards admitted to Sub-Lieutenant Law that they were slaves, giving at the same time the names of their owners; and it was not until they were subjected to a very strict cross-examination before the Court here that the additional facts which you mention in your note were elicited.

2. That frequently in the exercise of the power of detention under the late Treaty with His Highness the Sultan of Zanzibar, it becomes the duty of young officers to decide promptly for themselves on points which are admitted to be doubtful, and which it has in many instances been found necessary to refer to the Law Officers of the Crown to construe and define. These decisions, however, are not communicated to Her Majesty's ships generally, and the onus of the construction to be put on such passages falls on the unguided judgment of persons little accustomed to the interpretation of the law.

3. That from the universally mendacious habits of the people, it is at times all but impossible to decide the question of "who are slaves within the meaning of the Act," or who are slaves travelling with their owners as attendants, or who are slaves travelling for

their own pleasure or business. A truthful reply to any of these queries is almost unobtainable, more especially as it will be found that the master or owner has previously instructed the slave, and by working on his fears has made him firmly believe that to fall into English hands would be simply increasing indefinitely his present wrongs. This applies in a more especial manner to cases in which the number of slaves carried is small, and where no peculiarities of construction or fitment in the vessel affords additional and damning proof of her occupation.

4. Such being some of the many difficulties which he has to encounter, it must constantly happen that, swayed on the one hand by anxiety to perform his duty efficiently, and unwilling to be outwitted by people he knows to be habitual liars, the young officer is led to detain the vessel at any risk or cost; on the other hand, the responsibility which he will incur by having done so, should some nice point of law enable the vessel to slip through his fingers, as strongly admonishes him to let her go. Is it to be wondered at, therefore, if occasionally a mistake on the wrong side does occur?

5. That in the case of the "Conda," the cause of the injury which eventually led to her destruction on the ground of unseaworthiness was mainly attributable to her own crew, who, through the careless manner in which they handled their vessel, ran her aground on some rocks near Kohané, a place they must have been perfectly well acquainted with. In fact, the act bears on the face of it a certain amount of wilfulness, as if the destruction of the dhow was not altogether contrary to the wishes of her captain.

6. That after getting her off, Sub-Lieutenant Law again made an effort to bring her to Zanzibar, but owing to the force of the wind in the passage between Makongui and Pemba, he found it impossible even for his own boat to make headway, and he therefore anchored for the night. The following morning revealed a state of things which, had the dhow put to sea with her prize crew on board in the weather of the previous night, which still continued unabated, must have resulted in her loss, with that probably of the lives of all on board. She was leaking so fast that, in spite of the efforts of her crew, who were baling all night, the dhow, when Mr. Law boarded her in the morning, was gradually filling. Having no means at his command to stop such a leak as this, Mr. Law considered that, in order to prevent her being run ashore and repaired by the natives to be again used in the same traffic, he fully believed her to be then employed in, it would be better to burn her, which he accordingly did,

7. I submit, therefore, that Mr. Law's action in burning the dhow, though since proved to have been an error, was at the time fully justified by the circumstances of the case, and was, in fact, but the inevitable result of the wilfulness or carelessness of her crew, who by running her ashore rendered her unseaworthy.

I have, &c.
(Signed) JNO. A. SULIVAN.

No. 43.

Captain Prideaux to the Earl of Derby.—(Received April 14.)

My Lord,

Zanzibar, March 6, 1875.

I HAVE the honour to transmit to your Lordship copy of decree of condemnation (with accompanying papers), passed this day in the Consular Court in the case of a small dhow captured by a boat belonging to Her Majesty's ship "London" on 24th February last.

The grounds for seizure of this vessel are fully set forth in the accompanying affidavit, and Mr. Down's statement was corroborated in Court by the evidence of the Nakhoda, Mabrook Makua, who admitted that a passenger and his slave were received on board the dhow without his knowledge at Chikumbi, a small port about five miles distant from Pangani; that on discovering their presence on board he was extremely annoyed, and would have put them back, but seeing an English boat in the distance he landed them on the beach near Pangani, and that he felt no doubt that the slave was intended to be transported to Pemba for purposes of sale. Under these circumstances, I felt no hesitation in passing a decree of condemnation.

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

Inclosure in No. 43.

Case No. 10 of 1875.

Decree.

In the Court of Her Britannic Majesty's Consul-General at Zanzibar.

Our Sovereign Lady the Queen against a dhow or native vessel (name unknown, and carrying no colours, whereof Mohammed of Augazidja is stated to be owner, and Mabrook Makua to be master), her tackle, apparel, and furniture, seized as liable to forfeiture by William Leighton Down, a midshipman in Her Majesty's navy, and commanding one of the boats of Her Majesty's ship "London." Before William Francis Prideaux, Esq., Her Britannic Majesty's Acting Consul-General and Judge of the East African Court at Zanzibar. On the 5th day of March, 1875.

PERSONALLY appeared the said William Leighton Down, and produced the sworn declaration hereunto annexed, which set out the circumstances under which a dhow or native vessel, name unknown, and carrying no colours, whereof Mohammed of Augazidja, was stated to be the owner, and Mabrook Makua to be master, of the description and dimensions specified in the annexed certificate of admeasurement, was seized off Pangani, in the dominions of His Highness the Sultan of Zanzibar, on suspicion of being engaged in the Slave Trade, on the 24th day of February, 1875, by the officer above named. I, the said Judge, having heard the evidence produced, and the said Mabrook Makua having admitted that the said dhow had conveyed a slave from Chikumbi to Pangani, whence he was to be transported to the Island of Pemba for purposes of sale, having thereupon found sufficient proof that the said dhow was engaged in the illegal transport of slaves, in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said dhow or native 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 am further of opinion, after taking all the circumstances of the case into consideration, that the destruction of the said dhow or native vessel was justifiable and necessary.

In testimony whereof I have signed the present decree, and have caused my seal of office to be affixed thereto this 5th day of March, 1875.

(Signed) W. F. PRIDEAUX,
Her Britannic Majesty's Acting Consul-General and Judge of the
East African Court at Zanzibar.

Affidavit.

In the Court of Her Britannic Majesty's Consul-General at Zanzibar.

Our Sovereign Lady the Queen against a dhow or native vessel, name unknown, of which the owner is Mahomed, a native of Comoro, living at Pangani, and the master, Nosa Mabruk, her tackle, apparel, and furniture; the said dhow having been seized by Mr. William Leighton Down, Midshipman in Her Britannic Majesty's Navy, on the ground that she was engaged in the Slave Trade, in contravention of the Treaty existing between Her Majesty the Queen and His Highness the Sultan of Zanzibar.

Appeared personally the said Mr. William Leighton Down, Midshipman in the Royal Navy, and belonging to Her Majesty's ship "London," and made oath, saying:—On the 24th day of February, 1875, I was on detached service, in command of one of the boats of Her Majesty's ship "London," when, whilst lying at anchor off the town of Whani, in the Pangani River, a dhow was observed to enter the river, and run ashore off the town of Pangani. On boarding the dhow, I found only the Nakhoda on board, who said that he had come from Kekoomby; that the crew consisted of himself and another man, who had run away since his arrival here; and that he had brought one passenger and one slave from Kekoomby; that the slave was the property of the passenger, who paid for both, and who was taking him to Kekoomby for the purpose of selling him; that he (the Nakhoda) knew the man was a slave before he sailed, but was afraid to send him ashore again.

On arrival at Pangani, the passenger and his slave ran away into the bush. The Nakhoda said also, that he had come to Pangani for the purpose of running a batch of slaves to Pemba.

On searching the dhow, I discovered nothing in the shape of papers or colours; but she had a little stone ballast on board. The Nakhoda informed me that his vessel was the property of a Comoro man called Mahomed, living at Pangani.

Considering that there was sufficient evidence against the vessel, I then proceeded to detain her, and returned with her to my former anchorage.

On the 28th of February (Sunday) I left Pangani with the dhow in tow for the purpose of going to Zanzibar, but the wind falling light and making little way I anchored the same night off the Island of Mazeewy. The following morning I again weighed to a light breeze, but by 4 P.M., having made little or no progress, and the tide having drifted me about five miles to the northward of the island, I came to the conclusion that it would be useless to attempt further to take the dhow to Zanzibar; more especially as we were short of water, and the men, who had been pulling all the afternoon, were too tired to tow her any longer. I therefore determined to sink the dhow, which (having first measured her) I accordingly did about two miles east of Mazeewy. I then proceeded to make the best of my way to Zanzibar, but owing to the lightness of the wind did not reach there until the morning of the 4th March, about 10 o'clock. Had I had the dhow in tow I could not have accomplished the passage even in that time, and being short of water my men would have suffered considerably. As it was I was obliged to obtain a small supply of fresh water from a dhow we met in the Pemba Channel, or we should have been without nearly three days before reaching Zanzibar.

I have brought the nakhoda, as well as the dhow's sail and grapnell, with me.

(Signed) W. L. DOWN.

On the 5th day of March, 1875, the said William Leighton Down was duly sworn to the truth of the above statement,

Before me,

(Signed) W. F. PRIDEAUX,

Her Britannic Majesty's Acting Consul-General, Zanzibar.

No. 44.

Captain Prideaux to the Earl of Derby.—(Received April 5.)

(Extract.)

Zanzibar, March 9, 1875.

WITH reference to my letter of the 24th November last, forwarding a report from Mr. Holmwood upon the northern Province of the Zanzibar territory, I have the honour to submit the following observations, which press of work and other causes have prevented me from offering at an earlier date:—

The first three sections of Mr. Holmwood's report call for little remark. They point to the necessity of unremitting supervision over the Indian colonists residing on the coast, and present a powerful argument in favour of the permanent residence of a Consular officer at one of the principal ports. The reforms initiated by Dr. Kirk were naturally received with much unwillingness, and the efficiency of the present system can only be maintained by constant pressure.

The fifth section, containing Mr. Holmwood's views upon the general effects of the late Treaty, is of considerable importance, as it exhibits conclusions which were certainly not anticipated when Mr. Holmwood was detailed upon his mission, and which I still venture to think are scarcely based upon sufficient data.

In his sketch of the inland Slave Traffic, Mr. Holmwood summarized the number of arrivals at Pangani, between October 1873 and October 1874, at 32,000 "raw" slaves, of whom 15,000 were transported by sea to the Island of Pemba. Considering that within that period only one dhow containing between 40 and 50 "raw" slaves was captured by Her Majesty's cruisers within the Zanzibar Dominions, all the other Vice-Admiralty cases being simply in adjudication of prizes captured in the Mozambique Channel, or of dhows detained upon technical grounds, I felt strong doubts as to the accuracy of this statement, and consequently called upon Mr. Holmwood to furnish in fuller details his reasons for making an assertion, which, if correct, would go for to prove that all the efforts made by the Naval and Consular services for the suppression of the traffic were futile, at all events in Zanzibar waters. Mr. Holmwood has accordingly submitted a statement in reply to my objections, of which a copy is appended to this report.

It will be observed, on perusal of this statement, that Mr. Holmwood has deduced his figures chiefly from Captain Elton's reports, and has concluded that because 4,096 slaves were counted by that officer as having passed his caravan in one month, the same ratio holds good for the entire year, omitting the two rainy months of March and April, and with a further deduction of one-fifth for losses *en route*. Mr. Holmwood further states that his inferences are corroborated by the leading Missionaries and Indians at Mombasa, and by several Arabs, Swahilis and Wanyika, with whom he held conversations. This mode of reckoning may have been the best available under the circumstances, but it is certainly not conclusive, and considering that native information proverbially tends to exaggeration, and that in a matter of this kind, involving so much capital, and depending entirely upon opportunity, it is scarcely reasonable to deduce the results of a year from a month's experience, I think Her Majesty's Government will be content to accept the general fact that the land traffic in slaves is still existent, and will probably increase in vitality, until some effective steps are taken to check it. I may add that I have made inquiries of the Reverend Messrs. Price and Sparshott, the leading Missionaries at Mombasa, with reference to this subject, but they both assured me they knew little about the matter, and could give me no trustworthy information. Mr. Price stated he had heard the slave-gangs occasionally passed Mombasa, but he had never fallen in with any of them. The missionaries are averse to mixing themselves up with political matters, and certainly none of them had ever counted the number comprised in a slave caravan. Mr. Holmwood admits that when British officers visit Mombasa, the slaves are taken by a more inland route, and the dealers are equally anxious to avoid coming into contact with the Missionaries. The Reverend Mr. Chancellor, who has now left Mombasa, is the only Missionary who has ever informed me that slaves were received at the Shamba mentioned by Mr. Holmwood. Having heard that this was the case on one occasion, he immediately sent word to the Governor, and asked him to despatch some soldiers to arrest the caravan. The Governor complied with his request, but before the troops could arrive, the slave party had left. From the manner in which Mr. Chancellor told me this story, I was led to believe that the open passage of slaves at Mombasa was a very unusual occurrence, but whether this be so or not, it is at all events a fact that the Missionaries know next to nothing about the alleged traffic, and that they have no title to be received into Court as witnesses.

The statement that 15,000 slaves were exported by sea to Pemba during the year is, however, of a very serious nature, as if unchallenged it would throw the greatest doubts upon the manner in which the cruisers employed upon this service, and the officers attached to the British Consulate, had performed the duty owed by them to Her Majesty's Government and to the people of England. It is sufficiently startling to learn that slaves have been imported into Pemba for a whole year at a rate exceeding 40 a day, and 1,200 a month, but it becomes almost incredible when we reflect that the island has been under partial blockade for a considerable part of that time, and that although several dhows have been brought into Court for adjudication, their detention has been based with few exceptions upon doubtful technical points arising out of the late Treaty, and that only one capture of newly imported slaves was made in substantiation of Mr. Holmwood's assertion. This assertion has not even the groundwork of figures which is brought forward in support of the statement respecting the general land traffic. It is solely founded upon the information received from Missionaries, Indians, and slaves at Mombasa, and upon inferences drawn from the known facts that the slave population of Pemba had been greatly thinned by small-pox, and that during 1873-74 an exceptionally fine crop of cloves required an increased supply of labour on the island.

It must be remembered that the export of slaves from the mainland to Pemba is conducted from the port of Pangani, which is nearly opposite the south end of the island; from the port of Tanga, which is nearly opposite the north end; and from the intermediate creeks and inlets. Mr. Holmwood did not visit any of these places, but commenced his inquiries at Mombasa, a port considerably to the northward. I have already stated that I do not consider the evidence of the Missionaries on the land traffic question to be worth much, and I believe it to be of still less value when given in connection with a trade of which they can have no personal knowledge, as slaves are not, unless under the most exceptional circumstances, exported from Mombasa to Pemba; nor for the same reason do I think that much reliance can be placed upon the information supplied by Indians, slaves, or Wanyika residing at the former place. The only Indians who are really in a position to afford trustworthy information upon these points, are those who are personally mixed up with the traffic, who would naturally keep their knowledge

* 15,000 would be more than five years' "normal supply" in the old days, when there were no restrictions on the trade, except during the north-east monsoon months.

to themselves. The question can, in fact, be only set at rest by a careful inquiry into the state of things existing upon the estates of Pemba, and by the personal visitation of a Consular Officer, when, if a marked disproportion is found between the old slaves, and the Mjingas, or "raw" slaves, the substantial accuracy of Mr. Holmwood's allegations may be admitted.

But although I am compelled to believe that the figures given in Mr. Holmwood's Return have been over estimated to a very considerable extent, there can be no doubt that a large smuggling trade between the mainland and Pemba has been carried on during the past year. This trade, I understand, is not of a speculative nature, but is conducted on commission, and at the risk of the landed proprietors of the island. The proper means have not yet been adopted to detect and stop this trade, except to a very limited extent.

Inclosure in No. 44.

Memorandum by Mr. Holmwood on Sections 5 and 6 of his Report.

Instructions.

5. To ascertain whether the effects of the Treaty of last year has been to give encouragement to legitimate commerce, and depreciate the illicit traffic which was formerly so prevalent from the northern ports; also to ascertain whether any large number of individuals have been exported to Arabia direct, or whether the slaves arriving by the new route have been absorbed in the Somali districts; and to endeavour to form an opinion, by casual conversation with the natives, as to whether this form of venture is regarded as successful.

6. To direct particular attention towards a solution of the difficult question of the land traffic in slaves.

Objections.

1. That a number even approaching 15,000 slaves should have been transmitted to the Island of Pemba during the year from 1st October, 1873, to 1st October, 1874.

2. That it should be taken for granted that about 32,000 slaves were transported over the new land route from Kilwa to Pangani.

3. That it should be stated that, at least, an equal amount of capital was probably employed in the above year in carrying on the slave trade on the East Coast of Africa to that used in carrying on the sea traffic of late years.

Remarks.

My first duty on arriving at Mombasa was to endeavour to ascertain how far the new land route was being pushed, and what success it met with.

Unless I could form a nearly correct estimate as to this, it would have been very difficult to report according to my instructions.

Owing to Captain Brooke's inability to wait whilst I made the necessary personal observations, I was compelled to rely upon information received from the missionaries, Sparshott and New, and private conversations with Indians and slaves.

Their statements varied, those of the Indians being, perhaps, 25 per cent. below the missionary estimates; but all agreed that fully half of the slaves coming up from Kilwa had, in the first year, found their way to Pemba. All stated that, while a few dhows might steal across at night, the greater part had been transported in small numbers at a time in canoes; but that, on one or two occasions when Her Majesty's ships and boats were not in force on the coast, large numbers were crowded across, both in canoes and dhows.

[*Note.*—It seems strange that the Mombasa missionaries, who are under the protection of Her Majesty's Consulate, should never have made a single report, private or official, to the Political Agent upon this state of affairs; and that, having such accurate knowledge of the mode of transport, they never suggested to that officer, or to the Commanders of Her Majesty's cruisers, who frequently visited Mombasa between October 1873 and October 1874, any means for intercepting the traffic with which they were so familiar.—W.F.P.]

Captain Prideaux was fully alive to these facts, and as early as February 1874 advises Earl Granville, in the clearest language, when speaking of Captain Elton's Report, in

which he gives the number of slaves passing by the land route from Kilwa to Dar-es-Salâm between 21st December, 1873, and 20th January, 1874, as 4,096, or at the rate of 48,152 per annum; which estimate he (Captain Elton) says is lower than that calculated by Lieutenant Pullen and his attendants during half the month when they were present, and manifestly understated, and perhaps representing half the correct amount for the other half month; Captain Elton supplementing these statistics with this remark, which exactly confirms the statements of my informants—"the caravans pass through Kikunia on an average eight days out of ten."

"I should state, however, that there is no intention of stopping for the rainy season; the Rufiji is the main obstacle, and every arrangement is completed there to avoid delay."

Captain Prideaux, in referring to and forwarding this Report, says:—

"The transport of slaves by land is now carried on to an unprecedented extent, and although it is not forbidden by the late Treaty, I shall draw the attention of His Highness the Sultan, &c., &c., though it is doubtful whether he possesses the requisite means for the suppression of the traffic."

In speaking of Captain Elton's statement that a large proportion of these slaves were destined for the island of Pemba, and that agents of landowners there are buying up slaves, even at Kilwa, at extravagant prices, showing their knowledge of the practical difficulties British cruisers have to contend with in dealing with this special transport, by paying the full purchase-money, and taking all the risk of sea-transit themselves, Captain Prideaux advises Earl Granville as follows:—"Most of these slaves are destined for the island of Pemba, where, in consequence of the ravages committed by the small-pox, labour is greatly in request."

In referring to the difficulties connected with the temporary and exceptional transit across a narrow channel easily navigated in one night by persons knowing the coast, he shows Earl Granville that the present method of cruising is totally inapplicable to the exigencies of this special case. Captain Prideaux suggests that the effectual remedy for this transit across the Pemba channel would be "a chain of well-manned boats stationed a few miles apart, but continually on the move within their respective beats." And he adds, fully coinciding with Captain Elton, that this shipment to Pemba is not merely the urgent shipment of a few thousand slaves across to Pemba within a month or two, "that this method would not only put a final stop to the sea-traffic, but, as a consequence, to the land-traffic also."

Captain Elton estimated the rate of mortality between Kilwa and Pangani at 25 per cent.

[NOTE.—With reference to these quotations from my earlier despatches, I will merely observe that there is not a single passage in them to show that I regarded the land-traffic reported on by Captain Elton otherwise than as a temporary and exceptional phenomenon, and in a subsequent despatch I gave my reasons for thinking so, and expressed an opinion that it would soon terminate. When alluding to the Pemba trade in February and March, 1874, I spoke of it as I would of other smuggling ventures, and never for a moment contemplated the possibility of the importation advancing at the wholesale rate of 1,200 a-month, as stated by Mr. Holmwood. Between February and October, 1874, not a single "raw" slave was, to the best of my recollection, captured in the Pemba Channel, and yet in those eight months 10,000 must have crossed, if Mr. Holmwood's informants are to be believed.—W.F.P.]

From most careful conversations with the leading Missionaries at Mombasa, the leading Indians, and a few slaves and Wanyika, I arrived at the conclusions stated in my Report; but before transferring them from my notes, I checked them by Captain Elton's Report as far as possible, and found them to agree in a remarkable manner with what he had actually observed.

The substance of that information was,—That the slave trade by the new land route was fully established beyond Mombasa, every arrangement having been made exactly as reported by Captain Elton in the southern countries.

That so far as legitimate business was concerned, it had not increased, because capital had merely been withdrawn from the sea Slave Trade to the unusually large Slave Trade which had, during the past year, been organized on land.

[NOTE.—This statement is at variance with the observations made by Dr. Kirk in his visit to Kilwa in the autumn of 1873, when he remarked that all the larger Sheheri slave dealers were ruined by the stoppage of the trade, and that not more than six remained in the town. Whence then does the capital come? Are the British Indians as formerly implicated in the traffic? This was a point which I was particularly anxious to ascertain when giving his instructions to Mr. Holmwood, as the whole of the trade

passes through the hands of Indians, and I have reasons for thinking that although trade is dull amongst the European and American houses, the native firms are in a high state of prosperity.—W. F. P.]

That, undoubtedly the great success of the new route in its first year, was owing to the special demand at Pemba, which Island had been greatly denuded of slaves by sales and deaths from small-pox, when the sudden rise in cloves and prospects of a good crop had caused an urgent demand, which had been so well supplied that I was assured all Shambas yielding cloves had gone up in a few months at least 400 per cent. in value.

[NOTE.—There was a good clove crop at Pemba last year, but the principal reason for the enhanced value of the Shambas was that the hurricane of April 1872, which killed the clove plantations of Zanzibar Island, spared those of Pemba. The highest increase in value which I ever heard of in Zanzibar was in the case of a Pemba Shamba which had been purchased 18 years ago by an Arab for 400 dollars, and which, in the distribution of his property after his death, was sold to his eldest son for 40,000 dollars. The gossip of Zanzibar alleged that this enormous sum was given because Shaikh-Hamud-el-Furahi, the Mutawwâ adviser of the Sultan, was the guardian of the younger children: but there is no doubt that unencumbered property at Pemba is now very valuable. The reason of this is not that they are well supplied with slaves as stated by Mr. Holmwood, but that the clove trees have remained uninjured, while those of Zanzibar Island have been ruined.—W. F. P.]

That agents had been sent down and had gone down on their own account to Kilwa and the Southern stations and were buying up the most able-bodied slaves and the best concubines, the former at 35 dollars, 40 dollars, and even 45 dollars per head, to be delivered at one of three ports opposite Pemba, they taking the risk of transporting them across.

That these slaves were now mostly transported across in canoes or small dhows, but that on two occasions there had been great rejoicings when the coast was left clear for a considerable time, when large accumulations of slaves were taken over, many returning from Mombasa.

That during the greater part of the past year slave caravans had passed Mombasa or Gariama on an average 5 days out of 7.

That the arrangements had been so carefully made that few delays occurred during the rainy season, though the rate of mortality might have been greater.

That all parties were well aware that the land route was not provided against in Dr. Kirk's Treaty, but nevertheless when British officers visited Mombasa, caravans took the more inland route behind Mombasa.

The average number passing Mombasa was 1,000 a month, though during two or three months 2,000 had passed.

The numbers transported to Pemba were invariably estimated for the past year ending 1st October, 1874, and both at Mombasa and on board the dhow I visited on the coast, none calculated less than 12,000, and I think none more than 15,000.

The latter number had been the estimate of many Arabs and Swahilis connected with Pemba, whom I had previously casually questioned at Zanzibar, and as, moreover, it appeared exactly to tally with Captain Elton's observations, I adopted it.

The only reason I had to doubt the accuracy of my informants at Mombasa was, the large number of slaves they stated to have been absorbed by Takaungu and district, and I noted this in my Report, and stated twice that I was not allowed the opportunity of verifying or correcting this estimate.

I endeavoured to provide against any exaggeration in calculating from Captain Elton's Report. If my deductions were unfair, I can only say I more than ever regret the haste with which I was taken over the important ground, which should have been more carefully observed by me than any other part of the coast. I tried hard to rectify this on my return, but my orders were to return by Her Majesty's ship "Rifleman," and her Commander felt unable to detain the vessel.

The following is the estimate I made from Captain Elton's Report:—

"Inclosure 6 to No. 3. List of Slaves passed on Inland Route from Kilwa to Dar-es-Salâm between 21st December, 1873, and 20th January, 1874. Total for the month 4096."

Although Captain Elton's Report, that there would be no stoppage during the rainy season is confirmed by my informants, I allow two months, March and April, for a total suspension of the traffic on this account.

Ten months would therefore give ..	..	..	..	..	..	Slaves.
Deduct 20 per cent. for mortality ..	..	..	..	..	..	40,960
						8,192
Total ..	..	..	..	..	..	<u>32,768</u>

arrived at Pangani in one year. This supposes that four-fifths of the mortality occurred after Captain Elton met with the slave-caravans, though I should consider it most probable that two-fifths would be sufficient to allow.

I may mention, that when over at Bagamoyo the other day Frère Oscar informed me that two or three times a week he was up the Kingani, and generally saw small caravans of from 80 to 100 slaves. He had counted between 80 and 90 that morning, and the next day Mr. Gulliver and he met another, which they estimated at about 100. He says there has been no stoppage, and he estimates 200 to 300 a week of these petty ventures. They fee the soldiers in order to get across by the short road; the large caravans, however, since the Sultan sent his notice, have not attempted to come the Zanzibar side of the Kingani, but their route is only about three miles west of Kikoka.

I may also mention that the moment an attempt was made to arrange the chain of boats recommended by Captain Prideaux, a dhow with about 50 slaves was captured, and this is supposed to be only part of 1,000, who are still within hail of Pangani, waiting for a clear coast, which we have so often had to deplore was accorded to them last year. At those times there was no possible reason why thousands of slaves should not have been shipped across, and I believe it will be found that this was the case.

The objection as to capital follows the facts as to the number of slaves, but Captain Elton reported it, I believe, nearly in my words, and on his return from Kilwa last year handed me a memorandum, in which he clearly showed how favourable to an increased employment of capital the state of things there was, and he gave the figures respecting one profitable cargo made by Kilwa slave-dealers when he was there, which alone enabled them to purchase 5,000 fresh slaves.

[*Note.*—This explanation rather begs the question. Mr. Holmwood attempts to prove, partly on arithmetical grounds, and partly on the strength of native reports given to him at a place completely beyond the range of the Pemba Slave Trade, that 32,000 slaves arrived at Pangani by the land route within the year, of whom 15,000 were shipped to Pemba. He then says that, because the slaves were there, there must have been the capital to purchase them. The premises hardly appear strong enough to warrant this conclusion. The manner in which Captain Elton appears to have been admitted into the confidence of the Kilwa slave-dealers shows, however, that there can be little mystery in the matter, and the facts ought not, therefore, to be difficult of attainment.

Mr. Holmwood, in the preceding paragraph, alludes to a report that was brought me by an Arab, to the effect that 1,000 slaves were collected at Bagamoyo, and were intended to be shipped to Pemba from one of the creeks between Pangani and Tanga. The "London" was the only man-of-war in harbour, and, as Captain Sullivan was absent at the time on a surveying expedition to the Rufiji with several of his boats, only four could be detached on this service. The Sultan, on my application, gave me an autograph note, authorizing the boats' crews to land, if it were thought necessary; but the operations of the slavers were conducted with such secrecy that no captures were made near the coast. It is possible that the 50 slaves, mentioned by Mr. Holmwood, who were seized off Pemba, belonged to this party. I have, of course, no positive proof that the 1,000 slaves were at Bagamoyo, but my informant has generally been considered trustworthy, and he evidently looked on this as an opportunity for a good "coup." I was also lead to think that the passage of so many slaves was an exceptional occurrence, and not the every-day affair it is said to be by Mr. Holmwood.

This case is a fair illustration of the remarks made in my despatch respecting the disposition of our naval forces on this coast. It was, of course, impossible for four boats to guard the coast between Pangani and Tanga, especially as when they are despatched in this sudden kind of way their destination soon becomes known to the whole of Zanzibar.]

(Signed)

FREDERIC HOLMWOOD.

No. 45.

Dr. Kirk to Earl of Derby.—(Received April 14.)

My Lord,

Zanzibar, March 9, 1875.

I HAVE the honour to report that I have on this day taken over charge of the Political Agency and Consulate-General, Zanzibar, from Captain W. F. Prideaux, who leaves for Aden by the mail steamer on the 11th instant.

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

No. 46.

Mr. Bourke to Dr. Kirk.

Sir,

Foreign Office, April 30, 1875.

I AM directed by the Earl of Derby to inform you that he has learnt through the India Office that the Viceroy of India proposes to send Major Euan Smith, C.S.I., to act in your absence at the Agency and Consulate-General at Zanzibar. You will accordingly forward this despatch to Major Smith, as being Lord Derby's authority for him to perform all the duties of Acting British Consul-General at Zanzibar, during your absence in attendance on the Sultan.

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

No. 47.

Dr. Kirk to the Earl of Derby.—(Received May 4.)

My Lord,

Zanzibar, March 17, 1875.

ON arrival at Zanzibar I lost no time in taking steps for the disposal of the slaves captured by the boats of Her Majesty's ship "London" and condemned in Court as No. 9 of this year's series of cases.

These slaves, forty-eight in number, have all been gladly taken by Bishop Steere and placed on an estate in this island which has been recently purchased for the Central African Mission.

As I see every reason to suspect that, notwithstanding reports to the contrary lately submitted by the naval authorities, there still exists an extensive smuggling of slaves both to this and the adjacent island of Pemba from the main land, and as I hope to be able to take steps to prevent this illegal traffic and either capture the slaves in transit or demand their surrender by the Sultan, I shall apply officially to the Church Missionary Society at Mombassa as to how many freed slaves they are now in a position to take over.

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

No. 48.

Dr. Kirk to the Earl of Derby.—(Received May 4.)

My Lord,

Zanzibar, March 20, 1875.

IN forwarding decree of condemnation in the case of a vessel seized by Captain Tuke of Her Majesty's ship "Rifleman," off the north-west coast of Madagascar, I have the honour to point out that this slave vessel, as also the owners and crew, belonged to the Island of Grand Comoro, and that it has been condemned as having on board at the time of seizure a large number of shackles and slave irons, which were produced in Court, also from documentary proof discovered by a careful perusal of correspondence found in the Captain's box that he had been personally for years back engaged in the Slave Trade. Although in some cases these papers referred to shipments of slaves from the coast to Zanzibar prior to the total prohibition of the traffic in June 1873, and were therefore not penal, others related to the Slave Trade with Grand Comoro, Mohilla, and the French Settlements.

The owners of this vessel, being men of consideration and position in their own country, have been committed by me to the common Arab jail and the crew released, there being no proof that they were necessarily cognizant of the presence of slave irons in the ship or of the illegal intention of the voyage. I am also desirous to remove at the earliest moment an impression which I find has arisen in consequence of a release in a former case of a Comoro* Prince engaged in the Slave Trade as reported by Captain Prideaux in his despatch of October 7, 1874, and I may observe that I have refused the petition of the Sultan of Zanzibar that I would in this instance follow the example therein set and consent to the release of these two men on the ground that they are of rank and position and so deserving of consideration beyond that given to more ordinary slave-dealers.

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

Inclosure in No. 48

Case No. 11 of 1875.

Decree.

In the Court of Her Britannic Majesty's Consul-General, Zanzibar, Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the vessel "Salama," of Grand Comoro, whereof Said bin Bakavi was master, her tackle, furniture, and apparel, and also against 15 male slaves, seized as liable to forfeiture by Stratford Tuke, Esq., a Commander in Her Majesty's Navy, and commanding Her Majesty's ship "Rifleman," before John Kirk, Esq., Her Majesty's Agent and Consul-General at Zanzibar, on the 19th day of March, 1875.

APPEARED personally, the said Stratford Tuke, Esq., and produced the sworn declaration hereunto annexed, setting out the circumstances under which a vessel under the flag and pass of one of the Chiefs of the Island of Grand Comoro, of which Said bin Bakavi was master, and owned by the above-named Said bin Bakavi, and Abdenrahman bin Sultan Ahmed, conjointly, of the description and dimensions specified in the annexed Certificate of Admeasurement, taken by the captors before condemnation, was seized off the north-west coast of Madagascar, on the 10th day of March, 1875. I, the said Consul-General, having heard evidence on both sides in the presence of the owners and master of the above-named vessel, and having found sufficient proof that the said vessel was at the time of her seizure engaged in the illegal transport of slaves, do adjudge the said vessel, her tackle, apparel, and furniture, and also 12 of the individuals produced before me as slaves, to have been lawfully seized and forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly, and I do further pronounce the seizors to have been justified in the destruction of the vessel, and in forcibly bringing to the place of adjudication the whole of the crew.

In testimony whereof, I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 19th day of March, 1875.

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

Certificate as to the Destruction of the Dhow or Native Vessel.

I, the undersigned, Stratford Tuke, holding the rank of Commander in Her Majesty's Navy, and commanding Her Majesty's ship "Rifleman," do hereby certify that, on the 11th day of March, 1875, I directed a survey to be held on the dhow or native vessel named "Salama," nationality Comoro, whereof Sahedi Bacavi is master, and Abdulla Hamanu is owner, detained by me on 10th day of March, 1875, on the ground that she was engaged in the Slave Trade, and that the surveying officers having reported to me that she is leaky and unseaworthy, as from the report of survey hereto

* Brother of the present Sultan, and son of Sultan Amadi, who signed the Treaty.—J. K.

annexed, will more fully appear, the said dhow or native vessel has been destroyed by my orders.

Signed this 11th day of March, 1875.

(Signed)

STRATFORD TUKE, *Commander.*

No. 49.

Dr. Kirk to the Earl of Derby.—(Received May 4.)

My Lord,

Zanzibar, March 20, 1875.

I HAVE the honour to inclose a Decree of condemnation in the case of a Johanna vessel seized by the Commander of Her Majesty's ship "Rifleman," on the north-west coast of Madagascar.

The owner (who was brought into Court) is a native of the Island of Grand Comoro, and claims to be a Shereef or descendant of Mohammed, a race rather numerous in those islands.

Although the vessel was seized on the information of two natives who stated they had themselves seen the slaves landed, much difficulty would have been found in bringing home the fact had it not been for numerous papers found in possession of the owner, these showed so clearly his former complicity in the Slave Trade with Johanna, Mohilla, and Madagascar, that I was led to believe the evidence of the two informers, who affirmed to having seen a large cargo of slaves landed from the vessel only a few days previous to the capture. There were numerous other facts which, once it was proved that this man had been long engaged in the Slave Trade, added weight to testimony which alone could not have been accepted as conclusive.

I retain the owner in prison, and propose sending him by the first mail steamer to Johanna, with a request that the King Abdulla will deal with him, as it is under his flag the offence has been committed.

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

Inclosure in No. 49.

Case No. 12 of 1875.

Decree.

In the Court of Her Britannic Majesty's Consul-General, Zanzibar, Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the vessel "Amanet Ullah" of Johanna, whereof Mohedin bin Seyed Hassan was master and owner, her tackle, furniture, and apparel seized as liable to forfeiture by Stratford Tuke, Esquire, Commander in Her Majesty's Navy, and commanding Her Majesty's ship "Rifleman," before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 19th day of March, 1875.

APPEARED personally the said Stratford Tuke, Esquire, and produced the sworn declaration hereunto annexed, setting out the circumstances under which a vessel under the flag and pass of Johanna, of which Mohedin bin Seyed Hassan was master and owner, of the description and dimensions specified in the annexed certificate of admeasurement taken by the captors before condemnation, was seized on the north-west coast of Madagascar, on the 8th day of March, 1875. I, the said Consul-General, having heard evidence on both sides in presence of the owner and master of the above-named vessel, and having found sufficient proof that the said vessel was at the time of her seizure engaged in the illegal transport of slaves, do adjudge the said vessel, her tackle, apparel, and furniture to have been lawfully seized, and forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly, and do pronounce the seizors to have been justified in the destruction of the vessel.

In testimony whereof, I have signed the present Decree, and have caused my Seal of office to be affixed thereto, this 19th day of March, 1875.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Certificate as to the Destruction of the Native Vessel or Dhow.

I, the undersigned Stratford Tuke, holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Rifleman," do hereby certify that on the 9th day of March, 1875, I directed a survey to be held on the dhow or native vessel named "Ah-la-Umudililah," nationality Johanna, whereof Mehedinie bin Syud Hassan was master and owner, detained by this ship on the ground that she was equipped for and having been engaged in the Slave Trade, and that the surveying officers having reported to me that she is unseaworthy, and unfit to take to Zanzibar, as from the Report of Survey hereto annexed will more fully appear, the said dhow or native vessel has been destroyed by orders.

Signed this 9th day of March, 1875.

(Signed)

STRATFORD TUKE, *Commander.*

No. 50.

Dr. Kirk to the Earl of Derby.—(Received May 4.)

My Lord,

Zanzibar, March 20, 1875.

SINCE the arrival from Europe of the French Consul, M. de Gaspary, he soon discovered that the French flag was notoriously and systematically used by the Arabs and half-castes on the East Coast as a screen for the conveyance of slaves destined for sale, and determined to make an example of the first serious case. It was not long before evidence was produced that two Arabs had successfully run cargoes of slaves from the neighbourhood of Pangani to the Island of Pemba, and on the confession and conviction of the culprits, the French Consul condemned them to receive twenty-five lashes each, and a year's confinement in the Sultan's prison in chains, and notwithstanding the expressed unwillingness of His Highness to inflict such punishment upon Arabs and coreligionists, insisted on the sentence being carried out in its integrity.

The men were accordingly publicly flogged in the presence of the cavasses of the French Consulate, on the square in front of the Sultan's palace, and are now working in the chain-gang of prisoners employed on public works,—a severe example to Arabs guilty of similar practices.

It is not only in this matter that I would express my sense of the assistance we are receiving from M. de Gaspary in our efforts to thoroughly suppress the East Coast sea traffic, but as well in the action which he has adopted of passing a personal inspection of all dhows under the French flag, both on arrival and on departure from Zanzibar. All irregularities are at once checked and punished by such a system; and in several cases M. de Gaspary has gone so far as to refuse papers to suspected vessels and parties, and forward his reasons for so doing to Mayotte and Nossi Bé, from which Colonies the craft had originally sailed and been registered. Although by so doing M. de Gaspary has probably placed himself in antagonism with the French colonists to the South, whose planting interests and necessities, I have reason to fear, often induce them to patronise forced labour, yet I should wish to be the first to bring to your Lordship's knowledge the importance of the effect which I feel certain this energetic action of the French Consul's will exercise on the Arab mind.

In conclusion, I would venture to observe that the French flag, by the measures now initiated, is already regarded with more respect and with less jealousy by all interested in the welfare of the East African Coast and surrounding islands.

I have, &c.

(Signed) JOHN KIRK.

No. 51.

Dr. Kirk to the Earl of Derby.—(Received May 4.)

My Lord,

Zanzibar, March 29, 1875.

I HAVE the honour to report the seizure and condemnation of a Zanzibar vessel, the property of Bwana Heri, Diwan of Saadani, on the ground of slave-trading.

At the examination in Court, conducted before all interested in the vessel, and in presence of one of the principal Kathis of Zanzibar, it appeared that a dispute having arisen some time ago between two Chiefs of the mountainous Zegua country on the

mainland, both parties had been called to Zanzibar to adjust their differences before the Sultan, and that Bwana Heri, Diwan of the opposite coast, was conducting one of these Zegua head men to Zanzibar in his own vessel when seized by the boats of Her Majesty's ship "London" outside the harbour. The only cargo on board consisted of goats brought by the Chief, and intended as a present for the Sultan, together with the personal property, such as arms, dress, &c., of Bwana Heri himself.

It was established in evidence beyond all doubt that the Zegua Chief was, however, smuggling over in the vessel, with the cognizance of Bwana Heri, a female slave, who was obviously no domestic, but a raw agricultural labourer intended for sale.

This slave was found concealed when the vessel was searched, and in Court Bwana Heri gave an explanation of her presence at variance with that of the Zegua Chief and wholly irreconcilable with the woman's own story, or with the fact that she could not understand one word of the language of the tribe to which she was by them said to belong.

The fact of slave-dealing being so evident, I condemned not only the vessel but all the ornaments, arms, &c., belonging to Bwana Heri on board, including the goats, the property of the Zegua Chief.

When carried out, Bwana Heri fully acquiesced in the justice of the sentence, and confessed having known that the slave had been taken on board, and that what he had said in Court regarding her was false.

I have now the honour to inclose Decree and other formal papers in this case, together with a remittance of balance of proceeds of sale, from which Court fees have been deducted.

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

Inclosure in No. 51.

Case No. 13 of 1875.

Decree.

In the Court of Her Britannic Majesty's Consul-General, Zanzibar, Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the Zanzibar vessel, name unknown, whereof Mgesi was master, her tackle, furniture, apparel, and cargo; also against one female slave seized as liable to forfeiture by Arthur Shirley Hamilton, a Lieutenant in Her Majesty's Navy in command of the boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 24th day of March, 1875.

APPEARED personally the said Arthur Shirley Hamilton, Esq., and produced the sworn declaration hereunto annexed, setting out the circumstances under which a vessel under the Zanzibar pass and flag, of which Mgesi was master, and owned by Bwana Heri, the Diwan of Saadani, of the description and dimensions specified in the annexed certificate of admeasurement taken by order of the Court after condemnation, was seized when about to enter Zanzibar harbour from the mainland of Africa on the 23rd day of March, 1875. I the said Consul-General having heard evidence on both sides in the presence of the owner and master of the vessel, and having found sufficient proof that the vessel at the time of her seizure was engaged in the illegal transport for sale of one female slave from the port of Saadani, on the mainland of Africa, to the Island of Zanzibar, do adjudge the said vessel, her tackle, apparel, furniture, and cargo, and also one female slave, to have been lawfully seized and 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 24th day of March, 1875.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Certificate of Condemnation.

In the Court of Her Britannic Majesty's Consul-General, Zanzibar, Vice-Admiralty Jurisdiction.

I, the undersigned John Kirk, do hereby certify that, pursuant to a Decree of Condemnation dated the 24th March, 1875, in the cause filed in this Court as No. 13 of 1875, the vessel therein designated has been destroyed by my orders, and the pieces, together with her tackle, apparel, furniture, and cargo sold by public auction.

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

Zanzibar, March 27, 1875.

No. 52.

Dr. Kirk to the Earl of Derby.—(Received May 4.)

My Lord,

Zanzibar, April 8, 1875.

IN continuation of my report of March 20, I have the honour to state that, having until the present time detained in close confinement Mohedin bin Seyd Hassan, owner and master of the Johanna vessel "Amanet Ullah," seized on the 9th March, and condemned on the ground of slave-dealing as No. 12 of 1875, on this Court file, I now send the prisoner to Johanna to be dealt with by King Abdullah.

I inclose copy of my letter addressed on this subject to that Chief, in which I have demanded that an example should be made of this individual.

I take this occasion to suggest for the consideration of your Lordship whether it would not be advisable, seeing that the Islands of Johanna and Grand Comoro are within monthly communication with this Consulate-General, and have no regular relation with any other port, it might not facilitate my endeavours to obtain punishment in such cases as the present were I to be accredited in a manner more or less official, and authorized to hold the relations which I now practically am forced to do, without such authority. As the greater part of all slave-dealers now caught are either Grand Comoro or Johanna men, and as severe punishment inflicted upon the chief men engaged in such venture seems the most certain way of forcing them to abandon the traffic, I shall, on the first occasion, visit these islands, with a view to making this more generally known.

I have, &c.

(Signed) JOHN KIRK.

Inclosure in No. 52.

Dr. Kirk to the King of Johanna.

Sir,

Zanzibar, April 8, 1875.

I HAVE the honour to inform your Excellency that I send by the present mail-steamer, under the care of Captain Hansard, Mohedin bin Seyd Hassan, a native of Grand Comoro, owner and master of the Johanna dhow or vessel "Amanet Ullah," sailing under your Excellency's pass and flag.

As the clearest proof has been brought before me that this individual has been guilty of slave-trading under your flag, and as his connection with the Slave Trade is notorious for some time back, and has been shown by letters found in his possession, I have, in sending him to you, to demand the infliction of such punishment as the offence deserves.

I cannot conceal from your Excellency that correspondence lately found on board of slave-vessels shows beyond all doubt that the Islands of Grand Comoro, Mohilla, and also Johanna, still import slaves, both for domestic use and transhipment to neighbouring settlements.

It is, moreover, notorious that Comoro men generally are the greatest slavers in these seas, now that the trade with Arabia has been stopped; and as I have confidence in your own loyalty, and fully believe that you personally are willing and ready to assist Her Majesty's Government to prevent the traffic in slaves, I have to ask you to punish the present offender.

I shall forward copy of this letter and of any reply you may be pleased to make, for

the information of Her Majesty's Government, and I shall ask the Senior Naval Officer to call at Johanna and personally communicate with you on this matter.

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

No. 53.

Dr. Kirk to the Earl of Derby.—(Received May 4.)

My Lord,

Zanzibar, April 9, 1875.

I HAVE the honour to inclose copy of a Report forwarded to the Secretary to the Government of India in reply to his request to be furnished with Captain Prideaux's remarks on the Report rendered by Mr. Holmwood.

I understand Captain Prideaux has already forwarded to your Lordship a copy of these remarks.

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

Inclosure in No. 53.

Dr. Kirk to Mr. Aitchison.

(Extract.)

Zanzibar, April 9, 1875.

I HAVE the honour to acknowledge receipt of your letter of 23rd February last from the Officiating Under-Secretary to Government, stating that his Excellency the Viceroy and Governor-General in Council awaits Captain Prideaux's remarks on the clear and able Report furnished by Mr. Holmwood, the Assistant Political Agent, of the tour made by him to the north coast of the Dominions of His Highness the Sultan of Zanzibar.

Captain Prideaux having furnished me with a copy of his remarks now called for, written after his departure from Zanzibar, and addressed direct to your Office from Aden, I shall take occasion personally to report on the subjects therein discussed after I have had an opportunity of forming an independent judgment on the chief points at issue between Captain Prideaux and Mr. Holmwood.

I may, however, state I have already satisfied myself that a very extensive system of smuggling of slaves in small numbers by each vessel both to this island and to Pemba, in canoes, is being practised. I pointed out, before the late Treaty was concluded, that such would be the case, and that, whilst slavery exists in Zanzibar, our navy is powerless to stop it.

I propose awaiting clear and undeniable proof of the fact of the introduction of slaves by sea, in order to call His Highness' attention to the breach of that part of the 1st Article of the Treaty of 5th June, 1873, which binds him by all means in his power to prevent and abolish the same; and I shall hint to him that should he be unable to stop such an open breach of the Treaty, it may become a question for the consideration of Her Majesty's Government whether further guarantees are not needed for the purpose of carrying out the object in view, and for this purpose the stoppage of the land route—which would thus have been shown to be a step in the transport forbidden in the Treaty—be insisted on.

No. 54.

Dr. Kirk to the Earl of Derby.—(Received May 4.)

My Lord,

Zanzibar, April 9, 1875.

WITH reference to the mention made in my Report of March 20, regarding two men of Grand Comoro, owners of the slave-vessel condemned here as No. 11 on the 9th ultimo, I have now the honour to state that the one—Abderahman bin Sultan Ahmed (Amadi)—is son of the Sultan Amadi of Moroni, in the Island of Grand Comoro, with whom an engagement was entered into on July 29, 1861, for prevention of the Slave Trade. The other is a near relative of the same, married to his daughter. The Comoro man seized, but released, from a slave-dhow, as reported by Captain Prideaux in

his letter of October 7, 1874, was also son of Sultan Amadi; he has left Zanzibar and returned either to Grand Comoro or the French settlement of Mayotte.

I am informed that Sultan Amadi, although still alive, is now about 80 years of age, and has virtually retired from the Chieftainship; but that neither of the sons with whom we have had to do have any chance of the succession, which follows the side of the first wife.

I learn that in Grand Comoro there are three coast towns accessible to native craft, viz., Mitsamhuli, Itsanda, and Moroni. Formerly the Moroni Chief was senior in the island; now the chief power and position seems to have passed to Musa Fumu of Itsanda, successor of Bana Fumu, now dead, with whom the Treaty of 1854 was entered into.

Moroni is the only place in the island where native vessels are owned and passes issued.

In questioning the two men now in my hands regarding the Government of the island, I learn that, although each Chief is independent of each other, their disputes are generally settled by reference to the French Governor of Mayotte, but that at Itsanda, if not also at Moroni, the flag hoisted is that of Seyyid Burgash of Zanzibar. Although, therefore, the Sultan of Zanzibar disowns all jurisdiction in the island, this is sufficient to dispose of any objections that have been raised to his punishing Comoro men at Zanzibar.

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

No. 55.

Dr. Kirk to the Earl of Derby.—(Received May 4.)

My Lord,

Zanzibar, April 9, 1875.

I HAVE the honour to report the return of Her Majesty's ship "Thetis," from Mozambique, and to inform your Lordship that Captain Ward, acting upon the arrangement made by Captain Elton with the Governor-General of Mozambique, has succeeded in capturing and destroying another large slave vessel in the Portuguese creeks, making three in all taken under the Concession.

These cases have been placed in this Court, and although, as yet, no hearing has taken place, there can be no doubt that the vessels were actually waiting to ship slaves known to be collected in the immediate vicinity, and that by their seizure, through the energy of Captain Elton and of Captain Ward, a severe blow has been struck at the Slave Trade.

I mention this in anticipation of the final hearing of the cases in Court, which is delayed owing to work at mail time, as I understand the Governor-General has reported his action in allowing Her Majesty's ship "Thetis" to act in this special case in the rivers and creeks, and it is of importance that the Portuguese Government should know of the success of the steps taken.

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

No. 56.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, May 17, 1874.

I AM directed by the Earl of Derby to express to you his Lordship's approval of your intention to send to Johanna, for punishment, the owner of the Johanna vessel taken by Her Majesty's ship "Rifleman" off Madagascar (Case No. 12), as reported in your despatch of the 20th of March.

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

No. 57.

Mr. Lister to Dr. Kirk.

Sir, *Foreign Office, May 17, 1875.*
 I AM directed by the Earl of Derby to state to you that he approves of your having disposed of the slaves captured by the boats of Her Majesty's ship "London," in the manner reported in your despatch of the 17th of March.

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

No. 58.

Mr. Lister to Dr. Kirk.

Sir, *Foreign Office, May 17, 1875.*
 I AM directed by the Earl of Derby to state to you that he approves the course which you pursued in dealing with the owners of the vessel taken by Her Majesty's ship "Rifleman" off Madagascar (Case No. 11), as reported in your despatch of the 20th of March.

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

No. 59.

Dr. Kirk to the Earl of Derby.—(Received May 31.)

My Lord,

Zanzibar, April 15, 1875.

IN continuation of my Report of April 9, I have now the honour to inclose decrees of condemnation passed in the three cases which I before mentioned had been placed in Court for adjudication.

The first point on which I was careful to call for evidence was whether the vessels in question were, under the circumstances, to be classed as not entitled to the protection of any flag or otherwise fell within the jurisdiction of this Court. This being disposed of in the affirmative I next enquired how far the Portuguese authorities had sanctioned the operations which led to the capture of vessels up a river not far from one of their stations, so as to be certain that the jurisdiction of the Court would not be subsequently disputed by the Portuguese authorities on the ground that all three were taken in territorial waters, and even within tide mark. On this, also, I received satisfactory testimony to convince me that Captain Ward was in all he did co-operating and acting in concert with the local authorities.

As to the cases themselves, I was fully satisfied that all were prepared expressly for the Slave Trade, and ready to carry full cargoes of slaves to Madagascar, the slaves being concealed on shore ready for embarkation. In one case the slaves had been put on board, but re-landed on it being known the English boats were at hand.

I should also state that the River Umfusi is used as nothing but the haunt of slave traders, and that the Portuguese had shortly before destroyed five slave vessels in the same river, also that the shell of a rocket fired by the Portuguese gun-boats was found embedded in the stern of one of the vessels, identifying her as one that had on that occasion been attacked but escaped; also, I may mention, it was from the Portuguese authorities, in the first place the information was obtained, and that the Governor-General expressed himself satisfied with the result when reported to him by Captain Ward on his return to Mozambique.

I would venture to suggest that mention might be made to the Portuguese Government of the assistance rendered by his Excellency the Governor-General on this occasion, as thereby his hands may be strengthened in carrying out the anti-Slave Trade policy so long urged upon the local authorities by the Government of Lisbon, and which the present officer seems well disposed to put in force.

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

Inclosure 1 in No. 59.

Case No. 14 of 1875.

Decree.

In the Court of Her Britannic Majesty's Agent and Consul-General, Zanzibar,
Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel, name, nation, master, and owner unknown, her tackle, furniture and apparel, also against one female slave seized as liable to forfeiture by Thomas Le H. Ward, a captain in the Royal Navy, commanding Her Majesty's ship "Thetis," before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 13th day of April, 1875.

APPEARED personally the said Captain T. Le H. Ward, R.N., and produced the declaration hereunto annexed, sworn to by Lieutenant Henry Edward Walters of the Royal Navy, setting out the circumstances under which a vessel without papers or colour, of the description and dimensions specified in the annexed certificate of admeasurement, taken before condemnation by the captors, was seized in the Umfusi River, East Africa, on the 28th day of January, 1875. I, the said Consul-General, having heard evidence on the side of the seizors, and in absence of any one appearing for the defence, having found sufficient proof that the vessel at the time of her seizure was equipped for and engaged in the Slave Trade, do adjudge the said vessel, her tackle, apparel, and furniture, also one female slave, to have been lawfully seized and forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly. Hereby confirming and approving the course followed by the seizors in the destruction of the vessel on the spot.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto this 13th day of April, 1875.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Inclosure 2 in No. 59.

Case No. 15 of 1875.

Decree.

In the Court of Her Britannic Majesty's Agent and Consul-General, Zanzibar,
Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel, name, nation, master, an owner unknown, her tackle, apparel, and furniture, seized as liable to forfeiture by Thomas Le H. Ward, a Captain in the Royal Navy, commanding Her Majesty's ship "Thetis," before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 13th day of April, 1875.

APPEARED personally Captain Thomas Le H. Ward, R.N., and produced the declaration hereunto annexed, sworn to by Lieutenant Henry Edward Walters, R.N., setting out the circumstances under which a vessel without papers or colours of the description and dimensions specified in the annexed certificate of admeasurement taken before condemnation by the captors, was seized in the Umfusi River, East Africa, on the 29th day of January, 1875. I the said Consul-General having heard evidence on the side of the seizors, and in absence of any one appearing for the defence, having found sufficient proof that the vessel at the time of her seizure was equipped for and engaged in the Slave Trade, do adjudge the said vessel, her tackle, apparel, and furniture to have been lawfully seized and forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly, hereby confirming and approving the course followed by the seizors in the destruction of the vessel on the spot.

In testimony whereof I have signed the present Decree and caused my seal of office to be affixed thereto this 13th day of April, 1875.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Inclosure 3 in No. 59.

Case No. 16 of 1875.

Decree.

In the Court of Her Britannic Majesty's Agent and Consul-General, Zanzibar,
Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel, name, nation, master, and owner unknown, her tackle, apparel, and furniture seized as liable to forfeiture by Thomas Le H. Ward, a Captain in the Royal Navy, Commanding Her Majesty's ship "Thetis." Before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 13th day of September, 1875.

APPEARED personally Captain Thomas Le H. Ward, R.N., and produced the declaration hereunto annexed sworn to by Lieutenant Henry Edward Walters, R.N., setting out the circumstances under which a vessel without papers or colours of the description and dimensions specified in the annexed certificate of admeasurement taken before condemnation by the captors, was seized in the Umfusi river, East Africa, on the 5th day of February, 1875. I the said Consul-General having heard evidence on the side of the seizors and in absence of any one appearing for the defence, having found sufficient proof that the vessel at the time of her seizure was equipped for and engaged in the Slave Trade, do adjudge the said vessel, her tackle, apparel and furniture to have been lawfully seized and forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly. Hereby confirming and approving the course followed by the seizors in the destruction of the vessel on the spot.

In testimony whereof I have signed the present decree, and caused my seal of office to be affixed thereto, this 13th day of April, 1875.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 60.

Dr. Kirk to the Earl of Derby.—(Received May 31.)

My Lord,

Zanzibar, April 15, 1875.

I HAVE the honour to report the arrival near Kilwa of the Makangwara, a native tribe of the interior of Africa. These people, who are said to be in force in the plantations outside the town of Kilwa, have sent a deputation to the local Government demanding payment of a sum of money, and threatening, in event of refusal, to destroy the fields adjoining the settlement and attack the town.

The origin of this demand comes from the time when the same tribe assisted the Arabs several years ago to drive off the marauding Maviti who then threatened the place, and received in consequence a yearly gratuity of about 400 dollars. This it seems has been stopped by order of the present Sultan.

As Kilwa is the centre of the Slave Trade, which, although in abeyance as an export to foreign countries, still flourishes to a greater extent than formerly for the supply of labour within the dominions of His Highness, and as few commercial transactions by the Kilwa traders, many of whom are British Indians, however innocent in themselves, are not more or less directly for the support of the Slave Trade, the present attitude of the Makangwara is not a matter that calls for any intervention directly or indirectly on our part; but I doubt not they will depart on being paid their demands, and thus the Slave Trade relieved of the present obstacle which has temporarily been placed in its way.

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

Dr. Kirk to the Earl of Derby.—(Received May 31.)

My Lord,

Zanzibar, April 22, 1875.

I HAVE the honour to inclose copy of a Decree of Restitution in the case of a vessel under British colours, provided with the provisional pass issued at this Consulate to natives of India under British protection, seized on the way from Dar-es-Salam to Zanzibar.

The ground of seizure in this case was the presence of a native of Unyamwezi who could not speak the coast language, and who, there seemed good reason to think, was being conveyed for sale.

Although it was eventually established that this individual was one of an ivory caravan that had just reached the coast with thirty-three elephants tusks, and that although a servant of the head man he still held a personal stake and interest in the ivory and would return to his own country, still I am of opinion that, under the circumstances, the seizors were right in detaining and placing the vessel in Court. I have, therefore, in restoring the vessel and cargo, acquitted them of all claims as compensation for detention, and I doubt not the Court fees, which will be paid by Captain Sullivan of Her Majesty's ship "London," will, on application of his agent to Her Majesty's Treasury, be refunded to that officer.

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

Inclosure in No. 61.

Case No. 17 of 1875.

Decree.

In the Court of Her Britannic Majesty's Agent and Consul-General, Zanzibar,
Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel "Haripassa," under the English flag and provisional pass, of which Amadi was master, her tackle, apparel, furniture, and cargo, also against one male slave, seized as liable to forfeiture by George Lydiard Sullivan, a Captain in the Royal Navy, commanding Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General at Zanzibar, on the 17th day of April, 1875.

APPEARED personally Captain George Lydiard Sullivan, R.N., and produced the sworn declaration hereunto annexed, setting out the circumstances under which a vessel under the English flag and provincial pass, granted to Hari Kesuji as owner, of which Amadi was master, was seized near Zanzibar on the 17th day of April, 1875. I, the said Consul-General, having heard the proofs and evidence on both sides, pronounce that the seizors have failed in proof that the vessel was engaged in the Slave Trade, and decree the said vessel, her tackle, apparel, furniture, and cargo, to be restored to the master and owner for their use and benefit, the reputed slave being placed at liberty, and condemn the said Captain George Lydiard Sullivan in costs of suit only; and whereas it has been shown the seizors had just cause to detain the vessel, do hereby acquit and release them from all claims for loss or compensation on account of detention or delay thereby caused to the owners of vessel or cargo.

In testimony whereof, I have signed the present decree, and caused my seal of office to be affixed thereto this 19th day of April, 1875.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 62.

Dr. Kirk to the Earl of Derby.—(Received May 31.)

My Lord,

Zanzibar, April 27, 1875.

I HAVE the honour to report that His Highness, before setting out on his intended voyage to Europe, has executed a formal deed freeing, after his death, all his slaves, those employed as agricultural labourers alone excepted.

In order to secure these benefits to his servants, he has sent the original document to me for registration, and I have also attested his handwriting.

As very many, if not most, of the slaves whose freedom is thus eventually secured came to the present Sultan by inheritance on death of his brother, and were reckoned as a debt to the estate, part of which was paid to the other members of the family, the present deed will, if acted on and enforced as it is now may be in an Arab Court of Law, secure the benefit of freedom to a very considerable number of individuals, and the public way in which I have induced His Highness to do it will serve as an example to be followed by others.

I annex copy of this deed in translation for your Lordship's information.

I have, &c.

(Signed) JOHN KIRK.

Inclosure in No. 62.

Deed executed by the Kadhi.

(Translation.)

MY master the great King Bargash bin Seyd (may God keep him) has made a will freeing all his slaves who may remain after his death, Georgians, Abyssinians, Baluchis, Nubians, people of Grand Comoro and of East Africa, who speak Arabic, all who dwell in the town, and who are sailors, engineers, or stokers, and all others, whoever they may be, male or female, the slaves on the plantation and in the environs excepted, all shall be free after his death, and this is done that he may obtain acceptance of God, and in His name, and that he may escape from punishment. And his heirs shall not interfere with any of these slaves after his death, unless as become the duty of a ^{patron} trustee ("wila"), and should any of those so freed have to receive anything under a deed executed by the hand of one duly appointed, such as a Kadhi, and signed in His Highness' own handwriting, this must be received and given effect to, and this is a legal testament.

Dated the 19th night of Rabia el Awal, of the year 1292.

Written by his servant by order.

(Signed) MUBARAK BIN KHALFAN BIN MOHAMMED
EL-O'SAJI (with his own hand).

This is true, written by the poor in God's sight.

(Signed) BARGASH BIN SAEED (with his own hand).

Witnesses:

(Signed) HUMUD BIN SEIF BIN M'SELLIM EL-FRAL.
MOHAMMED BIN SULEIMAN BIN SAEED EL-MUNDHERI.
ALI BIN AME BIN SEIF EL-MUSKERI.

No. 63.

Dr. Kirk to the Earl of Derby.—(Received May 31.)

My Lord,

Zanzibar, April 27, 1875.

I HAVE been allowed to peruse a letter received from Unyanyembe by His Highness Seyd Bargash from one Saeed bin Ali bin Munsoor, in which mention is made of the gold and copper mines of Katanga, which for some time back have not been visited by Zanzibar caravans.

The gold, of which I have also seen a sample, is in small grains and masses, showing by their form that the deposit is alluvial. None of the nuggets are, however, as large as those brought from the same part ten years ago. The existence of malachite and gold near Katanga has been well known both to native merchants and travellers for a very long time, and the copper ingots smelted from these mines are found in sale on both

sides of the African Continent. To visit these deposits was, as may be remembered, one of the objects of Dr. Livingstone's last journey, but that energetic traveller never reached within a month's journey of the spot, and derived the little information he has been able to procure from Arabs and natives. I annex a translation of the letter above referred to.

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

Inclosure in No. 63.

Saeed bin Ali bin Munsoor to the Sultan of Zanzibar.

(Translation.)

(After compliments.)

27 Shaaban, 1291.

I HAVE returned from my journey to Unyamwezi in the month of Rejeb, and your servant reached the place where gold is found and red copper, and I saw the hollow from which the gold is taken, which during the rains is filled with water; but I got only half an ounce before the water came upon us and forced us to leave, and I now send a sample. The valley in which we got it is between two hills and it is distant from Unyamwezi about 85 kambi (stages).

No. 64.

Dr. Kirk to the Earl of Derby.—(Received May 31.)

My Lord,

Zanzibar, May 3, 1875.

IN continuation of my despatch of April 8 to your Lordship's address, I have now the honour to forward the reply of Sultan Abdullah of Johanna to my letter of April 8 regarding the notorious slave-dealer Moheddin bin Seyd Hassan, master and owner of the "Amanet Ullah," condemned in this Court as No. 12 of 1875.

Abdullah's letter will show how little he is disposed to aid us in punishing offenders even in such a case as the present, where the individual had obtained his flag. No one however, knew better than Abdullah, who is himself the largest slave-owner in the Island of Johanna, and whose operations as sugar planter and hirer out of slave-labour depend on the supply of slaves, what had been the career of Moheddin up to the time of getting his pass and flag, and he seems to have been singularly cognizant of the letter mentioned by him from the "gentleman at Kilwa," which letter I may remark was addressed to Moheddin when owner of the "Amanet Ullah," and had reference to a proposed shipment of slaves for the Comoro Islands, of which Johanna is one.

I beg to direct your Lordship's attention to the reference to native testimony so very needlessly introduced into Abdullah's letter as showing how little justice could be expected by freed slaves if landed in Johanna, for the Sultan says, "our law never allows a nigger to swear as witness, for he was never born to tell the truth." If popular opinion here were to be asked, the King of Johanna ought certainly to be a good judge of lies, for his people, few as they are, have an unenviable repute in the east.

My reply to King Abdullah will show that I sent the case of Moheddin rather for the purpose of testing him than securing punishment of the offender, which I might have done more easily on the spot had that been my sole object, for his Highness Seyd Bargash is not backward to assume the powers his position justifies as paramount Mohammedan ruler of these parts.

I inclose for your Lordship's information the summing up of evidence given in Court in this case, and in event of appeal the proceedings will be transmitted in the manner required by the act.

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

Inclosure 1 in No. 64.

The King of Johanna to Dr. Kirk.

[Printed literally.]

Sir,

Johanna, April 23, 1875.

I HAVE received your letter of the 8th of April last, also Mohedin-ben-Seid Hassan has arrived. I was very sorry when I learned that one of my dowses, named "Amanat Ullah," was destroyed at Madagascar, by one of Her Majesty's ships, named "Rifleman." You wished for me to punish the master of the dowe for having been dealing in slaves. I had him tried before my court of justice, but could not find any proof against him whatsoever that he has had anything to do in slave-trading, or has had any connection in the Slave Trade on his last voyage, when the dowe was destroyed. I had him also tried about those letters that were found in his possession about slave-trading; but he stated that those letters had been written about eight or nine years ago, during the time that he had connection in the Slave Trade, being at that time a subject, and under the protection, of the Sultan of Zanzibar; also a letter which he received from a gentleman in Kilwa, asking him whether the above-mentioned dowe was going to carry slaves, if so, that he would receive some slaves for him in Keeunga, and bring those slaves to Mohilla, whereupon Mohedin-ben-Seid Hasson answered to him, that his dowe could carry no slaves, for the Sultan of Johanna had made him take an oath never to carry any slaves as long as he was under the Johanna flag or same protection. And as much as I can find out is, that there were two deserted nigers, formally belonging to a French dowe, that went on board of Her Majesty's ship "Rifleman," and reported that the before-mentioned dowe had landed slaves some ten days ago. I do not think that it was right for the commanding officer on board of Her Majesty's ship "Rifleman" to believe what those nigers said, for our law never allows a nigar to swear as witness, for he was never born to tell the truth. Also, at the time when the dowe was taken and destroyed, she was taken from the beach of Madagascar by some of the officers of Her Majesty's ship "Rifleman," at same time having no masts in her, being repairing and laying upon the beach two months long; so if this should be the case, I do not think there was any right to destroy the dowe. And as you have informed me that the Islands of Grand Comoro, Mohilla, and Johanna, still import slaves, both for domestic use and transhipment to neighbouring settlements, in regard to Comoro and Mohilla, I do not know anything about, but Johanna, I must inform you, that there is no slave-trading going on whatsoever, for any inhabitant of Johanna who is in possession of a dowe or any dowe that is under the Johanna flag or protection, must take an oath before me, never to have anything whatsoever with Slave Trading, and if I should find any man breaking his oath, his punishment and sentence would be nothing else but death. Further I am always willing and ready to assist Her Majesty's Government to prevent slavery or anything else that should be in my power.

I shall be very glad if the senior naval officer should come to Johanna, so that I could communicate personally with him, as it is impossible for me to express myself in a letter, as I wish to, and hope for you to excuse the bad writing of this letter, for there is nobody here at the present moment that is well educated in the English language. I shall forward a letter to England so as to inform Her Majesty's Government about above-mentioned matter.

I remain, &c.
(Signed) SULTAN ABDALLAH,
King of Johanna.

Inclosure 2 in No. 64.

Dr. Kirk to the King of Johanna.

Sir,

Zanzibar, May 3, 1875.

I HAVE the honour to acknowledge the receipt of your letter of April 23, informing me you profess to have tried Moheddin bin Seyd Hassan, and finding no proof he had any connexion with the Slave Trade on his last voyage, have summarily released him without reference.

Without further discussing this question with you, permit me to observe that, in sending your protégé to Johanna for punishment, I did so neither as matter of necessity or justice, as he had been already tried and convicted before me, and one of the offences

of which he had been guilty having been committed at Madagascar, I might with more propriety have sent him to be dealt with by the local authorities. Had his punishment been my sole object, I might also more easily have secured that here through His Highness Seyd Burgash in virtue of his being a native of Grand Comoro, and on account of the many offences of which, for a series of years, he had been guilty.

I now forward a copy of your reply for the information of Her Majesty's Government.

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

Inclosure 3 in No. 64.

Extract from Minutes of Court.

By the Court :

AS regards the case of the "Amanet Ullah," the direct proof of slave-dealing by the owner and master in this vessel rests on the testimony of two independent eye witnesses, but being natives their evidence, unless in some way corroborated or rendered probable, might be considered insufficient, and if totally unsupported would not justify condemnation.

We have, however, had undisputed evidence in the shape of documents found in the keeping of the master, who is also the owner of this vessel, that he has devoted the last eight or nine years of his life to the Slave Trade, and is so well known as a purveyor of slaves that orders have been regularly sent to his address from the Comoro Islands and Zanzibar. It is not necessary minutely to scrutinize his slave-trading operations from Kilwa to Zanzibar, as shown in these papers, for at that time there was a limited Slave Trade permitted to the Sultan of Zanzibar, but restricted to his subjects, which this man it may be noticed was not ; the Comoro and Madagascar trade in slaves was, within all the dates of the letters, strictly and absolutely forbidden, and in this branch of the traffic Moheddin was chiefly engaged.

Accepting as true the statement given that the present vessel had been recently purchased, we have one letter to show that he was after that time regarded by his friends and correspondents as still in the Slave Trade, and the fact of his keeping this letter is presumptive proof that he acted on it.

Under these circumstances, therefore, the direct evidence of two witnesses gains a weight that otherwise would not attach to it, and a decree of condemnation will be given by this Court.

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

No. 65.

Dr. Kirk to the Earl of Derby.—(Received May 31.)

(Extract.)

Zanzibar, May 8, 1875.

BY the mail steamer which arrived on the 3rd instant, I received your Lordship's telegram dated April 19, instructing me to accompany the Sultan to England, and as Captain Prideaux's services are not available, and Mr. Elton has already gone to Mozambique, I have, in accordance with your Lordship's orders, left Mr. Holmwood in charge of the Agency and Consulate-General at Zanzibar.

No. 66.

Acting Consul-General Holmwood to the Earl of Derby.—(Received June 28.)

My Lord,

Zanzibar, May 27, 1875.

I HAVE the honour to inclose a decree of condemnation and copies of documents in the case of a dhow captured off the coast of Madagascar by the boats of Her Majesty's ship "Flying Fish" on the 15th instant.

It appears from the evidence that this dhow, which measured 266 tons, had loaded over 200 slaves at a small port in the Portuguese possessions on the East Coast of Africa named Moma, between Angoxa and Quilimane. When chased the vessel was deliberately

run upon the rocks, the captain, crew, and slave-dealers, of whom it would appear there were several on board with separate gangs, taking to the water, and scrambling on shore with as many of the slaves as they could get to follow them, in fact, leaving only thirty-two young children under the care of ten women stowed beneath the poop.

The capturing officer tried, though ineffectually, to stop the fugitives by firing empty shells in front of them.

Those slaves found in the dhows were all Maknas from the country bordering upon the Portuguese territory, and those children whom I examined had been kidnapped.

All papers and valuables belonging to the dhow had been taken away or thrown overboard, and as she showed no colours it is doubtful whether she will ever be identified.

She was got off the rocks, but being irreparably damaged was destroyed.

Two out of the forty-two slaves found in the dhow died before arrival at Zanzibar, but the pains taken by Commander Crohan to ensure the health and comfort of this party, all of whom, except the ten women, were quite young children, were so marked, that had I not personally observed his arrangements, the cleanliness and good condition of the children alone would have proved it.

The forty slaves landed I handed over to the charge of the Missionary Bishop here, who applied for them, and at the same time proved to me that he had ample accommodation and a sufficient staff to care for their welfare.

I should mention that Captain Crohan has handed to me certain papers which he stated to have belonged apparently to one of the slave-dealers on board the above-mentioned dhow, but which were not produced in the case. For the most part, they consisted of prayers and Arabic rhymes, but amongst them was an expired French boat pass for a dhow of 13 tons, called "Massoura." As this old pass was probably obtained for the purpose of using, in conjunction with French colours, to cover slaving operations, I shall hand it over to the French Consul here, who, your Lordship has been informed, is determined to do all he can to prevent such abuses of the French flag.

I have, &c.

(Signed) FRED^c. HOLMWOOD.

Inclosure in No. 66.

Case No. 18 of 1875.

Decree.

In the Court of Her Britannic Majesty's Agent and Consul-General at Zanzibar,
Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against a native vessel or dhow, name, nation, master, and owner alike unknown, her tackle, apparel, and furniture, and also against 14 male and 26 female slaves seized as liable to forfeiture, by John Gibbings, a Sub-Lieutenant in the Royal Navy, commanding and in charge of the first cutter and whaler of Her Majesty's ship "Flying Fish." Before Frederic Holmwood, Esq., Her Majesty's Acting-Agent and Consul-General at Zanzibar on the 25th day of May, 1875.

APPEARED personally the said Sub-Lieutenant John Gibbings of Her Majesty's ship "Flying Fish," and produced the sworn declaration hereunto annexed, setting out the circumstances under which a dhow or vessel, name and nation unknown, and of which the master and owner also are unknown, of the description and dimensions specified in the annexed certificate of admeasurement, taken before condemnation by the captors, was seized off Cape St. Andrew, Madagascar, on the 15th day of May, 1875, by the officer above-named, I, the said Acting Consul-General, having heard the evidence produced on the side of the seizors, and in the absence of any one appearing for the 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, and also the said 14 male and 26 female slaves, to have been lawfully seized and forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly. Hereby approving and confirming the course followed by the seizors in the destruction of the vessel at the place of capture.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto, this 25th day of May, 1875.

(Signed) FRED^c. HOLMWOOD,
Her Majesty's Acting Agent and Consul-General, Zanzibar.

Affidavit.

In the Court of Her Britannic Majesty's Consul-General at Zanzibar.

Our Sovereign Lady the Queen against a dhow or native vessel, name unknown, sailing under no colours, and having papers from not known, dated _____, the master being not known, and the owner not known, her tackle, apparel, and furniture; and also against 14 male and 28 female slaves owned by not known, seized by John Gibbings, Sub-Lieutenant of Her Britannic Majesty's ship "Flying Fish."

Appeared personally Mr. John Gibbings, holding the rank of Sub-Lieutenant in Her Britannic Majesty's navy, and belonging to Her Britannic Majesty's ship "Flying Fish," and made oath that on the 15th day of May, 1875:

I, John Gibbings, Sub-Lieutenant of Her Majesty's ship "Flying Fish," being on detached service in charge of the first cutter and whaler of the above ship on the 15th May, 1875, cruising for the suppression of the Slave Trade off Cape St. Andrew, Madagascar, shortly after getting underweigh in the morning observed a dhow at anchor to the north-westward; I accordingly stood towards her and tried to close her. Immediately she observed me she weighed and made sail, and on my hoisting my ensign and firing a gun as a signal for her to heave to she hoisted her mizen, but did not show any colours. I then fired two more blank charges, and as she did not pay any attention, but stood straight for the beach, I fired several empty shells across her bows and stern, but she stood on until she beached amongst the breakers, and immediately she did so I observed the crew and a large number of negroes, who I concluded were slaves, to jump overboard, who swam and waded to the shore. I was at this time some distance astern, but on coming near the dhow I anchored the cutter, as I was afraid of her being swamped in the surf. The whaler, however, proceeded through, accompanied by four of the cutters crew and the interpreter, who swam and waded to the shore in order to try and prevent the negroes from escaping, but all the villagers from "Volamara" came along the beach and assisted them out of the water. The whaler picked up two or three children who were floating about, and a child was also found in the bush at the top of the beach, and whilst she was doing so I fired three empty shells ahead of the negroes to try and drive them back, but they all managed to escape into the bush. Immediately the whaler returned I got on board the dhow which was bumping heavily, and found 42 women and children under her poop. I found she had her boat inboard, and after a good deal of difficulty we managed to launch it, and then got her anchor into it and managed to lay it out, by means of which we hauled the dhow into two fathoms of water after having had various attempts to tow her off, &c. I observed the ship about this time coming from the eastward, and when she had got sufficiently near I went off in the whaler, and two more boats being sent the slaves were all taken off in safety. The dhow was then full of water up to her deck.

On the evening of the following day she was burnt at low tide pursuant to an order from Commander Crohan.

On the 25th day of May, 1875, Sub-Lieutenant John Gibbings was duly sworn to the truth of the above affidavit.

(Signed) JOHN GIBBINGS.

Before me,
(Signed) FRED^c. HOLMWOOD,
Her Majesty's Acting Consul-General, Zanzibar.

* One woman died on May 19, one female infant on May 22.

No. 67.

Acting Consul-General Holmwood to the Earl of Derby.—(Received June 28.)

(Extract.)

Zanzibar, May 29, 1875.

I HAVE the honour to inform your Lordship that Her Majesty's ship "Flying Fish," Captain Crohan, returned from a cruize to the southward on the 24th instant, having captured two vessels engaged in the Slave Trade off the coast of Madagascar.

One of these having been placed in Court and condemned by me is fully reported upon in a separate letter; the other was that of a dhow named "Fatal Kheirs," having French colours, which was boarded in order to verify her papers.

These were found to be in order, but certain slaves on board came forward stating that they were being transported for sale, and that three of their number had already been sold near Majunga for some bullocks.

These statements were fully confirmed by the crew, and as, moreover, slaves-irons were found on board, Captain Crohan, considering he had ample grounds for detaining the vessel as a slaver, took her into Mayotte and handed her over to the Governor of that island, who received her into his custody for adjudication, and also duly received Captain Crohan's affidavit and the written evidence he produced.

The mail-steamer has since arrived from Mayotte, and I have heard unofficially that the dhow's certificate has been cancelled, and that she is at present employed as a hulk in Mayotte harbour.

I trust, therefore, it may be found that she was condemned by the French authorities.

No. 68.

Acting Consul-General Holmwood to the Earl of Derby.—(Received June 28.)

My Lord,

Zanzibar, May 27, 1875.

IN continuation of Dr. Kirk's despatch of the 3rd of May last, I have the honour to inform your Lordship that, as soon as Sultan Abdulla of Johanna found that Dr. Kirk had tried and convicted the slave-dealer Moheddin bin Seyd under his Vice-Admiralty jurisdiction here, he, in presence of Captain Ward, of Her Majesty's ship "Thetis," had that person put in irons and publicly conveyed to prison, at the same time issuing a Proclamation to his subjects declaring that all acts of slave-dealing would in future be visited with severe punishment.

This news was brought by Her Majesty's ship "Flying Fish."

I have, &c.

(Signed) FRED^c. HOLMWOOD.

No. 69.

Acting Consul-General Holmwood to the Earl of Derby.—(Received June 28.)

(Extract.)

Zanzibar, June 1, 1875.

I HAVE the honour to inform your Lordship that Major Euan Smith arrived at Zanzibar by the mail-steamer from Aden to-day, having received instructions from the Government of India and from your Lordship to take over this Agency and Consulate-General during the remainder of Dr. Kirk's absence.

No. 70.

Major Smith to the Earl of Derby.—(Received June 27.)

My Lord,

Zanzibar, June 2, 1875.

I HAVE the honour to inform your Lordship that I arrived in Zanzibar per mail-steamer "Coconada," on Tuesday, the 1st June, and the same evening took over charge

of the office of Acting-Consul-General and Political Agent from Mr. Holmwood, in pursuance of your Lordship's despatch to the address of Dr. Kirk, dated the 30th April, 1875, which was delivered to me by General Schneider on the 20th ultimo, it having arrived at Aden subsequent to Dr. Kirk's departure with His Highness the Sultan.

I had also received telegraphic instructions to the same effect from the Government of India.

I visited the Regent of the Sultan this morning, and received from him the assurance of order and tranquillity in His Highness' dominions.

I have, &c.
(Signed) C. B. EUAN SMITH.

No. 71.

The Earl of Derby to Dr. Kirk.

Sir,

Foreign Office, June 28, 1875.

WITH reference to your despatch of the 29th of April last, reporting that the Sultan of Zanzibar, before setting out on his voyage to Europe, executed a formal deed freeing after his death all his slaves, with the exception of those employed in agricultural labour, I have to instruct you to take an opportunity of expressing to the Sultan the gratification with which Her Majesty's Government have learnt this act of liberality on the part of His Highness.

I am, &c.
(Signed) DERBY.

No. 72.

Acting Consul-General Smith to the Earl of Derby.—(Received July 28.)

My Lord,

Zanzibar, June 21, 1875.

I HAVE the honour to transmit to your Lordship copy of a Decree of condemnation (with accompanying certificates) passed in the British Consular Court here in the case of a dhow seized and destroyed on the morning of the 13th instant by 1st class boatswain, W. H. Hunkin, commanding the steam pinnace and a dingy belonging to Her Majesty's ship "London."

It appears from Mr. Hunkin's affidavit that on the 13th June, about 7 A.M., as he was cruising in the Pemba Channel with the steam pinnace and a dingy, he observed a dhow standing across to the island of Pemba from the direction of Pangani on the mainland. She was at that time about a mile distant from the boats and was apparently making for Kish-Kash. On perceiving the boats, the dhow immediately wore and stood straight for the shoals at the entrance of St. George's gap, where she ran ashore. The crew immediately jumped overboard with a large number of slaves (possibly seventy or eighty in number) and escaped to an island which the boatswain calls Mabakioui, but which it was ascertained afterwards is named Uvinje. On coming up with, and boarding the stranded dhow, the English boats found sixteen slaves (ten males and six females) still remaining in her, who stated that they had been embarked at Pangani for Pemba, with some eighty other slaves, the greater number of whom had jumped overboard and whom the boats' crews did not attempt to follow. They further stated that the slaves were the property of six Arabs, who were with them at the time they sighted the boats. On searching the dhow some grain and a large number of slave-irons with chains and padlocks of European manufacture were found, and these were produced in Court, filling four large sized bags. The dhow was then surveyed, and it having been ascertained that she had sustained considerable injury to her bottom, by which she was filling fast, and it being quite impossible to get her afloat again, even had she been seaworthy, she was destroyed and the sixteen slaves were at once taken on board the steam pinnace and brought into Zanzibar, where they arrived on the night of the 16th instant.

The case was clear against the dhow, and the whole of the sixteen slaves, who, on investigation and cross-examination, were found to be of eight different tribes; five of them could not speak Swahili at all; two-thirds of them came from south of Kilwa, and one-third from Unyamwezi and adjacent countries; two of them at the time of their capture and production before the Court had chains around their necks. The whole cargo of slaves (from 80 to 100 in number) appears, from evidence of the captured slaves,

which was only obtained with extreme difficulty, after cross-examination, to have been collected principally at Bagamoyo and Pangani. They stated that they would all have jumped overboard and accompanied the Arabs into the bush, had it not been for the presence of mind of two Swahili-speaking slaves, who said that if they remained in the boat they would be freed. They believed this, and preferred taking their chance with the English, notwithstanding the assurances of the Arabs that they would be killed by our sailors.

The case was first heard in the Consular Court on the 17th instant, and then adjourned until the 21st instant, when no one having appeared for the defence, the usual decree of condemnation was issued. No information was obtainable concerning the names of the captain of the dhow or of the slave-dealers on board.

Your Lordship will have observed that it was stated by the boatswain that over seventy slaves, with their Arab owners and the crew of the dhow, had escaped from the dhow to an island at some distance from the main island. This information reached me late on the night of the 16th instant, and on further inquiry, I was assured that this island (Uvinji) was believed to be uninhabited, to be of very small extent, and was, moreover, at the time that the steam pinnace of the "London" left with her cargo of slaves for Zanzibar, being blockaded by three boats of the "London," two other boats which were in the neighbourhood having appeared on the scene after the capture. It, therefore, seemed to me, that should the boats on the spot have succeeded in effecting a strict blockade of the island in question, it might be possible, with the assistance of the Regent, to effect a further capture of at least a portion of the slaves, and possibly of the slave-dealers and captain or crew of the dhow. With this view, I accordingly sent a message early in the morning of the 17th instant to the Regent, Ali-bin-Saood, informing him of the whole of the circumstances of the case, and requesting his assistance to have the island searched for any possibly remaining slaves or other people connected with the dhow. I am glad to be able to inform your Lordship that the Regent at once acceded to my request. Having ascertained that none of the steam-launches of Her Majesty's ships were available for the service, he at once put his Highness's small steamer, the "Star," at my disposal, and gave her Arab captain instructions that he was to carry out my wishes in every way. I accordingly had the "Star" immediately coaled, and the same afternoon dispatched Mr. Holmwood, the Assistant Political Agent, in her to the island in question. The Regent expressed a wish that we should use our own men to search the island, and directed the captain of the "Star" to make his orders to that effect known to all whom it might concern. I, therefore, requested Captain Sullivan, of Her Majesty's ship "London," to send an officer and a few men to co-operate with Mr. Holmwood. Lieutenant Annesley and five men were accordingly detached for that purpose in the "Star," Captain Sullivan no doubt being of opinion that with the crews of the boats already on the spot there would be sufficient men to effect a thorough search of the island, and the apprehension of any slaves or slave-dealers.

On arrival at the spot in question, however, Mr. Holmwood found that the men-of-war's boats had all disappeared, and he then ascertained that the whole of the slaves had walked over at low tide on the night following their capture to the large island of Fundoo,* from whence they had been transferred in canoes to the main island of Pemba, a distance of $2\frac{1}{2}$ miles.

I inclose Mr. Holmwood's report and the evidence which he took upon the island. It will be seen by this that the number of slaves that had escaped was not apparently over-estimated at eighty or ninety; and the straightforward evidence given by the Arab, Mousroud al Ismail, will also enable your Lordship to form some opinion as to the extreme and almost insuperable difficulties with which Her Majesty's men-of-war have to contend in placing even a slight check on the Slave Trade now most extensively carried on between the mainland and Pemba. This trade is carried on entirely by night, and almost entirely by canoes; and the capture of the large dhow in question must therefore be considered a somewhat exceptional circumstance. These small canoes, which draw but a few inches of water, can take several slaves, who sit concealed at the bottom of the boat. The boats leave Pangani and the mainland directly darkness falls, when they are quite invisible at a few yards distance, and they make the island of Pemba before day breaks. Their intimate acquaintance with every nook and cranny of the island gives them every chance of escape, even should they be discovered near the land at day-break by any of our boats; but the complete system of information which has been established by the Arabs and natives, by means of watch-fires and other modes of warning, renders this extremely unlikely. The appearance of one of our boats is heralded all down the

* Situated about 100 yards to the north of Uvinji, from which it is separated by a narrow and shallow channel.

coast; her movements are accurately watched and universally known, and the chances of her making a capture consequently reduced to a minimum; and during the darkness the canoes could thread their way through the fleet unnoticed and with almost perfect immunity. It appears to me that it will be very difficult to put a stop to this traffic even with the most cordial support of his Highness's Government, and that nothing short of a supervision similar to that exercised by the Coast Guard at home, and regularly carried out on the coast line of the mainland and the islands here, would ever succeed in dealing with it effectually.

Mr. Holmwood returned to Zanzibar at midnight on the 19th instant. In notifying his return and conveying to the Regent my thanks for the ready assistance he had given me, I took the opportunity of impressing upon him the urgent necessity that existed for a vigorous support being given to the terms of the late Anti-Slave Trade Treaty on the part of the Governors and other officials of His Highness the Sultan during His Highness' absence, and submitted to him the unlikelihood of so large a dhow as the one captured having left Pangani without the knowledge and connivance of the Governor. In return, the Regent assured me that he would again send the most stringent written instructions to that effect to the Governors of Pangani and the coast towns on the Island of Pemba; but, for the reasons stated in my former paragraph, I am of opinion that this direct traffic cannot be stopped by these means, though it may receive a severe check.

In conclusion, I would submit to your Lordship my opinion that, notwithstanding the fact that Mr. Holmwood was unsuccessful in recovering any of the slaves or crew that had escaped from the captured dhow, the dispatch of the "Star" with that officer on board to Pemba had, nevertheless, an excellent effect, for it afforded a proof to the Arab slave-dealers in this island and on Pemba that the Sultan's Government was really willing to co-operate with the British authorities for the suppression of the Slave Trade even during the absence of His Highness the Sultan, and that they could therefore expect no encouragement or protection from their own people.

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

I have, &c.
(Signed) C. B. EUAN SMITH.

Inclosure 1 in No. 72.

Case No. 19 of 1875.

Decree.

In the Court of Her Britannic Majesty's Agent and Consul-General at Zanzibar,
Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against a native vessel or dhow, name, nation, master, and owner alike unknown, her tackle, apparel, and furniture, and also against ten male and six female slaves, seized as liable to forfeiture by William H. Hunkin, a boatswain in the Royal Navy, and in charge of a boat of Her Majesty's ship "London." Before C. B. Euan Smith, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 21st day of June, 1875.

APPEARED personally the said William H. Hunkin, boatswain of Her Majesty's ship "London," and produced the sworn declaration hereunto annexed, setting out the circumstances under which a native vessel, name and nation unknown, and of which the master and owner are also unknown, of the description and dimensions specified in the annexed certificate of admeasurement taken before condemnation by the captors, was seized off Uvinje Island, Pemba, after having been run on the shoals adjacent thereto by those in charge of her, on the 13th day of June, 1875, by the said officer; and I, the said Acting Consul-General, having heard the evidence produced on the side of the seizers, and in the absence of any one appearing for the defence, having found sufficient proof that the vessel at the time of her seizure, was engaged in the Slave Trade, and specially equipped for future illicit traffic, do adjudge the said vessel, together with her tackle, apparel, and furniture, and also the said ten male and six female slaves, to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly, hereby approving and confirming the course followed by the seizers in the destruction of the vessel at the place of capture.

In testimony whereof I have signed the present decree, and caused my seal of office to be affixed thereto this 21st day of June, 1875.

(Signed) C. B. EUAN SMITH,
Her Majesty's Acting Agent and Consul-General, Judge, Zanzibar.

Inclosure 2 in No. 72.

Evidence taken on the Island of Uvinji, 2½ miles from Chapaka, Pemba, June 18, 1875.*

(Translation.)

1st Witness, Mousround al Ismael.—I am a Pemba Arab, and live at Chapaka. I am a canoe owner; my men fish for me. I have no shamba. I came across this morning to look to some of my canoes over here; there were about twenty canoes on this island. I know about the dhow captured five days ago by the English boats. About eighty slaves were saved by the owner, who crossed over to Kishkash with them during the next two days; they are all up country now. I do not know the owner; we none of us knew of him. He was a fool. I mean if he was a stranger to Pemba, as he must have been, and should never have come through the south gap without hearing the news. We knew a stranger was coming, but not when he would arrive; had we expected him we should have taken care he was not captured. We readily send news either by night or day. No boat can touch our regular traders, as they always arrive in the night. I could easily have taken the whole of these slaves across to Chapaka in one hour or at any rate in two trips with my canoes, even with all your boats watching me. Not one of your boats could come near the bay on our right, but we know every rock; and my canoes can go right across it at all tides; they draw a few inches of water only. There go three of them now. You could not possibly see them after sundown. I only say I could take slaves; I never do so; I have sufficient occupation in fishing.

Note.—The canoes in question, seven of which I inspected, had all fishing gears, but the general appearance of the deponent was anything but that of a fisherman, and his men were a bold and impudent lot of fellows.

Laidi (Mundi), a fisherman.—I live on this island; it is called Uvinje; it has no other name. The island to the north is Fundoo, that to the south is Kokota, and that to the south-east Kingani. The three towns opposite these islands are Kishkash, Mtambui, and Chapaka. This island belongs to Adi-bin-Nagsur al Maghri. He lives at his shamba near Chapaka. His slaves live near, and they have a little village where I live. There are no other huts on the island, which is all thick bush and mangrove swamp. There is a clearing round the village, and he is planting young cocoa-nut trees. I saw the slaves landed; there were about fifty, and eight Arabs; but I was not very near. They did not go to the village, but into the bush opposite the gap (this is dry at low water), and they just walked across that night. I heard they all went over to Kishkash at once. There was one English boat which left yesterday for Chak-chak. It would have been impossible for them to stop the crossing. It is not often the slaves come across so late as to be caught outside in the morning. I see slaves coming in every night, or hear of them, and should be glad to give information for money, but should be killed certainly. Many canoes along these islands are nightly employed in running slaves. I could show you many which run regularly between the coast opposite and Pemba. I do not say the canoes on this island ever run slaves, they are not large enough, and this island is not well situated; but we have ferried across for the Fundoo people when business has been very brisk.

Deponent was then desired to lead us to the village. The village having been searched, the headman was examined.

Mamba Sasa.—I am the slave and headman of Adi bin Nassur, the owner of this place. I am engaged in cultivation with the slaves under me. The master comes every now and then. I saw the dhow now on shore, and the slave dealers all passed me with these slaves. There were ten chains of slaves from 10 to 16 in a chain. There were about 100 slaves in all, and about 30 children. I cannot make an account, but the truth is I think there were about 100. There were eight Arabs with jambias, but four were only youths; I do not think they could have been owners. The crew looked like Swahili. They walked straight towards South Fundoo gap, and only waited in the bush till night, when they crossed over to Fundoo Island, and most, if not all of them, went across to Kishkash that night. I heard from friends who came over from Kishkash that

* Marked on the chart as Mabakioui Island.

they were all at their shambas in two days. The Fundoo people are used to this sort of thing, it is out of our way, only strangers ever landing in this island. The name of this island is Uvije. Our regular traders do not mind the boats because they always arrive before day-break.

True translation,
(Signed) FRED. HOLMWOOD,
Assistant Political Agent, Zanzibar.

Inclosure 3 in No. 72.

Mr. Holmwood to Acting Consul-General Smith.

Sir,

"Star," off Pemba [no date].

I HAVE the honour to report that in accordance with your instructions I embarked in His Highness' ship "Star" as soon as she had coaled yesterday afternoon, accompanied by Lieutenant W. M. Annesley, Senior Lieutenant of Her Majesty's ship "London," but it was late when we started and the Captain (an Arab) having no knowledge of the coast passed our destination during the night. We, however, put back and reached the island marked on the chart as Mabakioui, but which is called by the natives Uvinje, at 6 o'clock A.M. Having requested the Captain to detain any canoes he might see come off from the island during the next half hour, and to meet us if possible at the entrance of the inner channel in three or four hours, Mr. Annesley and I went off in his boat with the five sailors he had brought and the two captured slaves I had selected as best able to indentify their late companions in the event of our coming across them. After sailing through the gap and nearly round the island we found that there were no boats on the watch, and all hope of finding any trace of the slaves landed from the captured dhow was therefore at an end.

We, however, landed on the island, which is very difficult of access, about one and a-half miles from the village upon it, and after questioning a number of fishermen whose canoes were drawn up on the beach, we went into the village, the only cleared spot on the island, and after searching and finding no traces of the landed slaves or slave dealers, I carefully cross-examined the head man and also the owners of one of the huts. All their answers were given without the slightest hesitation and tallied with what we knew must have taken place. I enclose translation of the principal evidence, which shows very clearly that the British boats were powerless to prevent the slaves from being taken across to their destination at night, unless they could act in conjunction with a force on shore, and that consequently slave dealers, crew, and slaves had all arrived safely at Pemba long before we reached the spot.

Although I am of opinion that four boats would have been insufficient to keep up an effectual blockade even of the inner side of this island, which has an extreme length of about three miles and is distant about two and a-half miles from Pemba, yet had one boat carefully guarded the gap between it and Fundoo Island, which is very narrow and readily fordable at low water, the slaves could only have been got away a few at a time in canoes, and irrespective of the chance the other boats would have had of capturing some of these, part of the slaves and slave-dealers might still have remained on the island at the time we arrived, and it would have been worth making some sacrifices in order to get hold of one of the latter. It is useless, however, to speculate on this subject, as no authentic news has been received of the boats, and we cannot tell even whether they had provisions to enable them to remain on the watch.

I regret, however, that His Highness' steamer "Star" could not not have been coaled with a little more despatch, as we could then have reached Mesalla Bay at night, and having signalled to the boats of Her Majesty's ship "London," have gone on with them the next morning to Kishkash, to which place I should have requested the Governor of Pemba to come to meet me, and have asked Mr. Annesley to land with me there attended by all his boats. With so respectable a force, backed by the support which His Highness' steamer would have afforded, we should have been placed on the best possible footing for friendly negotiation, and I have no doubt that with a little patience, the surrender of the slave-dealers, crew, and slaves would have resulted, as I was quite prepared to promise indemnity, so far as the slave-dealers were concerned. In such a case, valuable information would have been obtained, and an important moral blow have been struck at the wholesale smuggling now going on.

In the absence of the boats of Her Majesty's ship "London," however, Mr. Annesley was of opinion that it would be unwise to request the Captain of His Highness' steamer

to go up to Kishkash, the navigation being extremely dangerous, and the Captain totally unacquainted with the coast; moreover, it was apparent that the native pilot either could or would not indicate the safe passages.

To have landed for such a purpose at such a hot-bed of slave-dealing attended only by five men, would only have been inviting insult, and Mr. Annesley quite agreed with me that, under the circumstances, it would be best to rejoin the steamer. We therefore pulled back, against a strong wind and sea, to meet her, and found her in a critical position among some small islands, backing out from a shoal on which she had nearly run aground.

She had been round Mesalla Island without seeing anything of the "London's" boats. Mr. Annesley, therefore, sent a man to the mast-head to look out for them, and the Captain hoisted the British flag as a signal, but though we coasted slowly along the Pemba shore, nothing was seen of them, and as it would not have been prudent to risk running short of coal, I decided to return to Zanzibar. I venture to remark that the above circumstances furnish another proof of the great advantages that would accrue to our policy on this coast were an Agency steamer to be provided.

I beg also to mention the very courteous manner in which Captain Kasim bin Mahammed has placed his vessel entirely at our disposal, and endeavoured to do all in his power for the object of this cruize and for our personal comfort.

Although the immediate object in view has not been accomplished in this instance, there can be little doubt that the marked way in which the Regent acceded to your wishes, and endeavoured to carry out the obligations imposed by the last Treaty, will greatly facilitate any future steps that may be decided on for the eventual suppression of all slave traffic, and if he seriously intends to continue this kind of support, much will have been gained to our policy here by yesterday's concession.

I have, &c.

(Signed) FRED. HOLMWOOD,
Assistant Political Agent.

No. 73.

Acting Consul-General Smith to the Earl of Derby.—(Received July 28.)

My Lord,

Zanzibar, June 24, 1875.

IN continuation of my letter dated the 21st June, 1875, I have the honour to report, for your Lordship's information, that, on the application of the Right Reverend Bishop Steere, I have made over the 16 slaves taken by the steam pinnace of the "London," on the 13th instant, to the charge of the Universities Mission at this place. The slaves were all furnished by me with the usual certificates of freedom.

I have, &c.

(Signed) C. B. EUAN SMITH.

No. 74.

Acting Consul-General Smith to the Earl of Derby.—(Received July 28.)

(Extract.)

Zanzibar, June 28, 1875.

I HAVE the honour to bring the following subject to your Lordship's notice, and to request your Lordship's instructions thereon:—

On my arrival here on the 1st instant, I found two cases of British-Indian subjects charged with illegally holding slaves and being implicated in the Slave Trade awaiting trial on the criminal side of the British Consular Court. The cases had been committed for trial by Mr. Holmwood while he was Acting Consul-General, and are of a very grave character.

2. One of the accused named Jeta Nanji, the scene of whose criminality is laid at Pangani, had been bailed by Mr. Holmwood for 5,000 dollars on his own and joint security. The other, Suliman bin Tawur, had been awaiting his trial in the town. As he surrendered to the summons at once, no bail was required from him by Mr. Holmwood.

3. An unexpected delay has, however, taken place in the trial of these cases. Mr. Holmwood had sent to Pemba to have the accused, Suliman bin Tawur (together with the slaves necessary as witnesses), sent to Zanzibar for trial; and he had also sent one of

the Consular peons named Baraka over to Pangani to attach all Jeta Nanji's papers and effects, and to bring him across with the slaves which were stated to belong to him, and which would be required to appear as witnesses. In each case the Regent had given the necessary assistance.

4. Immediately on my arrival, however, a letter came from the Governor of Pemba, who had also written to the Regent, to the effect that he could not send the slaves required in the case of Suliman bin Tawur, as they did not belong to him but were the property of his wife, who was an Arab woman.

5. In the other case, Baraka, the Consular peon, who had gone to Pangani, had brought back the accused Jeta Nanji, and had attached his effects, but he stated that he had been forcibly prevented by the Arabs from bringing back the slaves. Both cases were thus at a standstill for want of evidence.

6. Mr. Holmwood had informed the Regent of this previous to my arrival, and represented to him the ill-treatment of the Consular peon by the Arabs in question. The Regent had promised that he would send for the Arabs, which he has since done, and afford redress if necessary, and had also promised that the slaves should be sent for; and the case was then postponed by Mr. Holmwood until the departure of the mail then due. On learning the facts, I sent a verbal message to the Regent requesting that he would in both cases command the immediate presence of the necessary witnesses, when he replied that he would be glad to have a letter from me to that effect before he could send a definite answer.

7. I accordingly wrote to him on the 9th instant, merely requesting him to have the slaves in question produced without delay to give evidence in the Consular Court. To this letter the Regent did not reply until the 12th June, when he wrote two letters (copies inclosed), which showed that he was evidently in a great state of anxiety as to the possible result of the trials in question, and as to the effect any decision given in each case might have upon the question of slavery in the Zanzibar dominions. As will be seen, he, of his own accord, opened the question of the status of slaves belonging to the Arab wives of British-Indian subjects; and he requested finally that the two cases might be allowed to stand over until the return of His Highness the Sultan.

8. It was, however, for obvious reasons impossible for me to comply with this request; the men had been awaiting their trial for some time, and there could be no possible advantage in postponing it further until the return of His Highness the Sultan. I therefore again addressed a letter to the Regent, reiterating my demand for the production of the slaves necessary as witnesses in these cases, but doing so in a manner calculated as much as possible to allay the anxiety evidently felt by the Regent and his Advisers. I pointed out that the Regent himself had opened questions to which I had made no allusion, and assured him that, in the first instance, the slaves were merely required to give evidence in the Consular Court, leaving any ulterior question that might arise to be dealt with hereafter.

9. On receipt of this letter the Regent gave orders to have the slaves in question produced. The peon Baraka proceeded to Pangani, and being armed with a letter from the Regent, has now brought back the slaves necessary in the case of Jeta Nanji, and a messenger has also been sent by the Regent to Pemba to fetch the slaves alleged to belong to Suliman bin Tawur.

Inclosure 1 in No. 74.

Acting Consul-General Smith to the Regent of Zanzibar.

(After compliments.)

Zanzibar, June 9, 1875.

IT is known to you that Mr. Holmwood sent over one of the Consulate peons named Barraka some days ago to Pangani to seize and bring over, with his books and certain slaves alleged to belong or to be mortgaged to him, a British subject named Jaitha Nanjee, who is charged with illegally holding slaves, and who has been brought to Zanzibar accordingly, but without the slaves alleged to be in his possession.

I must now request that you will, with as little delay as possible, give directions to have forwarded to the Consulate for examination these slaves said to belong or to be mortgaged to Jaitha Nanjee, and which the above said Barraka was prevented from bringing over by the Diwans Gamia and Kirnwasah, whom you have now summoned for examination on certain charges made against them by the said Barraka. For this purpose I shall direct the Consulate peon, Barraka, to proceed again to Pangani to

bring over the slaves required, and I shall be obliged if you will furnish him with a letter to the Governor of Pangani, directing that officer to give him every assistance.

(Signed) C. B. EUAN SMITH.

Inclosure 2 in No. 74.

Acting Consul-General Smith to the Regent of Zanzibar.

(After compliments.)

Zanzibar, June 9, 1875.

IN the case of Suliman-bin-Tawur, I have received the letter that was addressed to you from Hamid-bin-Said, the Governor of Pemba, who also sent me a letter to the same purport. Hamid-bin-Said states that he has not sent down the slaves whom Mr. Holmwood directed to be forwarded to this Court because they are the slaves of the wife of Suliman-bin-Tawur, who is named Binkhamis-bin-Salim, and not of Suliman-bin-Tawur himself. But, in the first instance, these slaves are required to give evidence in this Court in the case of Suliman-bin-Tawur, I therefore request that you will direct them to be forwarded here without delay.

(Signed) C. B. EUAN SMITH.

Inclosure 3 in No. 74.

The Regent of Zanzibar to Acting Consul-General Smith.

(Translation.)

(After compliments.)

7 Jamada-il-awal, 1292 (June 12, 1875).

YOUR Honour's letter has reached, and we understand what you mentioned with regard to the slaves, that you mentioned that they are either by possession or by mortgage (with the Banian) with Jaitha. They are now in hands of others, but if he has any proof that they are his own or by mortgage, we shall give an order for them to be brought to Zanzibar, otherwise it is impossible to take slaves of our subjects from their hands simply on supposition and without any proof, and to open a door which we cannot shut; for there are many of our subjects who are in debt with the Indians and the Banians, and if the case is this, then every one who gets into debt with them and has slaves will be in danger. I beg your Honour to put off these cases till the arrival of my brother Burgash.

From your friend, Ali bin Soud bin Ali.

Written by his order, his servant Mahommed bin Kusmar, with his own hand.

Inclosure 4 in No. 74.

The Regent of Zanzibar to Acting Consul-General Smith.

(Translation.)

(After compliments.)

7 Jamada-il-awal, 1292 (June 12, 1875).

YOUR Honour's letter has reached, and we understood what you mentioned with regard to the slaves who are belonging to the wife of Suliman bin Tawur; the said wife does not know that she is under the same orders as her husband in all things; for this is a crime, and the crime comes upon the one who did it; so it is in our law; but as to your law, no case like this has taken place before, that we may follow it; and as to myself, I cannot innovate a thing which is not in the Treaty, unless, if the woman by her consent wishes to clear her husband by freeing her slaves, well and good; because with us the husbands are giving divorce to their wives, and if he divorced her she will become poor, her slaves being freed. I beg your pardon for delaying the reply, for I was looking in the Treaty, and I thought that this matter might be explained in it, but I did not find it so. I cannot do anything which does not exist in the Treaty, where it ought to be explained.

From your friend, Ali bin Soud bin Ali.

Written by his order by his servant Mahommed bin Kushmar with his hand.

Inclosure 5 in No. 74.

Acting Consul-General Smith to the Regent of Zanzibar.

(After compliments.)

Zanzibar, June 14, 1875.

I HAVE received your two letters and have understood the contents. I would wish to point out to you that you have opened questions in your letters to which I have not alluded in my letter to you. I have merely asked you to direct certain slaves to be sent to Zanzibar to give evidence in Court concerning the case of two British Indian subjects who are awaiting their trial, and whose trial is delayed for want of these slaves as witnesses. I must, therefore, in all courtesy, beg you again to lose no time in directing the slaves to be sent to Zanzibar, as I requested in my former letters, for it is not just to delay the trial of these men longer than is necessary. And you say that you cannot do anything which is against the Treaty. I must point out to you that no such demand has been made upon you, nor will be made upon you, by any officer of Her Majesty's Government. My request is for the simple production of witnesses, and I must again press upon you the necessity of giving the necessary orders for the slaves from Pangani and Pemba to be sent here as desired in my former letter.

(Signed)

C. B. EUAN SMITH.

No. 75.

Acting Consul-General Smith to the Earl of Derby.—(Received July 28.)

My Lord,

Zanzibar, July 1, 1875.

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 Court of Her Majesty's Consul-General Vice-Admiralty jurisdiction during half-year ending 30th June, 1875.

I have, &c.

(Signed)

C. B. EUAN SMITH.

Inclosure in No. 75.

List of Cases adjudged in the Court of Her Majesty's Consul-General, Zanzibar, Vice-Admiralty Jurisdiction, during the Half-year ending June 30, 1875.

No. of Cases.	Date of Seizure.	Property Seized.		Date of Sentence.	Decretal Part of Sentence: Forfeiture or Restitution.	Whether Property condemned has been sold or converted, and whether any part remains unsold, and in whose hands proceeds remain.	Name of Capturing Vessel.	Fees Claimed.
		Names of Dhows.	No of Slaves.					
1	1874 Dec. 29	Salamuty	1	1875 Jan. 1	Forfeiture ..	Slave freed. Dhow broken into pieces and sold by public auction for 35 <i>l.</i> 1 <i>s.</i> , remitted in full, January 8, 1875, through Her Majesty's Principal Secretary of State for Foreign Affairs to Her Majesty's Treasury.	Rifeman	5 17 0
2	" 29	Unknown	3	" 1	Restitution	No proceeds.	Ditto ..	7 7 6
3	" 19	Ditto ..	1	" 2	Forfeiture ..	No proceeds. Dhow was not brought to Zanzibar by the captors, who left her at Bagamoyo where she escaped. Slave freed	Ditto ..	5 3 6
4	1875 Jan. 3	Sunda Mali	6	" 4	Ditto ..	Dhow and cargo sold by public auction for 35 <i>l.</i> 1 <i>s.</i> 8 <i>d.</i> ; remitted in full on the 8th January, 1875, through Her Majesty's Principal Secretary of State for Foreign Affairs to Her Majesty's Treasury. Slaves freed	London	7 10 6
5	" 2	Unknown	..	" 14	Ditto ..	No proceeds. Dhow destroyed by captors ..	Ditto ..	3 16 6
6	" 9	'Mbao	1	" 26	Restitution	No proceeds	Ditto ..	5 19 0
7	" 24	Tanga..	..	" 24	Forfeiture ..	Dhow and cargo sold by public auction for 9 <i>l.</i> 15 <i>s.</i> 8 <i>d.</i> ; remitted in full on the 12th February, 1875, through Her Majesty's Principal Secretary of State for Foreign Affairs to Her Majesty's Treasury ..	Ditto ..	5 4 0
8	" 29	Conda..	3	Feb. 17	Compensation for the dhow, &c.	Dhow and cargo destroyed illegally by the captors. No proceeds	Ditto ..	5 15 0
9	Feb. 26	Salama	48	" 26	Forfeiture ..	Slaves freed. Dhow, &c., sold by public auction for 23 <i>l.</i> 9 <i>s.</i> 2 <i>d.</i> ; remitted on the 2nd March, 1875, through Her Majesty's Principal Secretary of State for Foreign Affairs to Her Majesty's Treasury.	Ditto ..	8 8 0
10	" 24	Unknown	1	March 5	Ditto	Slave freed. Dhow destroyed by captors. No proceeds	Ditto ..	3 19 0
11	March 10	Salama	12	" 19	Ditto	Ditto ..	Rifleman	6 1 0
12	" 5	Ammet Ullah	..	" 19	Ditto	Dhow destroyed by captors. No proceeds	Ditto ..	5 7 6
13	" 23	Unknown	1	" 24	Ditto	Dhow destroyed by captors. No proceeds	Ditto ..	
14	Jan. 29	Ditto ..	1	April 14	Ditto	Slave freed. Dhow destroyed by captors. No proceeds	London	7 12 0
15	" 29	Ditto ..	..	" 14	Ditto	Ditto ..	Thetis	5 5 6
16	Feb. 5	Ditto ..	..	" 14	Ditto	Ditto ..	Ditto ..	4 12 6
17	April 17	Huripersad	1	" 19	Restitution	Slave freed. No proceeds	Ditto ..	4 12 6
18	May 15	Unknown	40	May 25	Forfeiture ..	Slaves freed. Dhow destroyed by captors. No proceeds	London	5 13 6
19	June 13	Ditto ..	16	June 21	Ditto	Ditto ..	Flying Fish	6 14 6
							London	14 1 6

(Signed)

O. B. EUAN SMITH, Her Majesty's Officiating Political Agent and Consul-General, Zanzibar.

No. 76.

Acting Consul-General Smith to the Earl of Derby.—(Received July 28.)

(Extract.)

Zanzibar, July 2, 1875.

NEWS has been received here that the tribe of the Makangwara, who had attacked Kilwa some four months since, plundering caravans, and robbing and killing the negroes, have been bought off by the authorities of Kilwa, and removed to their country a month ago.

There is a report current in the town that Mirambo was dead. This is not yet confirmed, but it is certain that all is quiet beyond Unyanyembe. The Sultan's rule is established at the latter place.

No. 77.

Acting Consul-General Smith to the Earl of Derby.—(Received July 28.)

My Lord,

Zanzibar, July 2, 1875.

I HAVE the honour to report, for your Lordship's information, that, on the evening of the 28th ultimo, news reached me that a Banian and British Indian subject, named Dhunjee Dayal, resident at Paza, north of Lamoo, had been murdered by some member or members of the tribe of the Bajunias.

From inquiries which I have made, I learn that the Bajunias are the tribe that murdered Lieutenant MacCausland at Kionga. Their principal town is Paza, which is also the head-quarters of the tribe where their chief resides, named Mazee Seif. Paza is 30 miles to the south of Kionga.

Early on the morning of the 29th, the Regent paid me a complimentary visit, on the occasion of the anniversary of Her Majesty's coronation the day before, when he himself broached the subject of the murder, and expressing his great regret thereat, said that he would take all the measures in his power to have the murderers arrested.

I impressed upon him the absolute necessity for speedy and rigorous action in this matter, and pointed out to him that the oft occurring murders of Europeans and British Indian subjects which have, within the last two years, taken place upon the coast, made it doubly incumbent on him to insist on the immediate surrender of the guilty parties. The Regent promised compliance, and has sent off stringent orders, which were previously shown to me, to have the criminals arrested and forwarded here for disposal.

The murder seems to have been committed about six weeks ago. The victim was a small shop-keeper, and it appears that the hope of plunder was the principal inducement for the crime.

This second murder of a Banian and British subject has caused much excitement throughout Indian communities here.

I have, &c.

(Signed) C. B. EUAN SMITH.

No. 78.

Dr. Kirk to the Earl of Derby.—(Received July 30.)

My Lord,

Alexandra Hotel, July 27, 1875.

I HAVE the honour to forward a Report by Mr. Holmwood with reference to Captain Prideaux's letter to your Lordship of March 9.

Mr. Holmwood's present Report is written for the purpose of showing in what way the results summarized by him, and commented on by Captain Prideaux, had been arrived at.

Your Lordship is aware that a very large land Slave Traffic has sprung up lately, which, unless the slaves are taken outside the Zanzibar dominions by sea, is not necessarily a breach of existing Treaties. At the same time, should this land Traffic be found to be used as a means of procuring slaves that ultimately are shipped either to other countries or by sea, from place to place, within the Sultan's dominions, His Highness is bound, by the 1st Article of the Treaty of June, 1873, to take effectual steps to put an end to it.

The question which, on my return to Zanzibar, I thought it most important to decide,

was whether or not, and if so, how far, the land Slave Traffic was being used to supply slaves for shipment. And for this purpose secret agents were sent to the coast and Pemba.

The report of these men had necessarily not been received, when I was ordered to accompany His Highness to Europe; but I heard enough to satisfy me that there was no foundation for the suspicions entertained by Admiral Cumming, that the Zanzibar land route was then furnishing slaves to be shipped from the Red Sea ports to Arabia. I also found not a vestige of proof that slaves had been taken from any port north of Zanzibar to Arabia; but I was satisfied a large smuggling trade went on to Zanzibar, and more especially Pemba.

I did not, however, deem it prudent to approach His Highness with remonstrances on this until I was in a position to prove the allegation, and at the same time point out the serious results that must accrue if His Highness did not take steps to put an end to a land Traffic, that was clearly being carried on for the purpose of shipping slaves, in open violation of Treaty.

I was also desirous not to take steps of a decided nature until a decision had been arrived at as to the reading of the Treaty of 1873.

This matter being now established by the Additional Treaty of 1875, just entered into, any action I may have to take, will come with additional force.

I confess the numbers quoted by Mr. Holmwood do seem to me very high, and I shall, on my return, apply myself to sift his evidence and that of the agents who are now employed on the coast, both as to the general land Traffic and the numbers being smuggled into the Island of Pemba; and if it can be shown that a fractional part of the number stated by Mr. Holmwood to be taken to Pemba are so transported, I shall call His Highness' attention to his Treaty obligations, and point out the necessity of taking steps to put an end to the land Traffic, which, although not in itself illegal, will have become so as being a means towards the shipment of the slaves.

In the meantime, Mr. Holmwood's Report is most interesting, and proves how diligently he carried out the difficult and delicate duty he had to do.

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

Inclosure in No. 78.

Mr. Holmwood to Dr. Kirk.

Zanzibar, May 10, 1875.

Sir,

IN reference to Captain Prideaux's letter to the Earl of Derby, and the Government of India, dated 9th March, 1875,* upon the subject of my late Report on the Northern Dominions of Zanzibar, of which he forwarded a copy to this agency from Aden, I have the honour to avail myself of your permission to make such remarks thereon as I consider called for in the interests of our policy on this coast.

Captain Prideaux writes:—

“With scarcely sufficient data Mr. Holmwood summarizes the arrivals of raw slaves at Pangani between October 1873 and October 1874 as 32,000, of whom 15,000 were transported to Pemba. As only one dhow was captured within that period by Her Majesty's cruisers, I felt strong doubts as to the accuracy of this statement, and, consequently, requested Mr. Holmwood to furnish me with fuller details, and his reason for making an assertion which, if correct, would go far to prove that all the efforts made by the Naval and Consular Services were futile, at all events in Zanzibar waters. I find that Mr. Holmwood has deduced his figures chiefly from Captain Elton's report, and has concluded that, because 4,096 slaves were counted by that officer as having passed his caravan in one month, the same ratio holds good for the entire year, &c. Mr. Holmwood further informed me that his inferences were corroborated by the leading missionaries and Indians at Mombasa, and by several Arabs, Swahelis, Wanyikas, &c. This mode of reckoning may have been the best available under the circumstances, but it is certainly not conclusive. Considering that native information proverbially leads to exaggeration, &c., it is scarcely reasonable to deduce the results of a year from a month's experience.

“It is almost incredible that 15,000 slaves should have been exported from the mainland to Pemba in one year, when we reflect that the island has been under partial blockade for a considerable part of that time. This assertion is founded solely upon information received from missionaries, Indians, and slaves, and upon the fact that the slave population of Pemba had been greatly thinned by small-pox, and that the greatly

* No. 44.

increased value of cloves and amount of clove cultivation in that island required the increased labour supply."

I beg with the greatest deference to dissent both as to the facts and the conclusions drawn by Captain Prideaux in these remarks.

Although on this mission the facilities for obtaining correct information were not favourable, I endeavoured to make up for that want by additional perseverance, and if all reference to this was omitted in my Report, it was because I did not conceive the narration of personal privations and dangers to be a part of my duty, or in any way for the benefit of the public service.

I believed it would be apparent that I should not hazard important statements until after weighing the value of the evidence collected; and I submit that such a conclusion was fully warranted, so far as Captain Prideaux was concerned, by the fact that, after begging he would point out any passages in my Report which he considered it better to amend or omit, he expressed himself, without reservation, as both satisfied and pleased with all I had written; and stated that, though he differed from me as to the best scheme for suppressing the land traffic from Kilwa to the north, he did not desire me to alter or withdraw any portion of my Report. My notes were all at hand, and had he even hinted that he considered my estimates respecting the land route and Pemba trade to have been hastily formed or founded upon insufficient data, I should at once have placed these before him, when he would have seen that there had been an endeavour to guard against exaggeration in a matter where rash conclusions would inevitably destroy any value that might otherwise attach to my observations.

I venture to call attention to the terms in which Captain Prideaux was good enough to speak of my Report in his covering letters to the Earl of Derby and Mr. Aitchison, which could scarcely have been penned had he thought at the time that one of its most important sections was likely to mislead rather than serve as useful information.

With regard to the one reason that Captain Prideaux has given for doubting the accuracy of my calculations respecting the Pemba Slave Trade, namely, that only one dhow was captured by our cruisers within the period referred to (October 1873 to October 1874), I am at a loss to account for his having made such a statement. There were in reality five dhows captured and condemned within that period, four of which were taken in the act of landing large numbers of raw slaves at Pemba, and the other in loading a cargo for that island. In two instances our boats had to fire upon the Arabs whilst they were landing the slaves; in each case the evidence clearly proved both the magnitude of the trade and the difficulty of dealing with it. These five cases are noted in the margin.*

It was not, however, until your return from England in March last, and when Captain Prideaux was on the eve of departure, that he mentioned his doubts as to the accuracy of these statistics, and he then asked if I would prepare a statement that should bring clearly before him all that had transpired on the subject in our correspondence. All I was able to do in the press of official work, as you had then resumed charge of your post, was to remain up the next night reading and making extracts from the correspondence of this Agency, which showed, not only that you had foreseen the rise of this Pemba trade and predicted that, by sea, it could never be dealt with, but that Captain Prideaux himself had more than once regretted that for long periods any numbers of slaves might have been sent into Pemba without risk of capture, owing to the protracted absence of Her Majesty's ships on other duties; while he also reported that, even were the naval forces concentrated off that island, the largely-increasing smuggling of slaves in canoes could not be suppressed, except by an entirely new system of boat service which he indicated. With regard to the evidence collected, I had not then time for going into details, but I stated generally that I had gathered sufficient proof to warrant my adopting Captain Elton's figures as a basis for my own, and drew attention to the fact that the numbers he gave as the result of one month's observation were not put forward by him as a special estimate of what had taken place during a particular month, but as an example of a regularly organized Traffic, which he predicted would gradually and inevitably increase, and which the slave-dealers themselves admitted, when he could converse unreservedly with them, they had determined to throw all their energy into, not doubting that the profits therefrom would be larger eventually than those derived from the sea Traffic, at the same time proving to him that they did not lack the necessary capital. Lieutenant Pullen, R.N., who accompanied Captain Elton on this mission, formed a higher estimate of the numbers of slaves passing by the land route, and was equally certain that they were only witnessing the commencement of a new trade, which, however, was already becoming perfectly organized.

* Vice-Admiralty Cases:—No. 24 of 1873; Nos. 1, 4, 6, and 10 of 1874.

I submitted to Captain Prideaux that, finding one year later those conversant with the subject confirming all that Captain Elton had reported and predicted, I was right in taking his statistics, which had been printed by order of Government, and which embraced the new land route to the point at which I took it up, as a basis on which to found statistics supplementary to them; and it should be borne in mind that opinions only, though given on the spot by officers specially selected for the work and travelling among the men who were organizing this land route, had not been adopted until it was learnt from those who had assisted in completing this organization that such opinions were accomplished facts.

It is now, however, absolutely necessary to place before you as briefly as possible details respecting the evidence obtained during my mission to the northern coast and the special methods adopted in procuring it, though in doing so I am compelled to refer to the personal difficulties and discomforts which must always be encountered on missions of this sort, where one has to trust to a knowledge of the natives and their language rather than to the facilities which a suitable retinue and proper staff would afford, but which the officers of this Agency have not hitherto had the advantage of possessing.

On reaching the coast I soon found that very little information respecting the land route was to be obtained by ordinary means, all classes alike professing entire ignorance in matters connected with the Slave Trade. The expedients I eventually had recourse to whilst travelling in dhows, canoes, and on foot, met with varying success, the labour and anxiety, however, were constant. During several weeks of the time I did not speak a word of English, and had, in each district, quickly to accustom the ear to a new dialect owing to the impossibility of getting at facts or the true opinions of natives through an interpreter when one has not the opportunity for a lengthened cross-examination.

Most of the slave dealers met with were Arabs and Swahelis or their confidential slaves; they had left the Kilwa district after having spent a few years in their rough and dangerous calling, and having made a little money were desirous to return and settle in Arabia, Zanzibar, or Pemba. In almost every instance these men had left wives or concubines with their families in some coast town during their travels and now were at their wits' end to find means of moving them, as owing to the action of our cruisers, Captains and owners of dhows now positively refuse to give passages at any price to women and children unless they have a pass from the British Consulate or a letter signed by the Sultan. On discovering this I caused it to be intimated to all in such a situation that I might possibly be induced to grant passes, though only as a great favour, and the result was that almost every night when on shore I was visited by some one able to afford valuable information. While their distress was palpably unfeigned their gratitude in such cases as I was able to issue passes for their families was profuse, and in many instances I was able to gain the confidence of persons of this class and elicit very full evidence, the truth of which was to a considerable extent guaranteed by taking care it was fully understood that while their personal interests were not affected by revelations of their past conduct, any deviation from truth, at present, would if detected inevitably destroy the chance they now had of returning home with their families, and as they were perfectly well aware that in other districts I had already, or should have, opportunities for checking their statements by the evidence of those who, having no clue to any misstatements made or facts withheld by them, could not if they wished, follow out any settled plan for deceiving me, self-interest would, I consider, lead them to be truthful, and in matters of opinion only to give the ideas which, amongst their own class, were generally prevalent.

They described the land route up to the Pangani much as Captain Elton had done, and I have embodied what was elicited respecting the northern part of it in my Report.

I found the average of their estimates as to the numbers of slaves who had traversed the first part of the route during the past twelve months to be about 10 per cent. above what Captain Elton's figures would make it, but then he also predicted that there would be a gradual increase in the numbers. Nevertheless I thought it more prudent not to adopt the higher estimate, although by no means of opinion that it is an exaggeration. Their estimates respecting the rate of mortality coincided with his except in some special instances where ventures were said to have proved disastrous in consequence of bad weather. &c.

Most of my informants had been with caravans of slaves over part of the land route; some had gone as far as it had been organized; more than one stated he had seen Captain Elton in the South. They all estimated the total number of slaves who had passed north of Pangani at nearly the same, and most agreed that an average of about 1,200 a-month of these had been sent to Pemba, but they were much less unanimous as to the proportions absorbed by the various districts, few having an extensive personal

acquaintance with them, and it was only after in a measure checking and amending their statements by the information derived from some seventy natives more or less connected with slave dealing or owning, whom I carefully examined at various points on the route, that I ventured to remark in my report, that the computation given respecting the land route might be taken as nearly accurate. From this approximation to accuracy, however, I specially excepted the 5,000 slaves apportioned to Takaungu. I was unable to visit this district, and the evidence obtained, though conclusive as to the rapidly increasing importance of this Settlement of the Mazrui, had, as regards the numbers, more of the element of conjecture about it than the other cases. A large proportion of these slaves were said to have been brought up by special caravans in charge of relatives of the Chief who had gone south in order personally to make these large purchases. I had obtained written proof that Sheikh Rashid's brother was largely engaged in importing slaves, but was unable to meet with any of his people; the balance of testimony however, was in favour of the number which I allowed to stand with the reservation "uncertain" accorded against it. The last section of my Report, which was transferred by Captain Prideaux to the General Administration Report, might be read in connection with this and other subjects upon which he has commented.

A totally different source of information was found among the outlying plantations and the country adjacent to the various ports visited. I made a point of dispensing with the Arab guard which the various Governors were always most solicitous should attend on such excursions, in order to be untrammelled among the people and their slaves, whom it would be impossible to speak freely with whilst surrounded by these mercenaries. I experienced many failures in my endeavours to obtain information from these savages, but on the whole was successful. Among the Somalis, where the people are fearless of strangers and, with all their savageness and barbarity, cunning enough to know when no harm is intended and where a present may be earned, I was especially fortunate. Daily during my stay at Tula, Kismaya, and Brava, I went unarmed and unaccompanied even by my Consular attendant into their country, placing myself under the protection of their Chiefs, to some of whom I had introductions from an influential Somali whom I had befriended at Zanzibar. By the better class of these Somalis I was invariably treated with the greatest distinction, and as they were entirely unreserved in their communications, being independent of and despising the Arabs, I gained a considerable insight into their agricultural and commercial capabilities and wants with other matters, including the extent to which they were implicated in slave-trading. The former information is arranged in the section above referred to; the latter, whilst proving that the Somalis were themselves engaged in the new land Traffic, at the same time confirmed in a remarkable manner what I had heard from the Arab and Swaheli slavedealers.

It is scarcely necessary to enter into details on all I gathered among the land-owners and slaves from the Wanyika to the Bajunia country, it is sufficient to state that though in minor particulars they varied considerably, yet as to the main facts all I heard tended to confirm the evidence procured from more enlightened informants.

Among the numerous classes whom I questioned were missionaries, Indians, Arab and Baluch soldiers, &c.; also both slaves and freemen engaged, or who had been employed in providing food and water for the slave gangs coming up by the land route; but I will only refer to two other sources from which my information was derived, and which bear more especially on the trade with Pemba.

During the passage in a dhow from Lamo to Brava we had to run during the day and lie to at night for five consecutive days, as the captain was not competent to navigate the intricate passages between the islands and the Somali mainland, where alone there is any shelter from the heavy seas of this coast. Owing to the intolerable stench of the oilge it was impossible to make use of the small cabin which had been put up for me; I was therefore forced to lie day and night on deck among the passengers and crew, a mixed assemblage of Swahelis and Wahadimu of Pemba.

Owing to the heavy weather, for which the dhow was quite unfitted, no food could be prepared, and the drinking-water soon became almost as salt as the sea; but having a large store of ship's biscuit and a tight cask of water, I was able to afford my fellow-passengers some slight relief, and they soon got to feel at home with me, and to be glad to attend to my wishes. Before we reached Brava, I had got them all by turns to submit to cross-examination, and it was then that what the Arabs and others had told me respecting the Pemba trade received full confirmation. I found among them some who had been born and who had resided in Pemba; others who had crossed over with slaves in dhows and canoes; they described the nature of the coast on both sides, and the impossibility of interfering with the regular trade except by chance captures, owing to

the fact that the passage was always made at night, whenever boats were reported on the watch, whilst those in charge of the slave knew every rock, shoal, island, and ialet, on both coasts. They explained all the details of the trade, the methods of conveying information and warning, the changes of tide, night winds, and many other particulars which I carefully noted, but which were quite without the scope of my Report, although incidentally bearing upon it. They also gave me details of a special trade kept up with Pemba by small canoes, which would appear to be quite distinct from the regular Slave Trade. I have preserved my notes respecting this smuggling traffic, and it will probably be found hereafter whether such a special trade exists. I gathered, that between Pangani and Gasi, there are some hundreds of small cultivators who also own or are partners in canoes. These buy from the caravans the sickly slaves and such as cannot keep up with the march, and after resting them, convey two or three at a time of those that are cured across to Pemba. If my informants were correct, I calculated that some 300 a-month had been conveyed across in this manner, and if such be the case, it is possible that a large proportion of the number assigned to Takaungu district, but which, though feeling certain they had passed north of Pangani, I could never quite credit to that country, may thus be accounted for; but this is merely a conjecture, for I obtained no other evidence respecting this special slave traffic. As regards the total numbers imported into Pemba, I could get no real estimate from these people, but their statements generally quite bore out the possibility of even a larger number of slaves having been introduced into that island than any of my other informants had estimated.

There is but one other case I would refer to. On my return to Zanzibar, and whilst finishing my Report, I accidentally heard of the arrival of an Indian who for some years past had been travelling through the Pemba clove estates, it being his business to estimate the yield for the information of certain persons in Zanzibar, who are always ready to advance money on the coming crops. I knew how intimately he must be acquainted with Pemba, and induced him to communicate his information so far as he did not think to implicate any of his clients.

He stated that there were about 1000 clove plantations in Pemba, besides numerous small patches cultivated by natives having a slave or two only; that the whole of the proceeds of the late crop had long gone to pay for slaves imported, and that the next crop was already being advanced upon for further purchases, though he thought the wants of the island must now be nearly satisfied; that hardly any but raw slaves, or such as had been drafted from Zanzibar or the coast for misconduct, were now to be found working in an ordinary capacity, the old slaves being employed as overseers, sub-overseers, and domestics, or retained for special work, such as planting and drying; that immense numbers of young trees had lately been planted, and that forcing-beds had been formed on every estate to rear seedlings. After carefully computing the last year's import of slaves from his own observation, &c., he calculated the number at not less than 15,000. This calculation nearly tallied with that of previous informants on the coast.

My instructions, however, did not warrant the introduction of these matters into my Report; in fact, the mention of Pemba at all was incidental, only rendered necessary because so large a proportion of the slaves traversing the land-route, on which I was reporting, appeared to be destined for this island.

I regret that I was led to concur with the general opinion, or, at any rate, the ordinary remark, in Zanzibar, that Pemba had now got all the slaves her plantations required; I did so because it was borne out to a certain extent by those whose testimony I considered trustworthy, but now more than suspect I was misled, and that we shall find little diminution, at all events, in the smuggling by canoes.

Referring to paragraph 9 of Captain Prideaux's letter, wherein he states that my scheme for dealing with the land-traffic on the coast is beyond the limits of discussion, because a British settlement on the coast would inevitably and speedily throw the whole of the profitable commerce of the interior into our hands, &c., I would observe that, in view of the possibility of Government not deeming such a policy desirable, I specially so worded my remarks as to show that the necessity for such a measure could be avoided. Had I entered into particulars on this head, I should possibly have only lengthened my Report by the introduction of a subject which might be better understood at home, whilst, in submitting the scheme itself, I was merely carrying out Captain Prideaux's written instructions, which on this head were preremptory.

I still venture to adhere to the opinion that no other method for the suppression of this traffic is feasible, except the larger question of operating against the sources of the supply were intended to be dealt with. This, which would mean the virtual rooting out of slavery from the continent of Africa, is a subject involving serious international questions, as well as costly preparations, and I did not therefore deem it my duty to

discuss it, especially as your more lengthened experience and greater knowledge of the subject were available on the spot, should so comprehensive a measure be in contemplation by Government.

I would take this opportunity for submitting that, in the event of its being found that the large access of capital now flowing into Pemba is likely to be still used for procuring slaves, and that, in consequence, the smuggling from between Bagamoyo and Wasin will continue so long as slaves can be brought to this part of the coast, my scheme should be so far amended as to choose Dar-es-Salam instead of Mombasa, as the principal base from which to operate against the land route, with outlying posts at such intervals inland as should render the chain practically complete. This might involve a larger staff than I contemplated, but in comparison with the efforts England has been making for so many years in the matter of slave suppression, it would be anything but a difficult undertaking.

Though I cannot but take exception to other remarks in Captain Prideaux's letter, there is one more circumstance only in connection with my Report which it is necessary to point out. This is the transference of its last section—on the geographical, agricultural, and commercial features of the countries visited—to the General Administration Report.

This section was specially intended to be read in connection with the rest of my Report, and is, in fact, an appendix to it; it was accompanied by a map, which Captain Prideaux forwarded separately in his letter of the 9th of February last. In it is arranged much information which, for the sake of avoiding repetition, was omitted from the different sections, though intimately connected with them.

In its present position it is, I think, out of place, having been simply designed to afford a general insight into those parts of these dominions which, though within the limits of this agency, have yet scarcely come within the scope of an Administration Report, which is essentially statistical.

In conclusion, I would observe that though I did not for a moment consider the testimony I have summarized in this letter as free from error, yet the weight of it would have guided me to a decision, even judicially, almost to the extent to which I adopted it in my Report, because the only evidence obtained of an opposite character was clearly, in my judgment, the result in some cases of a fear of being compromised by divulging the truth, and in the others of a direct intention to mislead, while the current opinions, which we hear at Zanzibar on such subjects, are the combined offspring of ignorance and a secret dislike of our interference with slavery. The special enquiries you initiated before leaving Zanzibar will enable you to set at rest the questions at issue as soon as you return to your post. In the meantime, I trust that any judgment respecting them may be suspended.

I have, &c.

(Signed) FRED^c. HOLMWOOD,

Her Majesty's Acting Political Agent and Consul-General.

No. 79.

Mr. Bourke to Dr. Kirk.

Sir,

Foreign Office, August 5, 1875.

IN acknowledging receipt of your letter of the 27th ultimo, covering a further Report by Mr. Holmwood on the subject of the northern land route taken by East African slave traders, and the continued large export of slaves to Pemba, I am directed by the Earl of Derby to express to you his entire approval of the course which you propose to pursue with the view to stop this traffic, should the result of your inquiries convince you, on your return to Zanzibar, that the export trade is as large as it is represented to be.

I am also to instruct you to state to Mr. Holmwood that Lord Derby fully concurs in your approval of the intelligence and industry shown by him in the compilation of the Report which he has submitted to you.

I am, &c.

(Signed) ROBERT BOURKE.

No. 80.

The Earl of Derby to Dr. Kirk.

Sir,

Foreign Office, August 17, 1875.

I TRANSMIT to you the Queen's ratification, under the Great Seal, of a Treaty between Her Majesty and the Sultan of Zanzibar (supplementary to the Treaty for the Suppression of the Slave Trade of the 5th of June, 1873), which was signed at London on the 14th of July last, by myself and Nasir-bin-Said Abdallah, and I am to request that you will present the same, in the proper form, in exchange for the ratification of the Sultan, which was attached to the Treaty at the time of its signature.

Printed copies of the Treaty are also inclosed.

I am, &c.
(Signed) DERBY.

Inclosure in No. 80.

Treaty between Her Majesty and the Sultan of Zanzibar, supplementary to the Treaty for the Suppression of the Slave Trade of June 5, 1873.—Signed at London, July 14, 1875.

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Highness the Seyyid Barghash-bin-Said, Sultan of Zanzibar, having concluded a Treaty at Zanzibar on the 5th June, 1873, corresponding to the 9th of the month of Rabia-el-Akhir, A.H. 1290, for the abolition of the Slave Trade, and whereas doubts have arisen or may arise in regard to the interpretation of that Treaty, Her Britannic Majesty and His Highness the Sultan of Zanzibar have resolved to conclude a further Treaty on this subject, and have for this purpose named as their Plenipotentiaries, that is to say:—

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the Right Honourable Edward Henry, Earl of Derby, Baron Stanley of Bickerstaffe, a Peer and a Baronet of England, Her Majesty's Principal Secretary of State for Foreign Affairs, &c., &c., &c.;

And His Highness the Seyyid Barghash-bin-Said, Sultan of Zanzibar, Násir-bin-Said-bin-Abdalla;

Who, after having communicated to each other their respective full powers, have agreed upon and concluded the following Articles:—

ARTICLE I.

The presence on board of a vessel of domestic slaves in attendance on or in discharge of the legitimate business of their masters, or of slaves *bond fide* employed in the navigation of the vessel, shall in no case of itself justify the seizure and condemnation of the vessel, provided that such slaves are not detained on board against their will. If any such slaves are detained on board against their will they shall be freed, but the vessel shall, nevertheless, not on that account alone be condemned.

ARTICLE II.

All vessels found conveying slaves (other than domestic slaves in attendance on or in the discharge of the legitimate business of their masters, or slaves *bond fide* employed in the navigation of the vessels) to or from any part of His Highness' dominions, or of any foreign country, whether such slaves be destined for sale or not, shall be deemed guilty of carrying on the Slave Trade, and may be seized by any of Her Majesty's ships of war and condemned by any British Court exercising Admiralty jurisdiction.

ARTICLE III.

The present Treaty shall be ratified, and the ratifications shall be exchanged at Zanzibar as soon as possible.*

In witness whereof the respective Plenipotentiaries have signed the same, and have affixed thereto their seals.

* The Sultan of Zanzibar's Ratification is attached to the original Treaty. That of Her Majesty was delivered to the Sultan in Zanzibar, September 20, 1875.

Done at London, the fourteenth day of July, in the year of Grace one thousand eight hundred and seventy-five.

(L.S.) DERBY.
(L.S.) NASIR-BIN-SAID-ABDALLAH.

This is ratified.
(L.S.) BARGHASH-BIN-SAID.

No. 81.

Acting Consul-General Smith to the Earl of Derby.—(Received August 24.)

My Lord,

Zanzibar, July 15, 1875.

I HAVE the honour to forward, for your Lordship's information, a copy of a Decree of Restitution (with necessary documents), passed by me in the case of a dhow named "Towa-Towa," which was captured by the boats of Her Majesty's ship "Thetis," on the night of the 13th instant.

The original evidence of the slave on board the dhow in question, which led to the detention of the dhow by the officer in charge of the boats, completely broke down under cross-examination; and there was no proof whatever that the dhow was engaged in the Slave Trade.

The circumstances attending the case, however, were of a suspicious nature; and with the evidence of the slave-boy on board were, in my opinion, quite sufficient to warrant the apprehension of the dhow. I therefore awarded no compensation to the nakoda or owner, who, with the passengers, suffered but only slight inconvenience, and merely condemned the seizors in the costs of the trial.

I have, &c.
(Signed) C. B. EUAN SMITH.

Inclosure in No. 81.

Case No. 20 of 1875.

Decree.

In the Court of Her Britannic Majesty's Consul-General at Zanzibar, Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against an Arab dhow named "Tua-Tua," whereof Baraka is master, and Abdulla bin Saleh owner, her tackle, furniture, and apparel; and also against 1 male slave named Rehan, seized as liable to forfeiture by Lieutenant W. P. A. Ogle, in command of two boats of Her Majesty's ship "Thetis," before me, C. B. Euan Smith, Esq., Judge in Her Britannic Majesty's Consular Court at Zanzibar, on the 15th day of July, 1875.

APPEARED personally the said Walter Percival Acton Ogle, and produced the sworn declaration hereunto annexed, which set out the circumstances under which the above-mentioned dhow, of the dimensions specified in the annexed certificate of admeasurement, was seized off Manga Pani, in the Island of Zanzibar, on the 13th day of July, 1875, by the officer above-named. I, the said Judge, having heard the evidence, and examined witnesses on both sides, having found no proof that the said dhow was engaged in the illegal Slave Trade, do adjudge the same to be free of the above charge; and do order her to be restored to her owner, and the said Rehan to be released, condemning the seizors in the costs of this suit; but acquitting them of all blame, and of any damages or compensation that may arise by reason of the said seizure.

In witness whereof I have signed this Decree, and caused my seal of office to be affixed thereto, this 13th day of July, 1875.

(Signed) C. B. EUAN SMITH,
Her Majesty's Officiating Consul-General and Judge.

Acting Consul-General Smith to the Earl of Derby.—(Received August 24.)

My Lord,

Zanzibar, July 26, 1875.

ONE of the objects which I had in view in visiting Mombasa was to ascertain the nature of the accommodation that would be provided for any liberated slaves that might be sent there in accordance with the application of the missionary establishments at that place; and I have now the honour to report to your Lordship the information that I have gained on this point.

2. As your Lordship is aware, there are two missionary societies which have establishments at Mombasa, the one being that of the Church Missionary Society, under the charge of the Rev. W. S. Price, the other that of the United Free Methodist Mission, under the Rev. Thos. Wakefield.

3. The head quarters of the latter establishment are at Ribé, a hill station distant some twelve miles from Mombasa. In the town or its immediate neighbourhood this mission has no place for the accommodation or reception of slaves. Mr. Wakefield is seriously broken down in health, and is merely awaiting the arrival of a gentleman to replace him, to leave for England, and this gentleman, in addition to being quite new to the country and the work, will for some time at least be the sole European resident on the mission establishment. Under these circumstances, I think it would be unadvisable at present to send any liberated slaves to the United Free Methodist Mission. It is, however, very different with the establishment of the Church Missionary Society.

4. This Society's operations at Mombasa have now the advantage of being conducted by the Rev. W. S. Price, a gentleman of great and varied experience in similar work in India, under whose superintendence preparations for future work are now being made on a most extensive scale. In addition to the large estate which the Society has for some years held at Rabbai, Mr. Price, about two months ago, became the possessor of a fine and salubrious plot of land, some 2,000 acres in extent, situated on the mainland at the head of the harbour of Mombasa, and about a mile distant from the town, which is in every way most admirably suited for the purposes of the mission. The land, after much opposition on the part of the Governor of Mombasa, was purchased from Arab owners for a moderate price, and should in time become an unusually valuable property. It would be impossible to find a better situation. Directly facing the entrance to the harbour of Mombasa, it overhangs at a considerable eminence the broad and deep creek that runs up for many miles inland, and to which the ground slopes gently down, affording facilities for a complete system of drainage. The whole property is wooded with fine mango trees, and is open on every side to the sea breeze; there are no mangrove or other fever-breeding swamps anywhere in the vicinity, and the soil is believed to be of great fertility. In addition, there is a large well on the estate, apparently dating from the time of the Portuguese occupation, and which has been long known as the Banyan Well, where the slave caravans used to rest for the night, while the general ferry from the Island of Mombasa to the mainland lands its passengers upon the estate itself, which, up to the present, has been traversed by one of the most frequented routes from and to Mombasa. The stoppage of this route to slave caravans and the deprivation of the well will give another, if an unimportant, check to the northern slave land traffic. The estate has been named "Frere Town," after Sir Bartle Frere.

5. Mr. Price has been in possession of this estate for but two months, but he has already carried out great improvements, and has made preparations to receive any number of slaves up to 200. The ground has been cleared over the greater portion of the estate; a broad road, well metalled for the greater part, has been constructed round the entire property; three large and well-ventilated walled sheds have been erected, workshops and huts are springing up in every direction; and a good garden has been constructed which already produces vegetables in variety, among which the potato appears to flourish in marked contrast to the ill-success that has attended every effort to cultivate this vegetable at Zanzibar.

6. The demand for labour that has been caused by these works has given employment to a great number of the inhabitants of Mombasa, and I was glad to find that, in addition to the popularity consequent on the regular and constant employment and payment thus afforded, both the Arabs and native inhabitants looked upon the residence of these missionary gentlemen among them as a great boon, and highly valued the advice and assistance which is at all times most willingly afforded. This feeling of gratitude has been much increased by the valuable services of Dr. Forster, a medical

gentleman who joined the Church Missionary Society here some few weeks ago, and who is unceasing in his endeavours to alleviate the many diseases common here. Both the Governor and the Arab Chiefs expressed to me their sense of his goodness and of their wonder at the kindness which supplied both advice and medicine free of cost. The Governor is also in the habit of consulting Mr. Price on any subject of difficulty, which is another proof of mutual confidence and good feeling.

7. Inclosed with this I have the honour to forward, for your Lordship's information, a copy of a letter sent by me to Mr. Price, by which it will be seen that the Church Mission Establishment, when fully completed, will be on a very large scale, and this, I believe only intended as being a base for further operations in the interior of which the station at Rabbai will be the first stage. With the exception of the French Mission at Bagamoyo, no attempt at an establishment of this magnitude has ever been made upon the mainland of the East Coast of Africa up to the present time, and its ultimate success is a matter of the greatest interest. The skilled artificers and workmen with which the Mission is so liberally provided will furnish that most important practical element in the treatment of liberated slaves which has hitherto so often been overlooked; and while every guarantee is afforded that education will not be disregarded, the slave will be taught the duty of earning his own livelihood, as well as shown the way in which to do so in the most advantageous manner. A nucleus of civilization established in this way at so important a spot as Mombasa cannot fail to be productive of the best and most wide-spread effects.

8. Mr. Price was kind enough to take me all over the estate, and to explain to me all his plans, while I was at Mombasa. I was so satisfied with everything I saw and heard, and so impressed with the excellence of the guarantee thereby given that all possible means that experience and kindness could suggest would be employed to make the best use of any liberated slaves that may be for the future entrusted to the care of the Church Missionary Society, that I informed Mr. Price that I would send him the next batch of captured slaves that might be liberated by me, and that I would endeavour to have the supply kept up from time to time as circumstances afforded, while I should be happy at all times to assist him in every way in my power.

9. It appears to me that Mr. Price has initiated a new state of things in this part of Africa, and if the scheme is but carried out with the energy and tact with which it has been commenced, it cannot fail to be a success, from a practical as well as from a humane and Christian point of view.

10. I hope my proceedings will meet with your Lordship's approval.

I have, &c.

(Signed) C. B. EUAN SMITH.

Inclosure 1 in No. 82.

The Rev. W. S. Price to Acting Consul-General Smith.

Sir,

Mombasa, July 16, 1875.

I HAVE the honour, in reply to your letter dated June 24, to say:—

1. That whilst we should prefer to take charge of freed slaves who are of a teachable age, we are quite prepared to take them as they come, of any age and sex.

2. My arrangements are now so far complete that I could at once accommodate 200 slaves, and I have plenty of building materials in hand, so that on the shortest notice I could provide for any number that may be made over to us within the next twelve months.

3. I have at present three large bandas (or sheds) ready, in which to receive and accommodate men, women, and children, separately. As they come into our hands, small Swahili huts will be put up for adults, men and women. We hope soon to have permanent buildings—dormitories, schools, &c.—for any freed children that may be sent to us. There is plenty of all kinds of work going on, and our endeavour will be to lead the adults gradually to rely upon themselves, and to earn their living either as cultivators or labourers. For those not too old to learn, some education will be provided, and they will have the opportunity of acquiring a knowledge of some branch of industry. We have on our working staff an experienced medical man, a first-class naval engineer, two European mechanics, four skilled artizans from Bombay, besides about twenty Swahili carpenters and masons (the best we can get), and a number of freed Africans trained in India.

4. I have as yet no freed slaves under my care, except about eighty who were trained by me in the African Asylum at Sharanpore. They are all actively employed and doing well, some as cultivators at Rabbai, some as mechanics, and a few as house-servants.

5. Provided slaves are made over to my care by the British Consul, I apprehend no difficulty as to their safety; they would at once be located on our own colony at "Frere Town," about a mile from Mombasa, where there is not, I think, any fear of their being interfered with. If, however, we had a resident Vice-Consul, and authority to hoist the British flag, it would no doubt afford additional security.

I have, &c.
(Signed) W. S. PRICE,
Secretary to the East African Mission.

No. 83.

Acting Consul-General Smith to the Earl of Derby.—(Received August 24.)

My Lord,

Zanzibar, July 26, 1875.

IN continuation of my letter to your Lordship's address dated 26th July,* I have the honour to bring to your Lordship's notice the extreme advisability of appointing a Vice-Consul at Mombasa, who should protect British interests and watch over the Slave Trade.

I have reported in another despatch to your Lordship's address, that slave-holding, or complicity in the Slave Trade, has for the present at least been almost completely put a stop to among the British Indian community at Mombasa, the rigorous measures pursued by Dr Kirk and Captain Prideaux having induced a wholesome fear of consequences in this respect. It is very desirable, however, that this state of things should be rendered permanent, and this would be insured by the presence of a Resident Vice-Consul. The British community, now over 300 in number, most earnestly desire the presence of a Consular Officer, and believe that that would go far to resuscitate the trade of the port, which, owing to the increased heavy taxes imposed by the Sultan on his Arab subjects for the export of all produce, and from other reasons, is now in a very languishing and depressed condition.

Another advantage would be found in the protection and support that the presence of a Vice-Consul would afford to the Missionary station at Mombasa and in the vicinity, and especially to the large establishment which is now in the course of development under the superintendence of Mr. Price, and which will very appreciably increase the number of European and native British subjects resident at Mombasa.

A great check would also be placed on the slave traffic, which is, I am afraid, now most extensively carried on by land, and of which an important branch passing through the vicinity of Mombasa to the north would necessarily come under the Vice-Consul's cognizance, and concerning which I have reported fully to your Lordship in another despatch.

I am the more anxious to bring this matter to your Lordship's notice with as little delay as possible as Dr. Forster, a medical gentleman who has lately joined the Church Missionary Society at Mombasa, has expressed his willingness to undertake the duties of Vice-Consul without any payment. Dr. Forster seemed to be in every way well fitted for the post, and although he had been but a short time in the Island he had succeeded in gaining very considerable influence with the native community.

I have, &c.
(Signed) C. B. EUAN SMITH.

No. 84.

Acting Consul-General Smith to the Earl of Derby.—(Received August 24.)

(Extract.)

Zanzibar, July 26, 1875.

PREVIOUS despatches on the subject of the rebel Akida Mahomed bin Abdoolah at Mombasa have made your Lordship aware of the guarantee to life and property passed by Captain Prideaux to that Chief and to his followers on the occasion of his surrender, and Dr. Kirk has but lately kept your Lordship informed of the steps that have been taken in furtherance of that guarantee. The rebel Chief, on being deported from the Island of Pemba to Makulia, immediately previous to the Sultan's departure for England, was permitted to leave two Arab agents, chosen from his retainers, one to

* No. 82.

watch over his interests in Pemba, while another was dispatched to Mombasa with one of the Consular peons named Ali bin Said to realize his property there. He also appointed a Khojah British Indian subject, named Lakha Kanji, at Zanzibar to receive money for him and settle with his creditors.

2. The Agent Salim bin Mobarak left for Mombasa with the Consular peon shortly after my arrival at Zanzibar, and it was not long before I commenced to receive native letters representing that he was carrying things with a high hand at Mombasa, which news was confirmed by information forwarded by the Reverend Mr. Price, that a very bad feeling was springing up among the Arab and Swahili population, owing to the unjust claims made upon them by Akida's agent, and the unfair manner in which they were pressed contrary to Arab law and the decisions of the Kazi.

3. This news, and the wish to inspect the arrangements made by the Missionary Stations at Mombasa for the reception of liberated slaves, made me desirous of proceeding to Mombasa myself, and on my representing this to his Excellency Rear-Admiral Macdonald, he was kind enough to place Her Majesty's ship "Nassau" at my disposal, with instructions to call at any place that I might think desirable, as I had expressed a wish to visit the ports on the Island of Pemba, between which and the mainland a somewhat active Slave Trade is being carried on at the present moment.

4. I accordingly left Zanzibar in Her Majesty's ship "Nassau" at 12 noon on the 16th instant, and arrived at Mombasa early on the morning of the 17th instant.

5. Shortly after my arrival, the Wali or Governor came on board and paid me a visit, at the same time announcing his intention of saluting the Consular flag with 13 guns, which was accordingly done on the occasion of my return visit to the Wali the same afternoon. I may mention here that heavy rain fell the whole time of our stay at Mombasa, completely frustrating a new survey of the harbour which Captain Gray and the officers of Her Majesty's ship "Nassau" commenced on the morning of our arrival but were unable to proceed with. On the first day $2\frac{1}{2}$ inches of rain fell, and each succeeding day there was a downpour of more than $1\frac{1}{2}$ inch.

6. On the Sunday, I had intended to visit the fort quietly with some other officers, the Governor having expressed his willingness that I should inspect the whole of the fort; but on my landing at the Custom-house pier at 4 p.m. for that purpose, I found the Governor waiting to receive me, attended by a large following of Arab Chiefs, and with more than 1,000 armed men lining the streets and approaches to the fort. We were treated with the greatest civility, and were permitted to inspect the interior of the fort most thoroughly. The late bombardment has done great damage, and much of the outer wall on the sea face has been completely knocked to pieces by shell. No attempt has been made at repair with the exception of the powder magazine in the centre, which has been roughly rebuilt. The guys and ropes of the flagstaff which were shot away are still dangling in the air, and at every turn masses of ruined masonry meet the eye. The Governor informed me that nothing whatever would be done to the fort until the Sultan's return, and that to put it in thorough repair would cost a lakh of rupees, or 10,000*l.*

7. The next day I proceeded to inquire into the disputes concerning the claims made by Salim bin Mobarak, the Agent of the rebel Akida Mahomed bin Abdoolah. After consultation with the Wali, Lakha Kanji, Salim bin Mobarak, and others, it was arranged that another Kazi should sit in the place of the one whose decisions had been called in question. The claims were gone through each day in the Baraga, and at the time of my departure, all the claims to which the principal parties were present in Mombasa, had been satisfactorily settled. Some of the debtors had paid, some had successfully pleaded poverty and complete destruction of property as set-off against their debts, and some had been imprisoned pending payment. The amount recovered in this way, however, was but small, amounting in all to 710 dollars. There are $3,634\frac{1}{2}$ dollars claimed from absentees in the country, which claims will be settled as the debtors return to Mombasa, according to Arab law and the method followed at my late visit. But the more valuable portion of the Akida's property is in the Island of Pemba. Such houses and land as he possessed in Mombasa I ordered to be sold, and he has three small estates at Malindi, which will also be put up to sale. But the sum total realized by these sales will not be large. An offer of 20,000 dollars for one of his estates in the Island of Pemba has already been made, but it is believed to be worth more than this. It also will be sold as soon as convenient.

8. I was not surprised to find that the Arabs who had considered the Akida's downfall as a complete release from all his claims upon them, were most unwilling to recognize the legal right by which such claims could still be enforced. This feeling found vent in a joint letter to the Governor (copy inclosed), which was forwarded by him

for my consideration. I replied to it verbally in Baraga, and pointed out to them the error they were in, in considering that the Akida was a friend under the protection of the English; that such could not be the case, inasmuch as he was a rebel against the Sultan's authority; that the guarantee to his life and property was merely given by Captain Prideaux to prevent a much greater loss to the lives and property of the inhabitants of Mombasa; that the sums now being realized would be principally devoted to the satisfaction of the damages and losses sustained by British-Indian subjects, owing to the want of proper protection from the Arab authorities, and would not be paid to the Akida himself; and finally, that in the settlement of these claims, no attempt would be made to interfere with the ordinary course prescribed by Arab law and Arab custom, as long as no injustice was committed. My statement seemed to give satisfaction, and induced, I have reason to believe, a better feeling. But I cannot but consider the feeling on the part of the Arabs as somewhat natural, as they will certainly get no compensation for the losses they have suffered, while it is also generally believed that their statement regarding the dhows is partly true, and that these seven vessels, in addition to the 500 or 600 passengers they took on board, also concealed a considerable quantity of plunder. Nothing was given up to the Sultan on arrival at Zanzibar, and many of the Akida's relatives were afterwards observed selling ornaments and other valuables at Pemba which must have been brought from Mombasa.

9. The British-Indian community at Mombasa have sent in claims against the Akida which already amount to 14,000 dollars. Until assets are available, it would, however, be premature to go into the rectitude of these claims, which are for the great part for jewels, cash, and piece-goods, that have been stolen and destroyed. I directed the two agents for the Akida and the Hindus jointly to meet together and discuss the claims, and myself ascertained the amount of damage done to their house property, which is but insignificant, as most of the houses were merely held on rent from Arab proprietors. On the realization of the Akida's property, the claims of the British-Indian subjects will be the first to be dealt with.

10. I cautioned Salim bin Mobarak severely as to his independent bearing towards the Arab authorities, which had undoubtedly caused much discontent. I would indeed have removed him altogether, were it not that he alone is acquainted with the whole of the necessary accounts, and that it would be impossible to recover a penny were he not upon the spot. He promised amendment, and the Wali was quite contented that he should remain with the Consular peon, who was also directed to report immediately, should the Akida's agent give any cause for offence.

11. With regard to slave-holding, I have the satisfaction of reporting to your Lordship that, after the most careful and searching inquiry, I came to the conclusion that the British-Indian subjects in Mombasa and its vicinity are now quite guiltless of anything of the sort. Some suspicious cases were brought before me for trial, but they all, on inquiry, fell to the ground.

12. Mombasa, being almost completely closed to sailing vessels at this season of the year, there were no dhows in the harbour, and I heard no news concerning the sea-borne Slave Trade. I ascertained that there is still a considerable demand for slaves in the Shambas on the mainland above Mombasa. The route passes through the island, coming from the ford on the mainland called Kluidini, and traversing the island, used to lead by the Banyan well, which is now on Mr. Price's estate. This, however, is discontinued, and it now goes more to the north by a place called Kisawani, which avoids this estate. Great numbers of the slaves are said to be sold in the interior for goats and cows before they reach Mombasa. When, therefore, inhabitants of Mombasa want slaves, they send their own agents direct to Kilwa for them. Several caravans of this nature had left Mombasa just before my arrival. The Agents were in each case supplied with American gold, and took no merchandize. Suspicion having fallen upon one or two Hindi subjects, as being the men who lent the money for this purpose to some of the Arab agents, I am having them watched for proof, which will not be obtainable until the return of the caravans. The price of slaves for agricultural purposes at Mombasa is from 24 to 26 dollars, and some 200 slaves are said to be sold monthly in the Island, while caravans, amounting in the aggregate to 500 monthly, pass through it. I brought to the Governor's notice information which I had received to the effect that slaves were sold openly in his Baraga, and hawked for sale about the street. He gave no denial to this, but promised that the practice should be discontinued for the future. Many slaves were seen at Mombasa, but no "majingas," or raw slaves.

13. The Mazrui are now in a state of quietude, and are said to be busily engaged in cultivation at Takanuga under Sheikh Rashid. Their chief, Mobarak, is at Gasi, near Wasin.

14. I explained to the Governor the arrangements that had been made for the reception of slave dhows and slaves captured by our cruizers, which could not be sent into Zanzibar, and for which, if they were brought to Mombasa, he would be responsible, on which he signified his willingness to help our naval officers in every way.

15. I was surprised to find the brother of the Sultan of Johanna at Mombasa. He had been turned out of Johanna for intriguing, and on his way north had been driven into Mombasa by stress of weather, where he would be detained for repairs to the vessel for three months, in addition to the two he had already spent on the island. He was on his way to Muscat and Baghdad, and did not appear to contemplate an early return to his brother's island, where he had left his wives and family.

16. Having finished all my work at Mombasa, and having, as I believe, been successful in allaying the angry feelings that were very prevalent on my arrival, I sailed in Her Majesty's ship "Nassau" for the Island of Pemba, at 4.30 p.m. on the evening of Wednesday, the 21st instant.

Farewell visits were exchanged between the Wali and myself previous to departure, and I had an opportunity of thanking him for the extreme courtesy and marked civility evinced by the conduct of himself and his subordinates towards myself and the officers of Her Majesty's ship "Nassau."

17. The health of the town at the time of my visit was very good, though the excessive rain was described as being quite unusual.

18. My proceedings at Pemba have been made the subject of a separate despatch.

19. I trust your Lordship will approve of my proceedings at Mombasa.

Inclosure in No. 84.

Letter from the Shoyoobeh of the People of Mombasa.

(Translation.)

(After compliments.)

THE following Address is from the people of Mombasa to Sayed Ali-bin-Nasur Ilboo Sayidi. With regard to those who came on behalf of Mohamed-bin-Abdoolah, namely, Salim-bin-Mobarak Hathrami; and on the part of the English Consul, Ali-bin-Hasan:—

They have claims against the people of Mombasa. The said Agent, Salim-bin-Mobarak Hathrami wishes to press these claims in a manner contrary to the law which is laid upon us. Now we are praying God and you that we may not be dealt with except according to law. We are only subjects, and do not know what passed between Mohamed-bin-Abdoolah and our master. We have committed no fault, for we are poor subjects. Our houses were burnt, our property was stolen, our men were killed violently and wrongly. The number of the houses which are burnt is 1,000; money, ornaments, furniture, grain, to the value of one lakh, were lost and destroyed. The law will take no notice of what they have done; and then Mohamed-bin-Abdoolah, after having been taken under the English protection when his departure was near, took away our property in seven vessels to Pemba. On seeing this we went on board to the English Consul, and we spoke to him, and he agreed that Mohamed-bin-Abdoolah should not take our property, and the reply of the Consul was that all our property was to be taken to Sayed Burgash, and that he had the power to deal with it. With regard to the written deeds which have been brought forward by them (the two Agents), most of them had been paid by us, but without our taking a receipt; whenever we asked for a receipt, he refused to give one, for at that time he was as a King—we could not force him. Some obtained receipts after payment, but the receipts were burnt in our houses; and concerning some claims, we brought witness, but Salim objects. How can this be, that we should pay them whether lawful or unlawful. We beg you to see what is right, and to tell our King and the Consul.

Dated 27th Jemad al Akhr, 1292.

No. 85.

Acting Consul-General Smith to the Earl of Derby.—(Received August 24.)

My Lord,

Zanzibar, July 31, 1875.

I HAVE to report, for your Lordship's information, that at the date of the departure of the present mail everything is quiet within the dominions of His Highness the Sultan of Zanzibar.

2. News of His Highness's visit to England have been eagerly discussed among the Arab authorities here, and a feeling of great satisfaction is expressed at His Highness's reception and the account of his proceedings.

3. Intelligence reached Zanzibar by this mail that Syed Hamed bin Salim bin Sultan, a nephew of Syed Sayid, and cousin and brother-in-law of Syed Burgash, had died at Muscat. It was supposed that he had met his death by poison, administered by his slaves and concubines. There has been no public mourning observed by the authorities here, nor has the Arab flag been lowered to half mast.

4. Several large Arab caravans have arrived on the coast from Unyanyembe, having been two months on their journey from that place. They have brought down over 2,000 frasilahs of ivory, but there is no sale for it at present, owing to the reduction in price, which is now as low as 80 dollars per frasilah for the best ivory.

With them has returned Amir bin Sultan, who was sent up by His Highness Syed Burgash with a reinforcement of soldiers to the assistance of the Arabs at Unyamwezi against Mirambo. This man, however, quarrelled with the Arab Chiefs at Unyanyembe, and, after losing the greater number of his men by sickness, has now returned. The Sultan, as your Lordship is aware, announced his intention of giving no more help to the Unyanyembe Arabs, and indeed of having nothing more to do with them. But they sent down to pray him not to do this, and still acknowledge his authority at Unyanyembe, though they get no assistance from Zanzibar. Mirambo, having disappeared for some time, was believed to be dead, but has now come to light again. Caravans pass by his fort Boma, and through his country into Karagwé, without the slightest molestation, or without any taxes being demanded; and Mirambo has now announced his intention of not interfering with the Arabs in any way until the return of the caravan which he sent down with ivory as a present to the Sultan of Zanzibar, which the Sultan refused to accept, but sold and sent the proceeds back to Mirambo. At the latest date this caravan had not reached Unyanyembe on its return journey.

It is stated that one caravan of 1,500 raw slaves had reached Unyanyembe from the interior, principally from the Manyema country, and all belonging to one man.

All was quiet at Unyanyembe.

From Madagascar and Nossi Bé there is news that the small-pox is increasing in virulence. There are from thirteen to fifteen deaths a day, and in Madagascar the roads are cleared by authority, and all traffic of any sort is suspended. The extreme mortality among the slaves is causing the greatest anxiety to the planters at Nossi Bé and Mayotte, whose estates are rapidly perishing for want of labour, and they consulted Captain Hansard as to the possibility of their obtaining paid labour from the mainland. The "Flying Fish" has been ordered from here to the Seychelles and Tamatave, thus leaving the east coast with one active cruizer, Her Majesty's ship "Thetis" (exclusive of the boats of Her Majesty's ship "London"), to conduct operations against the Slave Trade.

Quarantine is established at Mayotte, Nossi Bé, and Johanna.

The health of this place is now good, but there has been a heavy downfall of rain for almost every day up to the 20th instant, which is described as quite unusual, and which gave rise to much low fever.

I have, &c.

(Signed) C. B. EUAN SMITH.

No. 86.

Acting Consul-General Smith to the Earl of Derby.—(Received August 24.)

My Lord,

Zanzibar, July 31, 1875.

IN continuation of my despatch of the 26th instant,* I have the honour to report, for your Lordship's information, that, leaving Mombasa at 4:30 P.M. on the afternoon of the 21st instant, I reached the harbour of Chak Chak; the principal village of Pemba at 6 P.M. the next day. We had anticipated that we should have reached Chak

* No. 84.

Chak early in the morning, but the "Nassau," being insufficiently provided with steam-power, could make but little headway against the very strong current which she met with immediately on clearing Mombasa, and which ran with such force that, at 6 next morning, or after more than twelve hours steaming, it was found that we had made but little over twenty-six miles. Our anchorage at Chak Chak, which was much nearer the town than any steamer had hitherto ever attempted to go, was still some four miles distant, and, at the late hour at which we arrived, nothing could be done. I therefore sent off my dragoon and clerk to inform the Governor that I wished to visit the town early the next morning, and myself remained on board ship.

2. The town of Chak Chak is very prettily situated at the head of a creek, which, leaving a magnificent land-locked eight-fathom bay, winds in and out among mangrove bushes for some one and three-quarter miles before it reaches the town, and of which the intricacies render the services of a guide very necessary to a stranger. This creek, which at high tide gives from 7 to 8 feet at the landing-place at Chak Chak, dries at low water to a distance of one and three-quarter miles from the town, leaving an unwholesome expanse of noisome black mud, which is unhealthy to the last degree, and which naturally renders the approach to the town, except at high tide, a somewhat serious undertaking; but at high tide there is no difficulty whatever. The town, to which the ascent is very steep and slippery, is built on the high land, which rises abruptly from the borders of the creek to a height of some 400 feet, and completely overlooks the vast belt of mangrove swamp by which it is encircled, and which make it so notoriously unhealthy. The principal objects of interest in it are its old and now dilapidated fort, built some hundred years ago by the Mazorias, its broad and airy streets, and the magnificent trees and foliage in which it is embosomed. The fort boasts some dilapidated guns, brought over by Sayid Sayid, which fired an occasional salute on my landing, extending over a period of half-an-hour, and which was only brought to a conclusion by the dismounting of the guns, or the expenditure of the whole available stock of powder.

3. The tide serving most conveniently, Captain Gray and myself left Her Majesty's ship "Nassau" at daybreak on the morning of the 23rd instant, and proceeded in the steam-cutter right up to the landing-place at Chak Chak, being guided by an Arab sent down for that purpose, and experiencing no difficulty whatever in our passage. As it is over thirty years since a British Consul visited Chak Chak, my reported arrival had occasioned the greatest excitement, and I found the entire population, headed by the Governor, the Arab Chiefs, and the heads of the Indian community, drawn up to await our arrival at the landing-place. Their excitement was increased by the appearance of the steam-cutter, as to the present time no boat of such a size had ever ventured so far up the creek; and they seemed to look upon it as a symbol that their long-fancied seclusion was to be done away with.

4. We were received with the greatest civility possible. The Governor is an Arab named Hamed-bin-Said bin Jumah bin Muftah. He is believed to be really anxious to assist the Sultan in carrying out his new anti-Slave Trade policy; but, as Captain Prideaux observes, he is a man raised from a low position, and has, therefore, but little power at present, the chief influence being vested in the hands of the principal Radi, an old man of the sect of the Ibathias called Rhalfan-bin-Ilakim, who showed us also the greatest civility. We found that rooms had been prepared for us in the Governor's house, to which we were at once conducted.

After the usual compliments had passed, I sent for the heads of the different classes of the Indian community, and addressed them on the subject of slave-holding. I told them what had been done by Dr. Kirk on the mainland in the way of freeing slaves, explained the penalties to which they rendered themselves liable by slave-holding, and finally summoned them to declare all the slaves in their possession.

At first these men were in a great state of consternation and alarm. They pleaded the long absence of any Consul as a reason for their ignorance of the law. I told them if they instantly declared their slaves they would escape punishment, and left them an hour to think over the matter.

At the expiration of that period they came forward and said they had determined to free all their slaves, the head man of the Bohras leading off by producing eighteen slaves, which were instantly freed. The whole of that day I was busily engaged in making out the necessary papers for the freed slaves; and at nightfall the work in Chak Chak itself was not only unfinished, but the Indians themselves begged that I would remain another day, so as to give time for their relations and friends to come in with their slaves from the more distant shambas, to which messengers had been sent to summon them to Chak Chak. I therefore requested Captain Gray to remain another day, to which that officer kindly agreed.

All next day I was engaged in the same work. Slaves were brought in from far distant parts of the island, and the Indians seemed really desirous to assist in having the work done thoroughly. Late on the afternoon of the 24th instant we came to the end of the slaves that had been brought into Pemba to be freed, and I had the satisfaction of knowing that I had given papers of freedom to 213 slaves in all. Of this total number the details are as follow :—

Banyans held no slaves at all.						
Khojahs freed	..	..	..	..	..	45 slaves.
Borhas	„	..	..	..	..	156 „
Memnon	„	..	..	..	..	12 „
Total						213 slaves.

Of which there were 84 men, 113 women, 8 boys, and 7 girls ; among whom there were no mjingas, or raw slaves.

With the exception of three men and 6 women the whole of these slaves elected to remain with their former masters, it being carefully explained to them that they had a right to demand pay for their services. The slaves appeared to be in unexceptionably good condition, and, as will be seen by the numbers given, a large majority were women, concubines of the Indians, with whom they had lived for years, and whom, except in rare instances, they did not wish to leave.

All the slaves, with the exception of forty-two, who were in the distant shambas or sent on other business, appeared before me personally, and had the conditions of freedom fully explained to them. Every measure was taken for the protection of the newly-freed slaves. The free papers for those that were absent were entrusted to the Custom master for personal delivery. Lists of the freed slaves were also left with him, and he was directed to report any case in which they should be ill-treated or of any attempt to make away with the freedom papers, which the slaves showed a keen desire to possess. The whole measure was indeed carried out most satisfactorily, and without my having to inflict a single punishment, and as has been experienced elsewhere, the Indians generally showed a feeling of extreme satisfaction that the freedom of their slaves had been forced upon them, and that they had at least relieved themselves from their liabilities to heavy punishment, under which they had so long been labouring.

It being notified to me that there were several British-Indian subjects in the north of the island who had been unable to reach Chak Chak before my departure, I had it proclaimed throughout the island that up to a certain date any British subjects coming to Zanzibar from Pemba, and declaring his slaves at the Consulate there, would come under the same category as those British subjects who had been dealt with so leniently at Pemba.

I have no doubt, in view of the great willingness exhibited on all sides to help me to carry out the work of freedom thoroughly (it being done in open Court, when I had an opportunity of watching the demeanour of the natives), that this Proclamation will have the desired effect ; and I hope to have the pleasure of reporting to your Lordship that before long there is no single case of a British subject holding slaves in Pemba. After the Indians had once commenced to free their slaves, there was no instance of attempted concealment of slaves : had there been so, the many agents I had on the look out would certainly have known it ; but I believe that without an exception the British-Indian subjects had made up their minds to act with *bona fides*. The total value of the slaves released represents a sum of 5,982 dollars, which is necessarily lost to the Indian slave-holders.

The work entailed in the preparation of all the papers and lists of freedom was very heavy, and I merely mention this to bring to your Lordship's notice the great assistance I received from Captain Gray of Her Majesty's ship "Nassau," who worked as my assistant for the two days ; without his help I could never have got the business finished in the time allotted, and my best thanks are most certainly due to him.

I have before represented to your Lordship that a very considerable Slave Trade is carried on between Pemba and the mainland. It is calculated that at least 1,000 slaves are imported and sold each month in Pemba, notwithstanding the exertions of our cruisers ; the demand for slaves being very great, owing to the profits obtainable from clove cultivation.

I impressed upon the Governor the necessity of greater vigilance on his part in the apprehension of the slave-dealers, and especially with regard to the system of lighting bonfires all along the island coastline, by which the slave-dealers make known the movements of our cruisers and frustrate their efforts. I had a good opportunity of

doing this from the fact that while we were at Chak Chak, two immense bonfires were lighted each night on the headlands near our anchorage. The Governor promised to put a stop to this system of watch fires, which, however, he said he had never heard of before. Should he be successful in so doing, it will render slave running very much more difficult. He showed every desire to carry out my suggestions, but begged for support from Zanzibar, concerning which I shall take an early opportunity of speaking to the Regent.

The suitability of Chak Chak as a depôt for the reception of slave dhows captured by our cruisers pending adjudication at Zanzibar received my attention; but on this subject, which has an important bearing on the action of our cruising boats in the Pemba Channel, I shall have the honour of addressing your Lordship after conferring with his Excellency Rear-Admiral Macdonald.

Clove estates in Pemba are daily increasing in value. The out-turn of the crop expected this year is about 80,000 frasilahs of 35 lbs. each against 82,000 last year. The price of cloves without duty being about $4\frac{1}{4}$ dollars per frasilah. The product of the Arabs' estates is generally mortgaged to Indian dealers, who largely advance money for the cultivation of the estates; and I cautioned the Indians against the danger of advancing money for the purchase of slaves. They have, I think, been thoroughly alarmed at the danger they have escaped, and for some time, at least, will not care to put themselves in a similar position. And I would add that I found no cases of Indians holding slaves on mortgage or as security, against which they were especially warned.

I finally left Chak Chak on the evening of the 24th instant, amid manifestations of the greatest goodwill on the part of the Arab authorities and our British-Indian subjects, by whom I was conducted to the boats. They were loud in their protestations of gratitude for the good that had been conferred upon them by a Consular visit, and begged that it might not be long before the visit should be repeated.

I arrived in Zanzibar on the morning of the 25th instant, and resumed my duties at the Agency.

In reporting my return to his Excellency Rear-Admiral Macdonald, I requested his Excellency to be kind enough to convey to Captain Gray and the officers of Her Majesty's ship "Nassau," my cordial thanks for the ready assistance they rendered me on all occasions.

I trust that your Lordship will approve of my proceedings at Pemba, and the course I took, in accordance with Dr. Kirk's procedure elsewhere, in awarding no punishment to our slave-holding Indian subjects, who voluntarily came forward. Had I commenced by punishment, I might have convicted a few culprits, but the great majority, who were at a distance, would have infallibly escaped detection for the time, and the slaves freed would have been but few in comparison to the general liberation that has now taken place, while discontent and intrigue would have taken the place of the general good feeling which I left behind me.

I have, &c.
(Signed) C. B. EUAN SMITH.

No. 87.

Acting Consul-General Smith to the Earl of Derby.—(Received August 24.)

(Extract.)

Zanzibar, July 31, 1875.

WITH reference to a despatch which has been forwarded through this Consulate-General under flying seal to your Lordship from Captain Elton, Her Britannic Majesty's Consul at Mozambique, and especially with reference to its inclosure to my address, I have the honour to inform your Lordship that on receipt of the news of the murder of Sheik Abderrahman of Mosembe I lost no time in sending a copy of Captain Elton's letter to his Excellency Rear-Admiral Macdonald, with a request that, should he think fit, he would send one of Her Majesty's ships-of-war to Mozambique with as little delay as possible.

2. His Excellency has agreed with me in looking upon the state of affairs which has arisen at Mozambique in consequence of this murder as being likely to exercise considerable importance upon the Slave Trade policy in the Mozambique channel and its vicinity, and after having given me the advantage of consulting with him, has directed Her Majesty's ship "Thetis" to proceed to Mozambique without delay. His Excellency was of opinion, in which opinion I concur, that were he to have proceeded there himself in the flag-ship, his presence would have given undue importance to the revolt which is

causing the Portuguese authorities so much anxiety. The "Thetis" will be amply sufficient to give Consul Elton and the Portuguese authorities all the support they require and to encourage the latter to act with vigour in the punishment of the parties implicated in this murder, which I concur with the Governor-General of Mozambique in considering as a first blow struck against the party favourable to the abolition of the Slave Trade in the Portuguese dominions.

No. 88.

Mr. Lister to Acting Consul-General Smith.

Sir, *Foreign Office, September 14, 1875.*
 I AM directed by the Earl of Derby to express to you his approval of your proceedings on your recent visit to Mombasa, as reported in your despatch of the 26th of July. The photograph of the inscriptions on the Mombasa Fort, which was contained therein, has been forwarded to the Royal Geographical Society.

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

No. 89.

Mr. Lister to Acting Consul-General Smith.

Sir, *Foreign Office, September 14, 1875.*
 I AM directed by the Earl of Derby to express to you his approval of your proceedings on the occasion of your recent visit to the Island of Pemba, as reported in your despatch of the 31st of July.

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

No. 90.

Acting Consul-General Smith to the Earl of Derby.—(Received September 28.)

My Lord, *Zanzibar, August 7, 1875.*
 I HAVE the honour to forward to your Lordship copy of a Decree of Condemnation with necessary documents, passed by me in the Vice-Admiralty jurisdiction of the British Consular Court here in the case of a dhow named the "Tende," captured by the boats of Her Majesty's ship "Thetis" on the 25th July, 1875. From the evidence sworn to in Court it was proved that, early on the morning of the 25th July Lieutenant Ogle, who was cruising on the north-west end of Pemba Island, observed a Matape dhow making out from the land, which, on seeing the English boats, at once headed for the shore, paying no attention to a shot that was fired across her bows as a summons to stop. On our boats coming within hailing distance the crew—six in number—jumped overboard and swam a-shore. The Matape being then taken in tow by our boats, was found to be in a nearly waterlogged state and sank shortly afterwards in shoal water. Three bags of cooked slave food and a large bag of slave irons were found on board her, and on Lieutenant Ogle landing on the island he found two raw slaves hidden in the bush close to the beach, one of whom, a female, had irons lying by her side. Neither of the two slaves could speak Swahili or any language intelligible to the interpreters at the disposal of the Court, and Lieutenant Ogle heard upon the island that they were members of a gang of thirty raw slaves which had landed the night before and from which they had managed to make their escape. The dhow was found to be so rotten as to be quite unseaworthy and was in consequence burnt. In this instance the case against the dhow was clear, and I passed a Decree of Condemnation accordingly.

I have, &c.
 (Signed) C. B. EUAN SMITH.

Inclosure in No. 90.

*Case No. 24 of 1875.**Decree.*

In the Court of Her Majesty's Consulate-General, at Zanzibar, Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against a dhow named "Tende;" master and owner, Kombo; her tackle, furniture, and apparel; and also against one male and one female, slaves seized as liable to forfeiture by Lieutenant Walter P. A. Ogle, when in command of the boats of Her Majesty's ship "Thetis," before C. B. Euan Smith, Esq., Judge in Her Majesty's Consular Court at Zanzibar, on the 3rd day of August, 1875.

APPEARED personally the said W. P. A. Ogle, and produced the sworn declaration hereunto annexed setting out the circumstances under which the above-mentioned dhow of the dimensions specified in the annexed certificate of admeasurement was seized off the north-west end of Pemba on 25th day of July, 1875, by the said officer. I, the said Judge, having heard the evidence and examined witnesses produced by the seizors, and in the absence of any one appearing for the defence, having found sufficient proof that the said vessel at the time of her capture was engaged in the illegal Slave Trade, do adjudge the same, with her tackle, apparel, and furniture, and the said two slaves, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen and do condemn the same accordingly, at the same time approving of the destruction of the vessel by the seizors, which was, under the circumstances, inevitable.

In testimony whereof I have signed the present Decree and have caused my Seal of Office to be affixed thereto this 3rd day of August, 1875.

(Signed) C. B. EUAN SMITH,
Her Majesty's Officiating Political Agent, Consul-General, and Judge.

No. 91.

Acting Consul-General Smith to the Earl of Derby.—(Received September 28.)

My Lord,

Zanzibar, August 14, 1875.

IN continuation of my letter dated the 28th June last, to your Lordship's address, I have the honour to report further proceedings in the case of Jetha Nanji.

2. After a long inquiry, which was considerably protracted in consequence of repeated adjournments to ensure the presence of necessary witnesses, the trial of Jaita Nanji was concluded on the 3rd August, 1875.

3. The guilty connection of the prisoner with the Slave Trade was clearly proved. He had for many months been labouring under the suspicion of being intimately connected with a notorious up-country slave-dealer, and the fact was clearly brought home to him that he had regularly supplied this man named Kibana with funds for the fitting out of his caravans with a guilty knowledge of the purpose to which such funds would be applied. In only one instance, however, had there been sufficient evidence to prove his having actually accepted and sold a slave, though there was a strong presumption that the numerous slaves held by this man Kibana were bought with the prisoner's money for his purposes and remained at his disposal. The evidence, however, was not sufficient to disprove the alleged ownership of Kibana, and I felt compelled to direct the restitution to his son and heir of the slaves of which Kibana claimed ownership at the time of his recent death.

Numerous mortgage deeds of recent date found in the prisoner's possession proved that he had been in the constant practice, carried on until quite lately, of advancing money to Arabs, who mortgaged their slaves with him as security, and these deeds there was no gainsaying.

I have the honour to inclose copy of the finding and sentence of the Consular Court in this case. The prisoner was an old man, and any prolonged period of imprisonment would probably prove fatal to him. I therefore considered it best to mark by a sentence of deportation for life and by a much heavier fine than has been yet awarded, the deter-

mination of the Court to put down similar malpractices among British Indian subjects on the East Coast, especially when carried on by men of high position among the native community.

The justice of the sentence has been generally acknowledged, and has, I believe, given general satisfaction. The fine has been paid, and the prisoner will be deported to Bombay by the first opportunity that may offer.

A copy of this finding and sentence will be sent to every port in the Sultan's dominions where there is a Custom-house for its exhibition.

I have, &c.

(Signed) C. B. EUAN SMITH.

Inclosure in No. 91.

Finding of the Court and Sentence.

In the Court of Her Majesty's Consul-General at Zanzibar.

JETHA NANJEE, a Kutchi Bhatia, and a British subject, residing within the dominions of His Highness the Sultan of Zanzibar, at Pangani, was tried on the following charges before Her Majesty's officiating Consul-General at Zanzibar; that in contravention of the Articles 370 and 371 of the Indian Penal Code—

1. He the said Jetha Nanjee did accept and remove, sell, or dispose of, a certain slave named Hapendiki.

2. That he the said Jetha Nanjee did habitually traffic and deal in slaves and connive at the Slave Trade, employing one Kibmana, a Swahili, who is since dead, as his agent in these practices, and supplying him with funds.

3. That he the said Jetha Nanjee did habitually receive slaves on mortgage or as security for debt from Arabs and others who were indebted to him.

Finding of the Court.

The Court finds the prisoner guilty of the first charge.

Guilty of the second charge, inasmuch as the Court finds that the prisoner did wilfully connive at the Slave Trade by knowingly supplying one Kibwana with funds to carry on such trade.

Guilty of the third charge.

Sentence.

The prisoner throwing himself at the mercy of the Court, the Court sentences him to pay a fine of 1,500 dollars, to be placed to the credit of Her Majesty's Indian Government, failing the payment of which the prisoner is to suffer imprisonment for the period of two years; and, furthermore, that he be banished from the dominions of His Highness the Sultan of Zanzibar for life, in accordance with the provisions of the 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 Court further directs that the slave Hapendiki, mentioned in the first charge, be freed, and her loss made good by the prisoner to the Arab to whom she was disposed of by the prisoner.

The Court further directs that the whole of the slaves held on mortgage, or as security for debt, by the prisoner be freed, and their loss made good to their original Arab owners by the prisoner.

The above being read in Court, the Assessors agree and concur in the judgment, which is accordingly signed by them.

(Signed) C. B. EUAN SMITH,

Acting Consul-General and Political Agent, Zanzibar.

Zanzibar, August 3, 1875.

Acting Consul-General Smith to the Earl of Derby.—(Received September 28.)

My Lord,

Zanzibar, August 14, 1875.

IN continuation of my letter dated the 28th June last, to your Lordship's address, I have the honour to report to your Lordship further proceedings in the case of Suliman Tawer, which was therein submitted for your Lordship's consideration.

On my return from Pemba the Heads of the Khojah community waited on me, and represented that the case of Suliman Tawer, an inhabitant of Pemba holding slaves, was by no means a more serious one than the case of the numerous British Indian subjects whom I had lately suffered to go without punishment when they voluntarily declared their slaves to be freed on my late visit to Chak Chak, and the pardon of the Court was solicited on these grounds for Suliman Tawer, should he come forward and express his desire to free all the slaves held either by himself or by his wife.

After mature consideration, I came to the conclusion that the justice of the case would be met by placing Suliman Tawer under the same category as those of his fellow subjects in Pemba who had been lately relieved from the consequences of their illegal holding of slaves. I therefore have released Suliman Tawer, who has appeared with ten slaves in Court, which have been freed, out of twelve, which are stated by him to be held by himself and his wife. Freed papers have been forwarded to the Customs Master at Chak Chak, for personal delivery to the remaining two slaves in Pemba.

The slaves here on receiving these papers elected unanimously to remain with their former master.

This decision has given satisfaction to the Khojah community here, and I trust may meet with your Lordship's approval.

I have, &c.
(Signed) C. B. EUAN SMITH.

Acting Consul-General Smith to the Earl of Derby.—(Received September 28.)

My Lord,

Zanzibar, August 14, 1875.

I HAVE the honour to forward, for your Lordship's information, copy of a Decree of Condemnation, with necessary documents, passed by me in the case of a dhow, name unknown, captured by the boats of Her Majesty's ship "London" on the 25th July, 1875, and heard in Court on the 2nd August, 1875.

From the evidence produced in Court it was proved that while Lieutenant Percy Hockin, of Her Majesty's ship "London," was cruising off Pemba with the boats of Her Majesty's ship "London" on the 22nd July, he was informed that a dhow, painted in a peculiar way, had run a cargo of fifty-five slaves on the 20th instant at Fundo Island. On the 23rd July he observed a canoe coming out of Fundo Gap with one man on board, who said that he was a slave who, with three others waiting on the beach, had escaped from a dhow which had landed fifty-five slaves at Fundo Island on the 20th July. Mr. Hockin embarked these four slaves, who told him that the dhow had gone to Kohani, whither he proceeded to search for her, but without success. He, however, continued his search on the numerous creeks and inlets in the neighbourhood, and on the 25th discovered the dhow, which was painted in a most peculiar manner, concealed in a creek a little to the north of Kohani. The slaves at once recognized the dhow as the one in which they had been transported, and a boy and a man being discovered on board her admitted the fact that she had run a cargo of fifty-five slaves on the 20th July.

It was ascertained that the owner and nakhoda of the dhow was a man named Sudi, but he never appeared, though he was said to live close to the spot where the dhow was captured, and where the boats of Her Majesty's ship "London" remained for two days before finally burning the dhow on the evening of the 27th July.

The case against the dhow was clearly proved in Court, and there was no defence, I accordingly passed a Decree of Condemnation against her, finding also that her destruction by burning was a necessary measure.

With regard, however, to the four slaves picked up by Lieutenant Hockin, they were claimed by the Regent for their Arab masters, from whom it was stated they had run away some time previously. This they also admitted, stating that they had gone to

Pangani and re-embarked there on the dhow in question to come to Pemba. I therefore ordered their restitution to their lawful owners.

I have, &c.
(Signed) C. B. EUAN SMITH.

Inclosure in No. 93.

Case No. 21 of 1875.

Decree.

In the Court of Her Majesty's Consulate-General at Zanzibar, Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against a dhow or vessel, name unknown, whereof one Sudi was said to be master and owner, her tackle, furniture, and apparel, and also against four male slaves seized as liable to forfeiture by Lieutenant Percy Hockin, R.N., of Her Majesty's ship "London," before C. B. Euan Smith, Esquire, Judge in Her Majesty's Consulate-General Court at Zanzibar on the 2nd day of August, 1875.

APPEARED personally the said Percy Hockin, and produced the sworn declaration hereunto annexed, setting out the circumstances under which a dhow or native vessel of the description and dimensions specified in the annexed certificate of admeasurement was seized in a creek off the Island of Pemba, on the 25th day of July, 1875, by the officer above named.

I the said Judge having heard evidence on both sides, having found sufficient proof that the vessel at the time of her arrival at the said Island of Pemba was engaged in illegal Slave Traffic, do adjudge the said vessel, her tackle, furniture, and apparel, to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly. And I declare that the destruction of the dhow by the seizers was inevitable under the circumstances, and I approve thereof. And it having been clearly proved that the four male slaves who were seized by the said Lieutenant Percy Hockin, and produced before me in this case, had run away from their master, and were not intended for sale, I hereby decree the restitution of each and every of them to their lawful owner.

In testimony whereof I have signed the present decree and have caused my seal of office to be affixed thereto the 2nd day of August, 1875.

(Signed) C. B. EUAN SMITH,
Her Majesty's Acting Consul-General, Judge.

No. 94.

Acting Consul-General Smith to the Earl of Derby.—(Received September 28.)

(Extract.)

Zanzibar, August 14, 1875.

I HAVE the honour to forward for your Lordship's information copy of a Decree of Condemnation, with necessary documents, passed by me in the case of a dhow, named the "Sahaleh," captured by the boats of Her Majesty's ship "London" on the 28th July, and tried in the Vice-Admiralty jurisdiction of the British Consular Court here on the 2nd August, 1875.

It was proved in evidence that, on the 28th of July, Lieutenant Percy Hockin, while cruising off the Island of Pemba, observed this dhow between Fundo Island and Pemba, and proceeded to chase her. The dhow disappeared behind a point, and on Lieutenant Hockin rounding the point he found her anchored in a little sandy cove close to a small island. Several people, who are variously estimated at from twelve to fifteen, were there seen to land from her, and run up the beach to the north point of the island, from whence they crossed to the mainland of Pemba in a large canoe. Lieutenant Hockin, after boarding the dhow, and charging the nakhoda with carrying slaves (which he denied), landed on the island, where he was informed by a native on the island, which is inhabited by a few freed slaves only, that the dhow had just landed twelve slaves, who were in

charge of an Arab, and had been taken to the main island of Pemba. This native, though severely cross-examined in Court, was consistent in his statements, and in his positive assurance that they were slaves.

The nakhoda denied that any one had landed from the dhow at all, but there were many fresh footsteps leading from the beach to the place whence these people were seen to cross over to Pemba Island.

The evidence against the dhow could not be rebutted, and I passed a Decree of Condemnation against her, directing her to be broken up and sold in separate pieces, which has accordingly been done.

The dhow was full of cargo, but, as there was no proof whatever that the passengers, who were owners of the cargo, were implicated in the carrying of the slaves, I directed its restitution to them.

Inclosure in No. 94.

Case No. 22 of 1875.

Decree.

In the Court of Her Majesty's Consulate-General at Zanzibar, Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against a dhow or vessel called "Sahaleh," whereof the owner and master was named Rashid bin Hamed, her tackle, apparel, and furniture, seized as liable to forfeiture, with her cargo, by Lieutenant Percy Hockin, R.N., of Her Majesty's ship "London," before C. B. Euan Smith, Esquire, Judge in the Court of Her Majesty's Consulate-General at Zanzibar, on the 22nd day of August, 1875.

APPEARED personally the said Percy Hockin, and produced the sworn declaration hereunto annexed, which set out the circumstances under which a dhow named "Sahaleh," of the description and dimensions specified in the annexed certificate of admeasurement, was seized off Pemba Island on the 28th of July, 1875, by the officer above named. I, the said Judge, having heard the evidence produced on both sides, having found sufficient proof that the vessel at the time of, or immediately before, her capture was engaged in illegal Slave Traffic, do adjudge the same, with 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; but, as there was nothing in the evidence produced to prove complicity in the offence against the owner or owners of the cargo, I hereby decree the restitution of the same. And I further order that the said dhow or native vessel called the "Sahaleh" be broken up, and the materials thereof be 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 2nd day of August, 1875.

(Signed) C. B. EUAN SMITH,
Her Majesty's Acting Consul-General and Judge.

No. 95.

Acting Consul-General Smith to the Earl of Derby.—(Received September 28.)

(Extract.)

Zanzibar, August 14, 1875.

I HAVE the honour to forward to your Lordship copy of a Decree of Condemnation (with necessary documents) passed by me on the 2nd August in the case of a dhow, name unknown, seized by the boats of Her Majesty's ship "London" on the 1st day of August, 1875.

It was proved in evidence that Sub-Lieutenant W. Franklin (who had been lent to Her Majesty's ship "London" by Her Majesty's ship "Undaunted") while cruising, on the 1st August, off Hog Point, to the north of Kokotoni, observed a dhow lying on the beach, from which a number of people were landing. His suspicions being aroused, he stood in towards the land, and observed many people apparently engaged in unloading

the dhow which, when he reached her, was found to be quite empty and deserted, with exception of one man who was in her, and who proved to be the nakhoda. The interpreter was then told by a boy on the beach that eleven slaves had been landed from the dhow and concealed in the bush, and he was taken by this boy to a place where he saw three women slaves guarded by two Arabs. These men threatened to shoot the interpreter, who ran back to the beach for assistance; but when Sub-Lieutenant Franklin accompanied them to the spot, the women and Arabs had disappeared. On returning to the dhow, another of her crew was discovered standing amongst a crowd on the beach, and this man confessed, on being questioned, that the dhow had started the previous night with slaves from Pemba, and had landed at this place for the day to avoid observation and for cooking purposes.

The evidence against the dhow was clearly proved to my satisfaction, and I passed a Decree of Condemnation, directing her to be broken up and sold by auction in separate pieces, which has been done accordingly.

Inclosure in No. 95.

Case No. 23 of 1875.

Decree.

In the Court of Her Majesty's Consulate-General at Zanzibar, Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against a dhow or vessel, name unknown, whereof was master Akida, her tackle, apparel, and furniture, seized as liable to forfeiture by Willingham Franklin, a Sub-Lieutenant in Her Majesty's ship "Undaunted," doing duty temporarily with the boats of Her Majesty's ship "London." Before C. B. Euan Smith, Esquire, Judge in the Court of Her Majesty's Consulate-General at Zanzibar, on the 2nd day of August, 1875.

APPEARED personally the said Sub-Lieutenant Willingham Franklin, and produced the sworn declaration hereunto annexed setting out the circumstances under which a dhow or native vessel of the description and dimensions specified in the annexed certificate of admeasurement, was seized off Ras Nguruwe on the 1st August, 1875, by the officer above-named. I, the said Judge, having heard the evidence produced on both sides, having found sufficient proof that the said vessel had, immediately preceding her seizure, been engaged in illegal Slave Traffic, do adjudge the same, 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 further order that the said dhow or native vessel, name unknown, be broken up, and the materials thereof be publicly sold in separate parts.

In testimony whereof I have signed the present decree, and have caused my seal of office to be affixed thereto this 2nd day of August, 1875.

(Signed) C. B. EUAN SMITH,
Her Majesty's Consul-General, Judge.

No. 96.

Acting Consul-General Smith to the Earl of Derby.—(Received September 28.)

My Lord,

Zanzibar, August 14, 1875.

I HAVE the honour to forward, for your Lordship's information, copy of a Decree of Restitution, with necessary documents, passed by me in the Vice-Admiralty jurisdiction of the British Consular Court here, in the case of a dhow named "Darama," captured by the boats of Her Majesty's ship "London," as she was entering Zanzibar on the morning of the 5th August.

It was proved in evidence that, on the guard-boat from the "London" boarding the dhow in question, a slave jumped on board her, and stated that he was being taken against his will by his master, a Msuqua for sale to Zanzibar; and on this statement Captain Sullivan brought the case before the Court.

It was clearly proved, however, that, even were such the case, the captain of the dhow was quite ignorant of the fact. His papers were in perfect order, and he had embarked this slave and his master on board the dhow at Pangani two days previously, with many other passengers, in perfect good faith. The slave had no appearance whatever of being a slave intended for sale; and the entire evidence, in fact, proved the innocence of the nakhoda of any complicity in illegally carrying slaves. I therefore directed the restitution of the dhow, the nakhoda claiming no damages for the brief detention of his vessel.

On further inquiry and cross-examination, it being proved to my satisfaction that the slave in question was undoubtedly being carried to Zanzibar by his master against his will, with a probability of his being sold under favourable circumstances, I ordered his release and forfeiture to Her Majesty's ship "London."

I have, &c.
(Signed) C. B. EUAN SMITH.

Inclosure in No. 96.

Case No. 25 of 1875.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against a dhow named "Darama," whereof is master one Juma, her tackle, furniture, and apparel, and also against one male slave named Baraka seized as liable to forfeiture by George L. Sullivan, Esquire, Captain in Her Majesty's Navy, and commanding Her Majesty's ship "London," in the harbour of Zanzibar, before me, C. B. Euan Smith, Esquire, Judge in the Court of Her Majesty's Consul-General at Zanzibar, on the 5th day of August, 1875.

APPEARED personally the said George L. Sullivan, Esquire, and produced the sworn declaration hereunto annexed setting out the circumstances under which the dhow "Darama," of the description and dimensions specified in the annexed certificate of admeasurement, was seized by him in Zanzibar harbour on the 4th of August, 1875. I, the said Judge, having heard the evidence produced, and examined witnesses on both sides, having found sufficient proof that the slave Baraka was being conveyed against his will from the mainland to the island of Zanzibar, do adjudge him to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen. And it having further been proved that the master of the said dhow, being in sole charge of the vessel, had no knowledge that he was conveying a slave who was being brought from the mainland against his will, and that, under the circumstances of the case, he could not be reasonably held liable or responsible for such ignorance, I hereby decree the restitution of the said dhow "Darama," her tackle, furniture, and apparel, acquitting the seizer from all blame and from any damages that may be claimed by reason of the detention of the said dhow, and condemning him only in the costs of this suit.

In witness whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 5th day of August, 1875.

(Signed) C. B. EUAN SMITH,
Her Majesty's Officiating Consul-General, Judge.

No. 97.

Acting Consul-General Smith to the Earl of Derby.—Received September 28.)

My Lord,

Zanzibar, August 20, 1875.

I HAVE the honour to forward, for your Lordship's information, copy of a Decree of Restitution passed by me in the Vice-Admiralty jurisdiction of the Consul-General's Court here, on the 16th August, 1875, in the case of a dhow named the "Marombe," seized by the boats of Her Majesty's ship "London," on the 13th August, 1875.

It was proved in evidence that Sub-Lieutenant Target, of Her Majesty's ship "London," boarded this dhow, which was sailing with a full cargo of cocoa-nuts and

fifty-three female passengers, in addition to her crew, from the Island of Monfia to Zanzibar, off Ndégé Point, about sixty miles from Chole, her port of departure in Zanzibar. Sub-Lieutenant Target found four female slaves and one boy slave on board, who did not give a sufficiently satisfactory account of themselves, and he therefore considered himself justified in detaining the dhow in question, and bringing her to Zanzibar. The whole of the other passengers declared they were free, many of them being in attendance on Arab ladies of rank who were on board the dhow.

On examination, however, of the five slaves who were produced by the prosecutors as proving the culpability of the dhow, I found that they were simply domestic slaves in attendance on their Arab mistresses, in capital condition, and all speaking Swahili perfectly. With the exception of one, they all declared that they were on the dhow by their own free will, and much wished to return to their mistresses; and one alone said she was travelling on the dhow against her free will. This was the only evidence adverse to the dhow; but this witness was not consistent in her statements—she prevaricated and contradicted herself, and it was quite impossible that I should convict the dhow on an unsupported statement of this nature. She had been embarked in attendance on her mistress, and had, by her own shewing, made no sort of objection to the procedure, and it was not even pretended that there was an intention of selling her or any other of the slaves or passengers on board the dhow. In addition to this, there was no sort of attempt at concealment on the part of any of the people connected with the dhow. She belonged to an influential Arab at Monfia, who was sending his family to Zanzibar; she was duly expected here, and it was evident had nothing to do with the Slave Trade. The irregularity in her name being different to that which was originally written in her Arab pass, was explained to my satisfaction; and though her papers were four years old, that is a common occurrence among Arab vessels, whose owners and nakhodas often consider it unnecessary to get them renewed.

It was evident that, through fear, the slaves had not told their true story when they were taken by Lieutenant Target on board the boats of Her Majesty's ship "London;" their Arab mistresses had also been afraid to claim them at the time; and this, and the fact of so many women on board, exciting his suspicion, caused Lieutenant Target to detain the dhow. I considered that he was on the whole justified in so doing, and therefore, while awarding a Decree of Restitution of the slaves, dhow, and cargo, have protected the seizors against any claims arising for damages for loss or detention.

I have, &c.

(Signed) C. B. EUAN SMITH.

Inclosure in No. 97.

Case No. 26 of 1875.

Decree.

In the Court of Her Majesty's Consulate-General at Zanzibar, Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against an Arab dhow named "Marombe," whereof Farahan is master, and Salim-hin-Saeed owner, her tackle, furniture, apparel, and cargo, and also against one male and four female slaves, seized as liable to forfeiture by Sub-Lieutenant Henry William Target, of Her Majesty's ship "London." Before me, C. B. Euan Smith, Esquire, Judge in Her Majesty's Consular Court at Zanzibar, on the 16th day of August, 1875.

APPEARED personally the said Sub-Lieutenant Henry William Target, and produced the sworn declaration hereunto annexed, which set out the circumstances under which the above-mentioned dhow, of the dimensions specified in the annexed certificate of admeasurement, was seized off Ras N'dege, on the 13th day of August, 1875, by the officer above named. I, the said Judge, having heard the evidence, and examined the witnesses produced on both sides, having found no proof that the said dhow was engaged in the illegal Slave Trade, and it having been clearly proved to me that the said one male and four female slaves were domestics accompanying the families to which they belonged, and not being transported for sale or against their will, do decree the restitution of the said dhow, with her tackle, apparel, furniture, and cargo, and also

the said slaves, to their lawful owners, condemning the seizors in the costs of this suit, but acquitting them of any claims for compensation or damages that may be brought against them by reason of this seizure.

In witness whereof, I have signed the present decree, and have caused my seal of office to be affixed thereto, this 16th day of August, 1875.

(Signed) C. B. EUAN SMITH,
Her Majesty's Consul-General and Judge.

No. 98.

Acting Consul-General Smith to the Earl of Derby.—(Received September 28.)

My Lord,

Zanzibar, August 23, 1875.

I HAVE the honour to forward, for your Lordship's information, the copy of a Decree of Condemnation, with necessary documents, passed by me in the case of a dhow, name unknown, which was captured by the boats of Her Majesty's ship "London," on the 9th day of August, 1875, and tried in the Vice-Admiralty side of the Consular-General's Court at Zanzibar, on the 21st of August, on the charge of being concerned in the illegal traffic of slaves.

From the evidence sworn to in Court, it appears that on the evening of the 9th August, Lieutenant Percy Hockin, of Her Majesty's ship "London," cruising off Pemba, observed a dhow making for Tongoni Gap, which altered her course and pulled in towards the shore immediately she saw the English boat. Lieutenant Hockin, however, boarded the dhow and found four people on board, of which the nakhoda and two men were slaves, belonging to the owner of the dhow, an Arab, named Ali bin Esa Maskari; the other being a freeman, a passenger. The dhow was found to smell very strongly, as if it had but lately been occupied by negroes, and there was a considerable quantity of cooked Indian corn and cassava root lying about the deck, with a number of mats rolled up and put away in a corner. The general appearance, in short, leading to the belief that the dhow had but lately disembarked a number of slaves.

On examining the crew, one of them confessed that they had lately run slaves, namely, two men, four women, and a boy; and this man conducted Lieutenant Hockin to the place where the slaves had been landed, on a sandy beach some three miles to the north of Tongoni Gap. Lieutenant Hockin landed at the spot, with three men and an interpreter, and proceeded to a village some distance inland, where he found another man who had been a passenger in the dhow, and was recognized by his original informant. This man also confessed that seven slaves had been landed shortly before from the dhow in question, which slaves he said belonged to an Arab of Pangani, named Ali bin Essa Maskari, and which had been taken into the bush when they just heard the arrival of Lieutenant Hockin at the village. Lieutenant Hockin was, however, unable to trace those slaves. He was compelled to burn the dhow, as she was quite rotten, and it was impossible to bring her back to Zanzibar against the monsoon; and he was, in my opinion, quite justified in so doing.

The case against the dhow was clearly proved in Court by overwhelming evidence, and there was no attempt at a defence. I accordingly decreed her condemnation, as well as the forfeiture of the three slaves found on board, who were clearly proved to be the property of her owner, and employed by him in this unlawful traffic; and I have requested the Arab authorities that they will seize and punish the man in question as speedily as possible.

I trust that my proceedings may meet with your Lordship's approval.

I have, &c.
(Signed) C. B. EUAN SMITH.

Inclosure in No. 98.

Case No. 27 of 1875.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native dhow or vessel, name unknown, whereof one Hamis was master, her tackle, furniture, and apparel, and also against three male slaves seized by Lieutenant Percy Hockin, of Her Majesty's ship "London," as liable to forfeiture. Before C. B. Euan Smith, Esquire, Judge in the Court of Her Majesty's Consulate-General at Zanzibar, on the 21st day of August, 1875.

APPEARED personally the said Lieutenant Percy Hockin, and produced the sworn declaration hereunto annexed, setting out the circumstances under which the above-mentioned dhow, of the dimensions specified in the annexed certificate of admeasurement, was seized by the said officer, off the island of Pemba, on the 9th day of August, 1875. I, the said Judge, having heard the evidence and examined witnesses on both sides, having found sufficient proof that the said vessel, at the time of her capture, was engaged in illegal slave traffic, do adjudge the same, with her tackle, furniture, and apparel, and also the said three male slaves, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly; approving at the same time of the course pursued by the seizers in the destruction of the said vessel.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 21st day of August, 1875.

(Signed) C. B. EUAN SMITH,
Her Majesty's Officiating Consul-General, Judge.

No. 99.

Acting Consul-General Smith to the Earl of Derby.—(Received September 28.)

My Lord,

Zanzibar, August 23, 1875.

I HAVE the honour to forward to your Lordship copy of a Decree of Ccondemnation passed by me in the Vice-Admiralty jurisdiction of the Consul-General's Court here on the 21st day of August, 1875, in the case of a dhow with thirty-two slaves, captured by the boats of Her Majesty's ship "London," while cruising off Pemba on the 10th day of August, 1875.

The case was quite clear against the dhow; the slaves found on board were for the greater part raw slaves. Most of them are in an emaciated condition, and many of them being unable to speak Swahili. There was no attempt at defence. It was proved that the slaves were shipped for Pemba in broad daylight at Pangani, and the Arab dealer owning a large portion of them, was taken on board, and has been committed to prison here by the Arab authorities on my requisition.

The circumstances, however, attending the capture of this dhow reflect, in my opinion, so much credit on the courage and good sense of the petty officer who took her (Richard Trigger, of Her Majesty's ship "London"), that I venture to detail them to your Lordship, in the hope that your Lordship may see fit to bring Richard Trigger's conduct to the favourable notice of the Admiralty, as such favourable notice cannot fail to give encouragement to both officers and men who are engaged in the very arduous boat service on this coast.

The facts are easily detailed. The dhow was first sighted at 8 A.M. on the morning of the 10th August. At that time she was a great way off, and Richard Trigger was in command of the "Victoria," which was watching the gap from which the dhow was making. Immediately he sighted her, however, he got into a small dingy with two other men and an interpreter, and pulled out to meet her. The dhow changed her course when she saw the English boat, but the wind fell, and the dingy gained on her. When within 800 yards, the dingy fired a shot across her bows, which produced no effect; and it was not until after she had proceeded for six miles further that the English boat got within

300 yards of her, when they fired eight shots at her, but still without causing the slightest change. She held on her course, and the interpreter said he thought she would show fight. It was by this time almost calm, so Trigger rowed right ahead of her in the dingy, which he laid across her bows, and then pulled himself up into her by her forward gear, when he saw the slaves seated in rows on the deck. He took his measures with great judgment. He made the nakhoda or captain get into the dingy, and then himself with one other English sailor, made sail in the dhow, which he brought in alongside the "Victoria," without any mishaps. He had the slaves, who had not tasted food for two days, supplied with provisions, and kept everything quiet until the return of his senior officer, Lieutenant Hockin, who found the dhow in such a rotten and leaky condition, that she was burnt by his order, a measure which, under the circumstances, was, I consider, unavoidable.

I trust your Lordship may consider that the capture of this dhow at a very considerable distance from land by these three men in a small boat is deserving of some special notice.

On board the dhow were found several papers, which implicate various Arabs residing on the coast. The name of the owner is also known, and I propose addressing the Arab authorities here, with a view to the punishment of all the guilty parties concerned. A list of prices of slaves which was also found in the dhow, seems to point out, by the extreme lowness of the prices paid, that the supply of slaves on the mainland must be plentiful. The nakhoda and three of the crew being slaves of the owner of the dhow, and employed by him in the illegal practice, were also forfeited by me.

I purpose sending these slaves to Mombasa to the Rev. W. S. Price, by an early opportunity.

I trust that my proceedings may meet with your Lordship's approval.

I have, &c.

(Signed) C. B. EUAN SMITH.

Inclosure in No. 99.

Case No. 28 of 1875.

Decree.

In the Court of Her Majesty's Consulate-General at Zanzibar, Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen, against a native dhow or vessel, name unknown, whereof one Yusuf was master, her furniture, tackle, and apparel, and also against twenty male and twelve female slaves seized as liable to forfeiture by Lieutenant Percy Hockin, of Her Majesty's ship "London," before C. B. Euan Smith, Esq., Judge in the Court of Her Majesty's Consulate-General at Zanzibar on the 21st day of August, 1875.

APPEARED personally the said Lieutenant Percy Hockin, and produced the sworn declaration hereunto annexed, which sets out the circumstances under which the above mentioned vessel of the dimensions specified in the annexed certificate of admeasurement was seized off the Island of Pemba on the 10th day of August, 1875, by the said officer, I, the said Judge, having heard the evidence produced on both sides, having found sufficient proof that the above-mentioned vessel at the time of her capture was engaged in the illegal transport of slaves, do adjudge the same to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly, together with the twenty male and twelve female slaves above-mentioned; and I hereby approve of the course pursued by the seizors in the destruction of the vessel when it was found unsafe to bring her to Zanzibar.

In testimony whereof, I have signed the present Decree, and have caused my seal of office to be affixed thereto this 21st August, 1875.

(Signed)

C. B. EUAN SMITH,

Her Majesty's Consul-General and Judge.

No. 100.

Acting Consul-General Smith to the Earl of Derby.—(Received September 28.)

My Lord,

Zanzibar, August 24, 1875.

I HAVE the honour herewith to forward, for your Lordship's information, copy of a Decree of Condemnation (with necessary documents attached) passed by me in the Vice-Admiralty jurisdiction of the Consular-General's Court on the 23rd August, 1875, in the case of a dhow captured by the boats of Her Majesty's ship "London," on the charge of being engaged in illegal Slave Traffic.

The evidence in this case was, for a great part, circumstantial, but the guilt of the dhow in question was thereby clearly proved to my satisfaction.

It appears that on the 5th August, while Sub-Lieutenant Franklin was cruising off the coast of Pemba, he received information from a man named Hadi bin Abdullah that a dhow had but lately run a cargo of fifty slaves at the port of Masuka, in the north of Pemba; that her owner's name was Jumah bin Saidi, and that of her nakhoda Hamisi.

Hadi bin Abdullah took Lieutenant Franklin to the spot where the dhow was lying, and he found her quite empty, lately washed out, smelling strongly of negroes, and without papers, name, or flag. He took her into custody, and made her over at Mesal Island to Lieutenant Hockin, of Her Majesty's ship "London." This officer was going to bring her for trial to Zanzibar, but Hadi bin Abdullah, who did not wish to come to Zanzibar, managed to make his escape, and this being the only witness, Lieutenant Hockin was compelled to release the dhow. After this he himself went to Masuka, and while there fell in with a fisherman, who stated that he had actually landed the slaves in his own canoe from the dhow which had been lately released by Lieutenant Hockin. He described the dhow, her appearance and fittings, knew the names of her owners, Jumah bin Saidi and nakhoda Hamisi, and was quite consistent in his dates and general information with all that Lieutenant Hockin had heard before.

Armed with this fresh evidence, Lieutenant Hockin took the fisherman with him and again went in search of the dhow. He found her at a place named Chapaka, and both he and the fisherman recognized her at once. She had had her masts and sail taken out of her, and it was found that the nakhoda lived in Chapaka, and had been boasting of the way in which he had bamboozled the English officers and obtained the release of the dhow through the success of his lies. Though Lieutenant Hockin remained at Chapaka for some time, no attempt was made at defending the dhow, nor was there any objection to her removal. He endeavoured to tow her down to Zanzibar, but she was found so rotten and unseaworthy that he was compelled to destroy her, in doing which he was, in my opinion, quite justified.

This being a case which rested principally on the evidence of a single witness, the fisherman, I requested the Regent Ali bin Saood to send some one to watch the case on the part of the Arab authorities. He accordingly sent one of the principal Kadis, who heard all the evidence and agreed with me that it could not be gainsayed.

This, my Lord, makes the seventh dhow which has been condemned in the Consular Court during the past month as engaged on the Pemba Slave Trade—a fact which has caused much dismay to the slave-trading population of Pemba and the adjoining mainland. The result is, in a great measure, due to the energy and tact of Lieutenant Hockin, who has lately joined Her Majesty's ship "London" from Her Majesty's ship "Undaunted," and who has had much experience on this coast while serving in Her Majesty's ship "Daphne."

I would also bring to your Lordship's notice that, on Lieutenant Hockin's proceeding to Masuka, the Chief and others there informed him that no English boat had been there for years, and that slaves had been landed in great numbers during the late Masika, or rainy season, without a single capture having been made. Masuka lies just round the north-west point of Pemba Island, and is exceedingly difficult of exit in this monsoon, though access to it is easy enough. Our cruising boats have therefore frequently avoided going round the point into the bay, and it was only in consequence of information which I had received about the slave-dhows frequenting Masuka Bay that Lieutenant Hockin paid the place a visit.

I will consult Captain Sullivan with a view to having this portion of Pemba Island more carefully watched for the future.

I have, &c.
(Signed) C. B. EUAN SMITH.

Inclosure in No. 100.

Case No. 29 of 1875.

Decree.

In the Court of Her Majesty's Consulate General at Zanzibar, Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against a native vessel, name unknown, whereof one Hamis was said to be master, and Jumah bin Saidi owner, her tackle, furniture, and apparel, seized by Lieutenant Percy Hockin, of Her Majesty's ship "London," as liable to forfeiture. Before C. B. Euan Smith, Esq., Judge in the Court of Her Majesty's Consulate-General at Zanzibar, on the 23rd day of August, 1875.

APPEARED personally the said Lieutenant Percy Hockin, and produced the sworn declaration hereunto annexed, which set out the circumstances under which the above-mentioned vessel, of the dimensions specified in the annexed certificate of admeasurement, was seized at Chapaka in the Island of Pemba, on the 14th day of August, 1875, by the said officer, I, the said Judge, having heard the evidence and examined the witnesses produced on both sides, having found sufficient proof that the above-mentioned vessel had shortly before her seizure been engaged in the illegal transport of slaves, do adjudge the same, her tackle, apparel, and furniture, to have been lawfully seized, and to be forwarded to Our Sovereign Lady the Queen, and do condemn the same accordingly. And I do further hereby approve of the course pursued by the captors in the destruction of the said vessel.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 23rd day of August, 1875.

(Signed) C. B. EUAN SMITH,
Her Majesty's Officiating Consul-General and Judge.

No. 101.

Acting Consul-General Smith to the Earl of Derby.—(Received September 28.)

My Lord,

Zanzibar, August 28, 1875.

I HAVE the honour to inform your Lordship that, just as the mail is closing, I have received news that the Arab authorities at Mombasah have seized a dhow engaged in the Slave Trade, which, sailing from Pangani to Pemba, was driven into Mombasah by stress of weather. She had 67 slaves on board, which she landed at Klindini, to the south of Mombasah, and then came by the inner channel into the harbour quite empty. Her state excited suspicion, and the nakhoda was cross-examined, and confessed. The slaves have not yet been traced, but the names of all concerned in this illegal matter are known. The Arab authorities, on my requisition, are taking energetic steps for their apprehension and punishment, and they have also decreed the destruction of the dhow in Mombasah harbour. I have expressed my acknowledgments to the officials at Mombasah for their action in this matter.

I have, &c.
(Signed) C. B. EUAN SMITH.

No. 102.

Acting Consul-General Smith to the Earl of Derby.—(Received September 28.)

My Lord,

Zanzibar, August 28, 1875.

I HAVE the honour to inform your Lordship that up to the present date all is quiet within the dominions of his Highness the Sultan of Zanzibar.

1. News from Mr. Stanley has reached the American Consulate, dated the 15th May, up to which time he is reported all well. The Acting American Consul has, however, informed me that he is precluded, by Mr. Stanley's express request, from giving any information whatever concerning his movements or his proceedings until after the

departure of the mail. There have been constant rumours in the town that Mr. Stanley had had some severe fighting in the interior, and these rumours receive confirmation in a letter addressed to the French Consul here by M. Philippe, a French merchant trading in the interior. By the courtesy of the French Consul, I am enabled to forward to your Lordship an extract from the letter in question, which is to the following effect:—

M'dabours, 18 Juillet, 1875.

“ J'appris aussi que Stanley avait été attaqué à Touron, non seulement par les naturels mais aussi par des noirs du Gouverneur de Onnaniembé, Seid bin Salim. Quelques jours plus tard un esclave de ce dernier cherchait à vendre une carabine Snider que j'ai reconnue être parfaitement celle que j'ai rencontré à Kidondoné dans les mains des hommes de Stanley. Ce nègre s'est, dit-on, vanté à Givoué la Singa d'avoir tué lui-même le propriétaire du feuil à Touron. D'après les on-dits Stanley n'a pas eu très-grand mal, et ce sont les naturels qui ont été les plus maltraités. Ces événements ont dû se passer en Février. J'ai acheté le Snider comme pièce de conviction.”

2. Bishop Steere, with a party of three European gentlemen from the Universities' Mission, proposes to leave this on Monday, the 30th instant, in the Cape mail steamer, in order to establish a mission in the Yao country, bordering on Lake Nyassa. He takes with him also Chumah and Susi, the well-known followers of the late Dr. Livingstone, and his plan of operations is sketched in his own words as follows:—

“ We propose to proceed by the Cape mail, if possible, or if not by a dhow, to the town of Lindy, which lies in about 10° south latitude and about 39° 50' east longitude. We have chosen this point as being easily accessible, the harbour being safe, with deep water and no bar. South of Lindy the coast runs off to the eastward, so that the land journey would be lengthened. Livingstone, in his last journey, landed in Mikindany Bay, to the southward, and eastward of Lindy. Our first aim will be to arrive by the shortest and easiest route at the town of the predominant Chief of the Wayao, the tribe which occupy the whole of the eastern shore of the lake. All our information goes to show that the country is now under the authority or influence of a Chief named Makanjiba, who has quite recently conquered and expelled Mataka, the Chief whom Livingstone visited. We expect to find him somewhere near the 12th parallel of latitude and about a week's march east of the lake. The native traders are, however, so very vague in their estimates of time and distance that one can form nothing more than a general idea of the time likely to be occupied in the journey. The best estimates seem to place Makanjiba's town at about three week's march from the coast. The expedition is to consist of the Rev. C. A. James, Mr. W. Beardall, Mr. A. Bellville, and myself. I propose to visit the lake, and to make enquiries about the most promising site for a central station for a mission to the Wayao, or as I should prefer to call them, by dropping all prefixes, the Yaos, and to judge for myself as to whether we had better attach ourselves to Makanjiba's settlement or no. So soon as I see my way in this matter, I propose to leave Mr. James and Mr. Beardall to form the beginnings of our permanent station, and to return to the coast with Mr. Bellville. I hope to find in Zanzibar another party ready to proceed to the interior, with whom Mr. Bellville will return, and to arrange for a regular communication at least every six months, and as much oftener as possible. As the means come to hand, I hope to plant two or four intermediate stations on the line of road for mutual support and for the evangelization of the other tribes, such as the Makonde, Wagindo, and probably Makua also, through whose countries the road may pass.”

3. There is news from Nossi Bé that the small-pox is almost at an end, though it is still very virulent upon the mainland of Madagascar. It is also reported that the French sugar-planters are in great straits for want of labour, and that no slaves are obtainable.

4. A very virulent outbreak of cattle disease is reported from Kilwa, and it is said that the roads are covered with dead and dying cattle. No particulars have been received up to date.

I have, &c.
(Signed) C. B. EUAN SMITH.

No. 103.

The Earl of Derby to Dr. Kirk.

(Extract.)

Foreign Office, September 29, 1875.

I TRANSMIT to you herewith Her Majesty's commission appointing you to be her Consul within the Comoro Islands.

You will take an opportunity of communicating this appointment to the Sultan of Johanna and other Chiefs of the Comoro group, in order that your position may be regularly recognized by them.

No. 104.

Dr. Kirk to the Earl of Derby.—(Received October 1.)

(Telegraphic.)

Aden, October 1, 1875.

SULTAN arrived at Zanzibar 19th September; Treaty ratified following day. "Thetis" captured 241 slaves between Moma River and Madagascar. Major Euan Smith sent them to Church Missionary Society, Mombasa. He leaves by this steamer for Bombay. Small-pox at Madagascar abated.

No. 105.

Consul-General Smith to the Earl of Derby.—(Received October 16.)

(Extract.)

Zanzibar, September 13, 1875.

I HAVE the honour to forward to your Lordship (accompanied by the necessary documents) a decree of condemnation passed by me in the Vice-Admiralty Jurisdiction in the Consular-General's Court here, on the 13th instant, in the case of a dhow and her cargo, captured by the boats of Her Majesty's ship "London," at Mucti, in Pemba, on the morning of the 7th instant.

From the evidence sworn to in court, it appears to me that the boat "Helena," of Her Majesty's ship "London," commanded by Charles Clarke, petty officer and coxswain, and cruising off Pemba, sighted this dhow at noon on the 7th September, 1875, coming from the southward. She gave chase, and, on coming within 1,200 yards of the dhow, fired ten shots across her bows, without causing her to lower her sail or change her course. The dhow held on, and ran close into the beach at Mteivi, where she anchored, and fifteen to twenty men, women, and children, immediately jumped out of her, and were driven by some Arabs up the beach into the bush. The coxswain and interpreter then boarded the dhow, and the nakhoda immediately offered the interpreter 6 rupees to let the dhow go, which money the latter handed over to the coxswain. A large quantity of cooked food was also found on board the dhow, and though none of the slaves that had been landed could be traced, a man who was standing on the beach swore that he had seen fifteen raw slaves landed and driven into the bush by the Arabs just before the English boat came up. At the time the slaves were landed this boat was so close to the dhow that the transaction was distinctly witnessed by the whole of the boat's crew.

The owner of the dhow, an Arab, living in Zanzibar, appeared in Court to protest his innocence; and it is probable that he himself knew nothing of the running of the slaves, as he had shipped three cases of muskets and some other cargo on board this dhow when she left Zanzibar; but the evidence against the dhow was quite clear, and I had no hesitation in passing a decree of condemnation against her and her entire cargo.

The dhow having unavoidably been burnt, the cargo was brought into Zanzibar, and sold by auction by my order.

Inclosure in No. 105.

Case No. 30 of 1875.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against a native dhow or vessel, name unknown, whereof Saidini was master, and Rashid bin Saeed owner, her tackle, furniture, and apparel, and also against her cargo, seized as liable to forfeiture by Lieutenant Percy Hockin, of Her Majesty's ship "London," before C. B. Euan Smith, Esquire, Judge in the Court of Her Majesty's Consulate-General, at Zanzibar, on the 13th day of September, 1875 :

APPEARED personally the said Lieutenant Percy Hockin, and produced the sworn declaration hereunto annexed, setting out the circumstances under which a dhow or native vessel of the description and dimensions specified in the annexed certificate of admeasurement was seized off Pemba on the 6th day of September, 1875, by the officer above-named. I the said Judge, having heard the evidence produced, and examined witnesses on both sides, having found sufficient proof that the said vessel was engaged in the illegal slave trade, do adjudge the same, her tackle, furniture, and apparel, and also the said cargo to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly ; and I do further approve of the course pursued by the seizers in the destruction of the said vessel, as being inevitable under the circumstances.

In testimony whereof I have signed the present decree, and have caused my seal of office to be affixed thereto this 13th day of September, 1875.

(Signed) C. B. EUAN SMITH,
Her Majesty's Acting Consul-General, Judge.

No. 106.

Acting Consul-General Smith to the Earl of Derby.—(Received October 18.)

My Lord,

Zanzibar, September 14, 1875.

I HAVE the honour to forward to your Lordship the copy of a Decree of Restitution passed by me in the case of a dhow captured off Pemba by the boats of Her Majesty's ship "London" on the morning of the 4th instant, and tried by me in the Vice-Admiralty Jurisdiction of the Consul-General's Court on the 13th instant.

The dhow in question had been apprehended by Lieutenant Hockin on suspicion of her lately having run five raw slaves from Pangani to Pemba. At the time of her capture there was nothing whatever suspicious about her fittings or appearance, and the evidence rested principally on the statement of one of her crew, who swore to Lieutenant Hockin that she had run the five slaves above mentioned a few days before she was taken. This man's evidence, however, completely broke down on cross-examination. The crew gave a clear and consistent account of the proceedings of the dhow since she had last left Zanzibar, and I was satisfied that, not only had she not run slaves, but that she had not been to Pangani at all. I accordingly passed a Degree of Restitution in her favour, absolving the captors from all damages for detention, as the first statement which was made to Lieutenant Hockin, in my opinion, justified the apprehension of the dhow.

In this case, Lieutenant Hockin had left the dhow and her cargo in charge of the Arab authorities at Masuka, who have been directed to deliver her intact to her owners.

I have, &c.
(Signed) C. B. EUAN SMITH.

Inclosure in No. 106.

*Case No. 31 of 1875.**Decree.*

In the Court of Her Majesty's Consulate-General at Zanzibar, Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against a native dhow or vessel, said to have been called "Sihodia," her tackle, furniture, and apparel, whereof Hassan bin Rashid is owner, and Rashid bin Hassan, master, seized, as liable to forfeiture, by Lieutenant Percy Hockin, of Her Majesty's ship "London." Before C. B. Euan Smith, Esquire, Judge in the Court of Her Majesty's Consulate-General at Zanzibar, on the 13th day of September, 1875.

APPEARED personally the said Lieutenant Percy Hockin, and produced the sworn declaration hereunto annexed, setting out the circumstances under which a dhow, or vessel of the description and dimensions specified in the annexed certificate of admeasurement, was seized off Pemba Island on the 4th day of September, 1875, by the officer above-named. I, the said Judge, having heard the evidence produced on both sides, having found no proof that the said vessel was engaged in the illegal transport of slaves, do adjudge her to be free from the above charge, and do order her to be restored to her owner; and I do further condemn the seizers in the costs of this suit, acquitting them of all claims for compensation or damages that may arise in consequence of the said seizure.

In testimony whereof I have signed the present decree, and have caused my seal of office to be attached thereto, this 13th day of September, 1875.

(Signed) C. B. EUAN SMITH,
Her Majesty's Acting Consul-General, Judge.

No. 107.

Acting Consul-General Smith to the Earl of Derby.—(Received October 16.)

My Lord,

Zanzibar, September 14, 1875.

I HAVE the honour to inform your Lordship that, on the morning of the 9th instant, I received information that a considerable body of the tribe of the Wazaramo had come down to the vicinity of Bagamoyo on the mainland, and had declared their intention of pillaging the town and proceeding to open hostilities in prosecution of a grievance which they held against the Arab authorities.

This news was confirmed by M. de Gasparay, the French Consul, who paid me a visit to inform me that he had that moment received an urgent letter from the priests of the French Mission at Bagamoyo, in which they spoke of their lives and property as being in actual danger, and that he intended leaving forthwith for Bagamoyo in the steam-ship "Deerhound," which the Regent had on his application placed at his disposal. M. de Gasparay was good enough to offer me a passage on the "Deerhound," and as I considered it necessary that some one should be on the spot to look after British interests, I accepted his offer and left with him the same afternoon for Bagamoyo.

I had requested the officer commanding Her Majesty's ship "London" to co-operate with me, and send sufficient men to Bagamoyo to enable me to carry out any measures I might consider it necessary to take for the due protection of British interests, and Lieutenant Annesley accordingly detailed for this purpose the steam-pinnace and launch, with their crews, of which he himself took command, and which proceeded to Bagamoyo that evening.

On arrival at Bagamoyo the next morning at daybreak, I found that though there had been considerable excitement among the British-Indian community there, which had led to their procuring six dhows from Zanzibar for the removal of themselves and property, this had quite passed away owing to the Wazaramos having beaten a retreat on the receipt of intelligence that assistance was coming from Zanzibar.

I further ascertained from the Arab authorities that they had ample force at their command to repress any further outbreak; 300 soldiers arrived the next day from

Zanzibar, and the Wali or Governor intended proceeding to the head-quarters of the tribe to demand satisfaction for this raid and for the death of one of his soldiers who had been killed, while another was wounded by the Wazaramos. I remained at Bagamoyo for two days to assure myself that all was quiet, and finding no further necessity for my presence returned to Zanzibar in company with the French Consul on the afternoon of Sunday the 12th instant.

As far as could be ascertained the cause of this outbreak on the part of the Wazaramo is to be found in the unpopularity of the Wali, a new Governor of fifteen months' standing, who is said to have interfered with some of the rights claimed by this tribe over the distribution of land in the vicinity of Bagamoyo.

Trusting that my proceeding may meet with approval, I have, &c.

(Signed) C. B. EUAN SMITH.

No. 108.

Dr. Kirk to the Earl of Derby.—(Received October 16.)

My Lord,

Zanzibar, September 20, 1875.

I HAVE the honour to report having this day presented, in the proper form, in open Durbar, and in presence of the Arab Chiefs, the Queen's ratification of the Treaty between Her Majesty and the Sultan of Zanzibar, which was signed at London on the 14th of July last.

I have, &c.

(Signed) JOHN KIRK.

No. 109.

Acting Consul-General Smith to the Earl of Derby.—(Received October 16.)

(Extract.)

Zanzibar, September 20, 1875.

I HAVE the honour to inform your Lordship that Her Majesty's ship "Thetis" arrived here on the evening of Thursday the 16th instant having on board 247 slaves, with 53 passengers and crew, which she had taken in a dhow running from the Moma River to Madagascar on the afternoon of the 9th instant. The case was tried by me in the Vice-Admiralty jurisdiction of the Consul-General's Court here on the morning of the 17th instant, and a Decree of Condemnation was passed against the dhow and 241 slaves, it having been found on examination that 6 of the women and children on board were free by birth.

From the evidence sworn to in Court it appears that the boats of Her Majesty's ship "Thetis" had, in company with a Portuguese gun-boat, made a complete search of the Moma River (latitude 16° 45' S., longitude 39° 19' E.) only very few days before this dhow was captured. She was laying at that time in the river concealed in a creek, and the slave dealers were aware of the presence of the English boats. Immediately on their departure the dhow sailed from Moma, but on getting out to sea was found to be in such a leaky condition that she had to run for the M'Kupe River (latitude 15° 32' S., longitude 40° 31' E.) where she put in for repairs and from whence she sailed three days previous to her capture.

The slaves found on board the dhow were almost without an exception of the Makua tribe. Though packed so tightly that locomotion was utterly impossible, and that they were quite unable either to lay down or stand up (the 'tween decks being not more than 3½ feet high), and were forced to remain seated in their own excreta, they were nevertheless found to be in a condition much superior to that in which these wretched creatures are generally captured, a fact which is due to the short time the dhow had been at sea. Fifty-three of the slaves were suffering from what Captain Ward terms "a most loathsome and virulent description of itch;" but the general health was good, and, as far as could be ascertained, but three had died on board since the vessel had left Moma. Three more died after the slaves were received on board the "Thetis." But the main body arrived at Zanzibar in excellent condition, owing to the extreme care and humanity with which Captain Ward and the officers of Her Majesty's ship "Thetis" had provided for the wants and comfort of these poor creatures.

I have dispatched the whole body of the slaves to the care of the Rev. W. S. Price, at Mombasa, who, as I have reported to your Lordship in my despatch of the

26th July, 1875, had intimated his readiness to receive any number up to 200, or even more. The French Mission here applied that some of the slaves should be made over to their charge, but as Captain Ward consented on my request to convey the slaves direct to Mombasa, I considered it better to dispatch the whole number to Mr. Price, giving that gentleman the option of sending back such slaves as he could not accommodate rather than to put the Government to the expense and delay of landing the slaves here so that the French Mission might first take such as they needed. The "Thetis" accordingly sailed for Mombasa on the morning of the 18th instant with 247 slaves. I have written to Mr. Price informing him that all such slaves as he cannot efficiently accommodate should be returned here in the "Thetis," when they can be provided for at the French Establishment at Bagamoyo; but I believe that Mr. Price will be able to accommodate the whole number.

Fourteen out of the passengers found on board were proved to be slave dealers and have been lodged in His Highness' jail here, together with the whole of the crew, consisting of nineteen men. Almost all the former claim to be natives of the Comoro Islands. The largest dealer had a venture of eighty slaves on board, for whom he declared that he had paid 2,500 dollars. I was unable to find out the profits that should have been realized by the sale of these slaves in Madagascar, but in view of the immense demand that exists on the island for slave labour, there can be no doubt that they would be very large. The slave-dealers confessed that there was no sort of check put upon the Slave Trade at Moma, though, as I would submit to your Lordship, that river is nominally under Portuguese authority to the extent, at least, that the Portuguese officials will allow no one else to exercise that surveillance which is so grievously neglected by themselves. The Chief of the Moma district is a man named Sultan Moossa, who is much feared by the people and generally known as a notorious slave-dealer, and there can be no doubt that dhows are constantly run from this river. One of the crew made a statement, which, however, requires confirmation, to the effect that ten months ago he was on board a dhow which sailed from Moma with 400 slaves, and was wrecked on the bar of the river, the whole of the slaves and almost all the crew being drowned.

I have the honour to inclose a tabular statement showing the age and sex of the slaves captured.

Inclosure 1 in No. 109.

Case No. 32 of 1875.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Vice-Admiralty Jurisdiction.

Our Sovereign Lady the Queen against a dhow or native vessel, name unknown, whereof the names of master and owner are also unknown, her tackle, furniture, and apparel, and also against 130 male and 117 female slaves, seized as liable to forfeiture by Captain Le Hunte Ward, commanding Her Majesty's ship "Thetis," before me, C. B. Euan Smith, Esquire, Judge in the Court of Her Majesty's Consulate-General at Zanzibar, on the 17th day of September, 1875.

APPEARED personally the said Captain Le Hunte Ward, of Her Majesty's Royal Navy, and produced the sworn declaration hereunto annexed, which set out the circumstances under which the said dhow or native vessel of the description and dimensions specified in the annexed certificate of admeasurement was seized on her voyage from Moma River, on the East Coast of Africa to Madagascar on the 9th day of September, 1875, by the officer above named, I, the said Judge, having heard the evidence produced, and examined witnesses on both sides, having found sufficient proof that the said vessel at the time of her capture was engaged in the illicit transport of slaves, do adjudge her to be forfeited to our Sovereign Lady the Queen, and do condemn her accordingly; and it having been fully proved that of the said 130 males and 117 females alleged to be slaves, the whole of the former and 111 of the latter were slaves being transported for sale, I do further decree that the said 130 male and 111 female slaves be also forfeited to our Sovereign Lady the Queen; and further, I do hereby approve of the destruction of the said native vessel by the seizers as having been inevitable under the circumstances.

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, 1875.

(Signed) C. B. EUAN SMITH,
Her Majesty's Acting Consul-General, Judge.

Inclosure 2 in No. 109.

Acting Consul-General Smith to the Rev. W. S. Price.

Sir, Zanzibar, [no date].

WITH reference to your letter dated 16th July, 1875, stating that the establishment of the Church Missionary Society under your charge at Mombasa was ready and willing to receive slaves liberated by Her Majesty's ships-of-war cruising on this coast, I have the honour to inform you that Her Majesty's ship "Thetis" having arrived from Madagascar with a cargo of 241 slaves, who have been freed in the Consular Court here, Captain Ward has kindly consented, at my request, to take these slaves direct to Mombasa, in order that as many of them as you are prepared to accommodate may be placed at your disposal.

2. I am unaware whether in addition to the 31 slaves which I forwarded to you in a native dhow on the 1st instant, you will be able to take the entire number now sent up in Her Majesty's ship "Thetis." Should you not be able to do so the residue can be well provided for at the French Mission at Bagamoyo, and Captain Ward will bring back all those for whom you are not able to provide efficient accommodation.

The slaves have been taken the greatest care of on board the "Thetis," and are in unusually good health, and their condition is in every way much superior to the state in which these wretched creatures are generally captured. A large number of them are children, who will, however, require much care and supervision. They belong almost without an exception to the Makua tribe, and are believed to be regularly docile and well behaved.

I should be glad if you would from time to time favour this Consulate with reports as to the condition of these slaves, their conduct, general health, capacity of learning, capability of supporting themselves, and any marked characteristics that may be developed in the course of time, as also whether they take kindly to their new life and prove themselves amenable to any necessary discipline.

I should also, now that the experiment has been commenced on so large a scale, be glad to learn from you how the location at Mombasa of so large a body of freed slaves is regarded by the Arabs in general and the neighbouring tribes.

The freed papers of these slaves will be forwarded at an early opportunity. They will be numbered with the names left blank for you to fill up. I have to request that you will be kind enough at your convenience to send me a list of their names which have not yet been ascertained. Each individual, including the very small children, should have a freed paper retained, if necessary, by you for ultimate delivery, and a register should also be kept at the Mission Society showing all the details connected with each particular slave.

I have, &c.
(Signed) C. B. EUAN SMITH.

Inclosure 3 in No. 109.

ABSTRACT of Slaves captured by Her Majesty's ship "Thetis," and Tried in the Vice-Admiralty Court at Zanzibar on the 17th September, 1875.

Men.	Boys.			Women.	Girls.			Total.
	Above 10.	Under 10.	Under 3.		Over 10.	Under 10.	Under 3.	
34	16	74	6	53	19	35	4	241

(Signed) C. B. EUAN SMITH,
Her Majesty's Officiating Consul-General and
Political Agent, Zanzibar.

No. 110.

Dr. Kirk to the Earl of Derby.—(Received October 16.)

My Lord,

Zanzibar, September 21, 1875.

I HAVE the honour to report that I have this day taken over charge of this Agency and Consulate-General from Major C. B. Euan Smith, who leaves for Aden by the mail-steamer on the 23rd instant.

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

No. 111.

Dr. Kirk to the Earl of Derby.—(Received October 16.)

(Extract.)

Zanzibar, September 22, 1875.

I HAVE the honour to report the safe arrival of His Highness Seyed Bargash and suite at Zanzibar on the morning of the 19th instant.

The day following, the foreign Consuls paid their respects, and the Chiefs of the various tribes waited on His Highness at the palace. I took this occasion of publicly presenting the Queen's Ratification of the Treaty of July 14, and thus impressing the people that any hope they entertained that His Highness, when in London and Paris, might have secured some relaxation of the rules prohibiting the import of slaves into the islands were illusory, and that arrangements more stringent than before had now been made.

No. 112.

Dr. Kirk to the Earl of Derby.—(Received October 16.)

My Lord,

Zanzibar, September 22, 1875.

HIS Highness the Sultan desires me to convey to your Lordship the three letters inclosed, addressed respectively to Her Majesty the Queen, His Royal Highness the Prince of Wales, and your Lordship.

In each of these letters His Highness announces his return to Zanzibar, on the 19th instant, and expresses his most grateful thanks for the many tokens of friendship received by him during his recent visit to England.

I have, &c.
(Signed) JOHN KIRK

No. 113.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, October 18, 1875.

I AM directed by the Earl of Derby to express to you his Lordship's approval of the steps taken by Major Smith in the cases of the British Indian subjects implicated in the Slave Trade, as reported in his despatches of the 14th of August.

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

No. 114.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, October 18, 1875.

I AM directed by the Earl of Derby to instruct you to express to the Arab authorities of Mombasa, through the proper channel, the satisfaction of Her Majesty's Government at the steps taken by them in the suppression of the Slave Trade, as reported in Major Smith's despatch of the 28th of August.

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

No. 115.

Mr. Lister to Dr. Kirk.

Sir, *Foreign Office, October 18, 1875.*
 I AM directed by the Earl of Derby to state to you that his Lordship approves the course which Major Smith proposed to pursue in regard to obtaining the punishment of the Arabs implicated in the Slave Trade, as reported in his despatch of the 23rd August.

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

No. 116.

Mr. Lister to Dr. Kirk.

Sir, *Foreign Office, October 22, 1875.*
 I AM directed by the Earl of Derby to state to you that Major Smith's conduct in regard to the threatened attack of the Wazaramo on Bagamoyo, as reported in his despatch of the 14th ultimo, has met with his Lordship's approval.

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

No. 117.

Dr. Kirk to the Earl of Derby.—(Received November 16.)

My Lord, *Zanzibar, October 11, 1875.*
 I HAVE the honour to report having sent to the charge of Consul Elton, at Mozambique, four of the slave owners taken on board the dhow seized by Her Majesty's ship "Thetis" on the 9th September, 1875, and condemned here on the 17th ultimo, for the purpose of having them given over to the Portuguese authorities, and tried for having shipped slaves from the Moma River for Madagascar.

I inclose copy of my letter of the 4th instant, addressed to Consul Elton, with reference to this matter, and I trust the course taken by me in restoring these criminals within the jurisdiction of the Portuguese Courts will meet with your Lordship's approval.

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

Inclosure in No. 117.

Dr. Kirk to Captain Elton.

Sir, *Zanzibar, October 4, 1875.*
 I HAVE the honour to inform you that, with a view to punishment by the Portuguese authorities, I now send as passengers on board of the mail steamer "Zulu," the four men marginally noted,* and I would request that on arrival of the steamer in port you will take what steps may be necessary for the legal arrest and detention of these parties in Mozambique.

The offence of which they are accused, and have in this Court, as regards the slaves in their possession, been condemned, is that of shipping slaves in the Moma River for conveyance to Madagascar, which, if proved, I presume they are criminally liable under Portuguese law, and it is for the purpose of restoring them within the jurisdiction of the Court of the country in which the offence was committed that I now send them to Mozambique.

I have been induced for the following reasons to place this especial case in your hands:—

1. As the accused were taken with a full cargo of slaves, and the nature of the voyage was beyond all doubt.
2. Because they confess here to the facts.
3. Because you are personally familiar with the circumstances of the shipment.

* Saeed Saleh, Babi Baboo, Hamis, and Abderab.

4. Because Captain Ward will shortly be at Mozambique, and able to give evidence, if needed, before the Portuguese Court.

I herewith forward in original the proceedings in this Court for your information, and I have to request you to be good enough to return the same to this Office at your earliest convenience.

I have selected four of the slave-owners, as it was obviously unnecessary to cause greater expense to Her Majesty's Government until it has been ascertained how far Portuguese law is able to deal with such offenders.

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

No. 118.

Dr. Kirk to the Earl of Derby.—(Received November 16.)

My Lord,

Zanzibar, October 19, 1875.

I HAVE the honour to forward copy of a report addressed by me this day to Secretary Aitchison, Calcutta, with reference to the apprehension and punishment of the murderers of a Banian at Paze,

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

Inclosure in No. 118.

Dr. Kirk to Mr. Aitchison.

Sir,

Zanzibar, October 19, 1875.

IN acknowledging your letter of 12th August, relative to the murder of a Banian at Paze, I have the honour to state that, on arrival at Zanzibar, I was informed that some one suspected of complicity in this murder had been seized at Lamo. I called His Highness's attention to the subject, and the most stringent orders have been sent to the Governor of that place to use every endeavour to follow up and arrest the guilty parties.

2. The authority of the Sultan's Government is, however, very weak at Paze, as indeed anywhere north of Lamo, and, short of sending an armed force, he is dependant upon the local Chiefs for the means of carrying out his orders in these parts of his dominions.

3. It will be remembered that Paze is not far distant from where Lieutenant McCausland, of the Royal Navy, was murdered in 1873. I was satisfied then, from what I saw at Lamo, that had I not been on the spot shortly afterwards, and personally told the Chief Mzee Saif that if the murderer and the Chief of Kiunga, his relative, were not produced before the Sultan at Zanzibar, I should use the English ships of war to seize him and his family, the guilty parties would never have been seen.

4. The steps taken by Her Majesty's Government on learning that the murderer in that case was not condemned to capital punishment have, no doubt, sufficiently impressed His Highness with the danger to himself of permitting such outrages on British to pass unpunished; yet since then there has been the murder of an English missionary, an English merchant, and two Banians, without the Sultan being able to do much.

These crimes were owing, no doubt, in great measure, to the murderers of Lieutenant McCausland having escaped, for the death of the actual culprit from disease or starvation in Zanzibar Fort is unknown to the common people, and the Chief of Kumga by whom undoubtedly the act was planned, was allowed to escape and return to his district unpunished.

5. But the principal reason that in all these cases justice has failed to overtake the criminals is that this Agency wants the means for sending to the spot without delay. Native means of transport are totally inadequate when prompt action is necessary, and though by such means evidence may eventually be forthcoming, it is generally produced too late to secure the capture of the culprits, or suffice for proof in a criminal court of justice. At the same time Mr. Hartly, the English missionary, was killed, Captain Prideaux, the Acting Agent and Consul-General, pointed out the difficulty of following up such cases where the Consul was without the means of going to the coast or sending some one of authority. Had Captain Prideaux been then able to do so, there is no doubt the murderer would have been found, and his guilt proved.

6. This necessity for prompt Consular action especially applies to regions such as Paza and the Somali Coast, where the authority of the British Consul, known to be backed by the force of the ships of war, is much more respected and feared than that of the Sultan, the nominal ruler of the country. In the present case, on change of the monsoon, Zanzibar will be cut off from Lamo for three months, and once the south-west monsoon has set in, it will be equally impossible for the Governor of Lama to communicate during nine months with this, unless by messenger traveling 300 miles overland through a dangerous country.

7. This Agency includes under its jurisdiction upwards of 4,000 people, almost all of whom are engaged in trade. These live in towns scattered up and down a coast-line of 900 miles, along which the prevailing currents and winds make it difficult to communicate. In addition to superintending commercial interests, the Consul is also charged with the suppression of the Slave Trade, and his jurisdiction will shortly be extended to the Comoro Islands.

8. Under these circumstances, the means of conveyance becomes essential, and I once more venture to point out how much the Service must suffer while no vessel is at my disposal.

9. With regard to the second paragraph of your letter, referring to the murder of a Banián at Lomo last year, I am happy to be able to state that one of those accused of the crime has been seized and sent here; he is now in the fort, and at the end of Ramadhan, I shall direct Mr. Holmwood, who is personally acquainted with the details of the case, to follow up the proof. In case of his guilt being proved, I will not fail to urge his Highness to inflict the most severe punishment, and shall report the result of the investigation and the Sultan's action for the information of his Excellency the Viceroy and Governor-General in Council.

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

No. 119.

Dr. Kirk to the Earl of Derby.—(Received November 16.)

(Extract.)

Zanzibar, October 20, 1875.

ON hearing a vessel was in one of the creeks a little north of Kilwa ready to embark 400 slaves for Brava, Captain Ward, then on his way to Madagascar (having come here only to land captured slaves) towed down two of the boats of Her Majesty's ship "London" as far as Monfia.

On proceeding to the creek, Lieutenant Annesly found the vessel indicated by my secret agent had sailed a few days before. Lieutenant Annesly did not discover whether she had carried slaves, but as there is no other trade to Brava from that part, and as the dhow had sailed direct for that port, I have no doubt the 400 slaves were safely carried off. Passing outside the Islands of Zanzibar and Pemba, there will be no danger of capture, as the boats of Her Majesty's ship "London" are not able to extend their operations beyond the inner channel.

No. 120.

Dr. Kirk to the Earl of Derby.—(Received December 14.)

My Lord,

Zanzibar, October 20, 1875.

I HAVE the honour to inclose copy of Decree of Condemnation in case of the "Asmeen," seized by Captain Sullivan, of Her Majesty's ship "London," as fitted for the Slave Trade.

In this case the vessel was sailing under the British Consular provincial pass, granted in favour of an Indian merchant, Abdul Haman, residing for the time at Kilwa.

The principal ground of seizure, and that on which alone the vessel was condemned, consisted in the presence on board of slave-irons, of which ten iron neck-pieces were found concealed among the cargo in the hold, while the chain and links to which these neck-pieces belonged were hid in the store-room abaft under lock and key, in keeping of those responsible for the navigation of the vessel.

Great suspicion attached to an Arab passenger on board, and it was probably he who introduced the slave-irons, but of this there was no proof, and as ten fathoms of slave-

chains with links for the neck-collars were found in the hold locked up, and in the keeping of the master, I did not hesitate to condemn the vessel.

The cargo was chiefly shipped by third parties, who there was no reason to believe could have had a criminal knowledge that slave-irons would be taken on board. I therefore released all that belonged to them; one bale of goods, the property of the owner of the vessel, was, however, condemned, together with fifty cases molasses shipped in the name of the Arab passenger, and to his order on the manifest, but of which he absolutely repudiated the ownership.

Among the letters seized and read in Court for the purpose of ascertaining the true ownership of the cargo, and whether or not a guilty knowledge or negligence sufficient to condemn the property could be discovered, I found one Arabic note from a Sheheri Arab living here, to a friend at Kilwa, in which it was said, "There is news from Europe; the Sultan has come back from England, and brings the tidings that permission will be given to carry slaves from Kilwa to Lamo. You are in luck."

I sent this to His Highness, who smiled and said, "that is what they would have liked, and they are laughing at my expense, because, not understanding my object in visiting England, they think I have gained nothing."

The writer of the note was therefore called and flogged. His Highness also said he felt so certain that the Arab passenger was going to Kilwa to purchase slaves, that he would keep him in prison until he told more than he had done.

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

Inclosure in No. 120.

Case No. 33 of 1875.

Decree.

Admiralty Jurisdiction.

In the Court of Her Majesty's Consul-General holden at Zanzibar.

Our Sovereign Lady the Queen against the vessel "Asmeen," under British flag and Consular provisional pass, her tackle, apparel, furniture, and cargo, seized as liable to forfeiture, by George L. Sullivan, a Captain in the Royal Navy, commanding Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General, on the 18th day of October, 1875.

APPEARED personally, George L. Sullivan, a Captain in the Royal Navy, commanding Her Majesty's ship "London," and produced the sworn declaration hereunto annexed, setting out the circumstances under which the vessel "Asmeen," having the British flag and Consular provisional pass, of which Yusuf was master, owned by Abdool Haman, merchant, Zanzibar, of the description and dimensions specified in the annexed certificate of admeasurement, was seized by Lieutenant Williams Martin Annesley, in command of the boats of Her Majesty's ship "London."

I, the said John Kirk, having heard the evidence and examined witnesses on both sides, having found sufficient proof that the above-mentioned vessel was fitted for the Slave Trade at time of her seizure, do adjudge the same vessel, her tackle, apparel and furniture, also that part of her cargo said to consist of fifty cases molasses, the ownership of which has been repudiated by the Arab passenger in whose name they were shipped and entered on the manifest, and one bale of piece-goods, the property of the owner of the vessel, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly. And we do hereby release, for the purpose of being restored to their rightful owners, all other cargo than the above found on board.

In testimony whereof we have signed this Decree, and have caused our Seal of Office to be affixed thereto, this 18th day of October, 1875.

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

No. 121.

Dr. Kirk to the Earl of Derby.—(Received December 14.)

My Lord,

Zanzibar, October 31, 1875.

I HAVE the honour to transmit Decree of Condemnation, with accompanying Certificates, in the case of a slave-vessel seized by the boats of Her Majesty's ship "London," on the passage from Zanzibar to Pemba.

In this instance, the vessel, crew, slaves, and slave-owners, together with owner of vessel, being placed in Court, an immediate hearing was granted.

To the charge of slave-dealing the owner of the vessel and slaves having no answer to make, a Decree of Condemnation was given, and the vessel ordered to be broken up and sold in pieces.

I then sent the owner of the slaves and of the vessel for trial before the Sultan for a breach of his laws and of Treaties, and His Highness having himself questioned both sides, ordered the two culprits to be publicly flogged, which was accordingly done in presence of the Arabic writer to the Consulate, and with the help of one of the Consular servants.

The flogging was in this case ordered in consequence of a complaint made by me that certain Arab slave-dealers had not been sufficiently punished by imprisonment in the fort, and I trust that, although in the present case the guilty parties were natives of Zanzibar, His Highness will see fit to order the same punishment when pure Arabs are next seized and placed in his hands.

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

Inclosure in No. 121.

Case No. 35 of 1875.

Decree.

Admiralty Jurisdiction.

In the Court of Her Majesty's Consul-General holden at Zanzibar.

Our Sovereign Lady the Queen against a Zanzibar vessel named "Simesa," of which Fungoa was lately master, her tackle, apparel and furniture; also against eight slaves, seized as liable to forfeiture, by Frank G. Grassie, a Sub-lieutenant in Her Majesty's Navy, when in charge of the boats of Her Majesty's ship "London," under the command of G. S. Sullivan, Captain, Royal Navy, before John Kirk, Esq., Her Majesty's Agent and Consul-General, on the 25th day of October, 1875.

APPEARED personally Sub-lieutenant F. G. Grassie, R.N., and produced the sworn declaration hereunto annexed, setting out the circumstances under which the Zanzibar vessel "Simésa," of which Fungoa lately was master, owned by Mgeni, of the description and dimensions specified in the annexed certificate of admeasurement, was seized on the 24th day of October, 1875. 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 existing between Great Britain and Zanzibar, do adjudge the above-named vessel, her tackle, apparel, and furniture, and also eight slaves, of which there are six males and two females, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly.

In testimony whereby I have signed the present Decree, and caused my seal of office to be affixed thereto, this 25th day of October, 1875.

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

In the Court of Her Majesty's Consul-General at Zanzibar.

Whereas in a cause of Slave Trade, in the case of the Zanzibar vessel "Simesa," a Decree of Condemnation was given on the 25th day of October, 1875. It is hereby certified that the vessel above named has been duly destroyed and broken in separate parts.

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

No. 122.

Dr. Kirk to the Earl of Derby.—(Received December 14.)

My Lord,

Zanzibar, November 9, 1875.

I HAVE the honour to report having this day returned from visiting Tanga, on the African coast. This district is situated seventy miles north of this post, between Pangani on the south and Mombasa on the north, and includes several villages of importance where Indian traders are established.

Near as it is to head-quarters, Tanga has hitherto escaped Consular inspections, and the Indian residents there up to the time of my visit still held their slaves, having had no means of declaring and freeing them.

The inspection of the northern district made by me in October 1873 did not extend further south than Wassein, the most northern village in the Tanga district; while that of the southern parts of the Zanzibar dominion, completed by Captain Elton under my orders, stopped at Pangani, owing to that officer's illness.

In Tanga and its dependant villages I found no less than twenty-eight houses of Indians, consisting of Bhoras and Hindus or Banians, there being twenty-two of the former and only six of the latter. The number of individuals was in the case of the Bhoras also much increased by each having his wife and family resident with them, while the Hindus lived alone. On being called on, the British Indians of this district came forward at once with sixty-four slaves. These I questioned individually, and freed.

It became thus publicly known here, as elsewhere, that the Indian residents cannot hold slaves, a position I was enabled further publicly to impress by punishing an Indian for concealment, and a native for the purchase of a slave from an Indian, the latter by depriving him of his property illegally obtained.

The trade of Tanga is wholly in the hands of the British Indians, who are, without exception, natives of Kutch. It consists of native millet, the export of which to Zanzibar and Arabia amounts to 50,000 dollars yearly; oilseed, valued at 5,000 dollars; ivory from the Masai country, about 6,000 dollars; besides cowrie shells, picked on the reefs, orchella weed on the trees near the coast, butter and cattle brought down by people of the interior. The total export trade of Tanga and its neighbourhood may, therefore, be reckoned roughly at 70,000 dollars per annum (or 12,000*l.*), all of which is purchased with cottons, beads, brass and iron wires.

The town is said to be peculiarly healthy, being built on the top of an earth cliff of 70 feet that faces the south side of the bay. On the north there is a belt of mangroves, of no depth, for the country rises immediately behind, and at no great distance off, on all sides of the bay, there is more elevated land, backed by a bold mountain mass 3,000 feet high, a continuation of the hills of Ushambala. The bay is protected in all weathers, and, now it has been surveyed by Captain Sullivan, is safe and easy of approach to vessels of any size.

Possessing such natural advantages, and surrounded as it is by a quiet, industrious people, Tanga only needs security from the raids of the wild Masai to become a district of great importance on the coast.

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

No. 123.

Dr. Kirk to the Earl of Derby.—(Received December 14.)

My Lord,

Zanzibar, November 12, 1875.

I HAVE the honour to report that, having ascertained that an Arab of Nejed had escorted a large gang of slaves from Kilwa by land to Pangani, whence

they were shipped to Pemba and sold, the purchase-money being made payable in Zanzibar by draft on an Indian, I made inquiry, and, finding that part only of the draft had been paid, stopped the remainder, by informing the Indian that he might find himself awkwardly placed if, after notice, this should be proved to be, as I knew it was, the price of slaves.

The Indian showed satisfactorily enough that an Arab of Pemba, in sending a cargo of cloves to his order, had drawn against the same in favour of this Arab for 500 dollars, and that there was nothing on the face of the transaction to make him think it was other than a legitimate business transaction.

On communicating my information to His Highness, although I had no legal proof, and dare not disclose my informer's name or how the intelligence had been obtained, the Arab was arrested and placed in prison, where he remains, for he cannot explain how he, a poor man and a stranger, came honestly possessed of the 500 dollars, and I have shown that he was on his way now to Kilwa, no doubt to try another venture, in the hope of its proving equally profitable.

My action in this case has produced great effects among slave-dealers, who find that their operations are being traced, and themselves made marked men, so as to render their future detection a very much more serious matter. I am told that, in consequence, this gang has been broken up, and several others abandoned slave journeys to Kilwa.

The slave-dealers, however, always ready to seize the occasion, are now diligently circulating a report that the Trade will be revived, in consequence of the occupation by the Egyptians of the Juba, and that the British are unable to take forcible measures against them; that Egypt will back up the Slave Trade if they once get a footing in the country, and that they deserve all sympathy as Mussulmans of the same sect as the people of Zanzibar.

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

No. 124.

Dr. Kirk to the Earl of Derby.—(Received December 14.)

My Lord,

Zanzibar, November 12, 1875.

BY the arrival of Captain Hansard, of the steamship "Medina," I am informed of active measures put in force at Majunga by the Hova Governor, under a Proclamation of the Queen of Madagascar, dated the 24th October last. In this Proclamation the order freeing all slaves introduced into the island subsequent to 1866 is published, and its provisions are, I am told, being vigorously put in force.

Although at the time of Captain Hansard's arrival at Majunga, only two days had elapsed since the issue of the Proclamation, the greater part of the population of that place had given up their slaves.

The process was, that each owner should produce all slaves claimed by him, making a statement of those introduced within the last nine years. The slaves themselves were then questioned, and any one found having made a false declaration or concealing slaves was at once punished by confiscation to Government of all his goods, and imprisonment besides.

Such being the case at Majunga, it is to be hoped the Hova Governors elsewhere will give equal effect to the law. Much of Madagascar, however, is not in the hands of the Hovas, and the Sakalavas, who hold many places, are warlike and determined slave-dealers. It was by them the boat's crew of Her Majesty's ship "Columbine" was repulsed with loss at Mindrano, and that now the boats of Her Majesty's ship "Thetis" have been attacked.

Various unofficial reports of the collision between the Sakalavas and the boats of Her Majesty's ship "Thetis" have reached me, but as Captain Ward, of that vessel, has himself communicated with the mail steamer, and will have sent to the Admiralty full and authentic accounts, I shall refrain from repeating what reaches me in private correspondence only.

Captain Hansard informs me the "Thetis" may be expected here about the 20th of November, and then proceeds direct to India.

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

No. 125.

Dr. Kirk to the Earl of Derby.—(Received December 14.)

My Lord,

Zanzibar, November 15, 1875.

I HAVE the honour to acknowledge the receipt of your Lordship's letter of September 29, 1875, transmitting Her Majesty's Commission appointing me to be the Consul within the Comoro Islands.

I shall, as instructed, take an early occasion of communicating my appointment to the King of Johanna and the various Chiefs of the islands of the Comoro Group, in order that my position may be regularly recognized by them.

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

No. 126.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, December 22, 1875.

I HAVE laid before the Earl of Derby your despatch of the 9th ultimo, relative to your recent visit to the district of Tanga, and I am now directed by his Lordship to convey to you his approval of your proceedings as therein reported.

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

No. 127.

Extract from Report by Vice-Consul Holmwood on the Trade and Commerce of Zanzibar for the Years 1873 and 1874.

PART I.—ADMINISTRATIVE.

Extent of Jurisdiction.—THE political and civil jurisdiction of the Political Agent and Consul-General at Zanzibar, which is co-terminate with the dominions of His Highness the Sultan, extends from Warshaikh (latitude 2° 19' north, longitude 45° 53' east) to Cape Delgado (latitude 10° 41' south, longitude 40° 32' east), and includes the Islands of Pemba, Zanzibar, and Mafia. This stretch of coast comprises to the north of Zanzibar Island the Somali towns of Makdishau or Magadoxo (latitude 2° 1' north, longitude 45° 24' east), Marka (latitude 1° 42' north, longitude 44° 45' east), Brava (latitude 1° 6' north, longitude 44° 3' east), and Kismayu (latitude 0° 36' south, longitude 42° 22' east); the large island on which the Wagunya (Arab, "Bajûnû," plural "Bajû") Settlements of Paté, Pazé, and Siyu or Siwi, are situated, and the large Arabo-Swahili towns of Lamu (Amu), (latitude 2° 15' south, longitude 40° 56' east), Melindi (latitude 3° 12' south), and Mombasa (latitude 4° 4' south, longitude 39° 43' east). To the south of Zanzibar the only town of any importance is Kilwa Kivinja (latitude 9° south, longitude 39' east approx.), although small villages, each the centre of a lucrative trade in gum-copal and cereal productions, are very numerous. The whole line of coast is indented with creeks and estuaries, many of which are the embouchures of rivers of considerable length, but with the possible exception of the Jub, none of them appear to be navigable beyond a short distance from the mouth, or to be of much service in developing the capabilities of inner Africa.

Population.—Of the varied races who inhabit this vast extent of littoral, the most important, both in point of wealth and influence, is that which, under the designations of Banian and Hindi, has its origin in the East Indies. Nearly the whole of the export coast trade is monopolized by persons of Indian birth or parentage, who in the town of Zanzibar act not only as independent merchants or shop-keepers, but as agents or factors to the various European houses settled in the place. The whole of these Indian residents, with a few exceptions, have a claim to British protection, and are amenable to British jurisdiction.

In addition to the Indian and British-born inhabitants of Zanzibar, the Goanese are generally understood to be under British protection, in the absence of an officer accredited by the Crown of Portugal.

It has been impossible to ascertain the exact number of Indians residing in the Mrima, or coast of Zanzibar, but it is believed that the details given in Appendix A (Statistics of Population), which have been collected by Messrs. Elton and Holmwood, are approximately accurate. Unless the machinery of a census were employed, it would not be possible, generally, to do more than give the number of houses settled on the coast.

In the town of Zanzibar the total population of the Indian community is as follows :—

	Males.	Females.	Children.	Total.
1. Hindu	314	..	..	314
2. Khoja	850	650	725	2,225
3. Bohra	109	78	131	318
4. Memon	15	10	16	41
Total	1,288	738	872	2,898

The greater number of Hindus or Banians residing on the mainland are merely agents for the houses having their head-quarters at Zanzibar. They are about 500 in number, taking an average of two to a house where the population is not known. The Banians, who chiefly belong to the Wania and Bhattia sects, merely reside in the Zanzibar territories for a few years, and never bring their wives with them.

It is difficult to form more than a rough estimate of the number of Khojas settled on the coast, as in some ports it has only been possible to obtain the number of houses. It is believed that very few Khoja women reside in the Mrima, and that it is the usual custom for Indian Mahommedans to form connections with women of native or servile origin. Taking the offsprings of these *liaisons* as legitimate, it is probable that the total number of the Khoja community may amount to 500 souls.

Calculating in the same way, the numbers of Bhoras and Memons settled on the coast may be taken at 225 and 75 respectively. Nearly all the numbers of these two communities reside in the towns and village to the northward of Zanzibar.

The whole number of British Indian subjects may therefore be reckoned approximately as follows :—

	In Zanzibar.	In Mrima.	Total.
Hindus	314	500	814
Khojas	2,225	500	2,725
Bhoras	318	225	543
Memons	41	75	116
Total	2,898	1,309	4,198

The following is the number of the Goanese settled in Zanzibar and in the Mrima :—

	In Zanzibar.	In Mrima.	Total.
Shopkeepers	14	7	21
Clerks	10	..	10
Tailors	12	..	12
Servants	14	..	14
Washermen	2	..	2
Total	52	7	59

The number of British-born subjects resident at Zanzibar is as follows :—

	Males.	Females.	Children.	Total.
Official	4	3	2	9
Non-official	12	3	..	15
Total	16	6	2	24

Jurisdiction.—The jurisdiction possessed by the Consul-General in civil and criminal matters over this large body of British subjects is regulated by Her Majesty's Order in Council of the 9th of August, 1866. Under the terms of this Order the Consul-General possesses unlimited powers in all suits of a civil nature, subject to an appeal to the High Court of Bombay, where the sum or matter at issue exceeds 200 dol. in money value, and provided that all suits of a value exceeding 500 dol. be heard with assessors. In criminal matters the Consul-General has power to award a fine of 200 dol., or imprisonment not exceeding one month; or should he deem the offence to be inadequately met by the infliction of these penalties, he may with the assistance of assessors award a fine of 1,000 dol., or imprisonment up to twelve months. The Assistant Political Agents having been appointed British Vice-Consuls at Zanzibar have similar powers under the Order in Council.

Under the provisions of the Act of the Indian Legislature, No. XI, of 1872 (the Foreign Jurisdiction and Extradition Act), the Governor-General in Council has conferred upon the Political Agent at Zanzibar (Notification No. 1275 of 13th June, 1873,) the jurisdiction of a Justice of the Peace and Magistrate of the 1st Class; and by a further Notification, No. 770, dated 1st of April, 1874, the jurisdiction, in cases coming under the slavery section of the Indian Penal Code, of a Deputy Commissioner under Section 36 of the Criminal Procedure Code. The Political Agent is therefore empowered in certain cases to inflict seven years' rigorous imprisonment, subject to no appeal except to the Governor-General in Council.

The following Table exhibits the number of suits filed in the Consular Court during the years 1872, 1873, and 1874 :—

Year.	Number.	Value of Suit.		Fees Paid.			Remarks.
		Dol.	c.	Rs.	a.	p.	
1872	45	32,171	25	673	0	0	Four suits for which no money value is claimed.
1873	68	38,909	37½	1,254	13	0	Three suits for which no money value is claimed.
1874	221	73,591	90	1,801	9	7	Four suits for which no money value is claimed.

I am unable to account for the great increase of litigation which is apparent during the past year. The Court is now held in an easily accessible building, and every facility is given to suitors; but this is scarcely sufficient to afford an explanation. It may be mentioned, however, that as no Limitation Act is in force at Zanzibar, several claims of many years' standing have lately been brought before the Court; while the present transitional state of affairs here has also induced many people to seek a final settlement with their creditors, which in many cases can only be done through the intervention of the Consular authorities. Whenever practicable, recourse has been had to arbitration.

The number of criminal cases disposed of in the Consular Court during 1873 and 1874 are shown below :

Year.	Number.	Offences against the Slavery Laws.		Offences against Property.		Offences against the Person.		Petty Offences		Fines and Fines Levied.
		Convicted.	Acquitted.	Convicted.	Acquitted.	Convicted.	Acquitted.	Convicted.	Acquitted.	
1873	18	8	4	3	..	2	..	1	..	Rs. a. p. 2,026 5 6
1874	52	15	2	2	..	6	2	25	..	3,131 6 8

In such a community as the Indian Colony at Zanzibar, consisting principally of traders and shop-keepers, offences of serious nature are very rare. The greatest difficulty has been to induce them to attend to ordinary sanitary rules, and to keep the narrow lanes in which they reside free from the accumulation of animal and vegetable refuse. Several of the householders who have shown gross neglect in this matter have been fined, but continual vigilance is still required.

The most serious cases were those of Indians tried for offences connected with slave holding or dealing. One of these, that of Lalljee Dayal, was committed by Dr. Kirk to the High Court of Bombay, but was dismissed by Mr. Justice Gibbs on the ground of want of jurisdiction, the accused not being a British subject. The

matter is now under the consideration of Government, but there is no doubt that the 4th Article of the Treaty of 1873 has had the effect of placing all natives of India residing in Zanzibar on an equal footing with British subjects in all matters connected with the slavery laws.

Political.—The political position of the State of Zanzibar and of its Sovereign has been so fully described in the published correspondence respecting Sir Bartle Frere's mission to the East Coast of Africa that it would be superfluous, without entering into unimportant details, to attempt to add anything to the able paper furnished by the special Envoy on the subject. I shall, therefore, confine myself to mentioning one or two of the principal incidents which have occurred since the commencement of 1873.

The chief event during the two years under review is the signing of the Treaty for the suppression of the sea-borne Slave Trade, which was negotiated by Sir Bartle Frere and concluded after the departure of the Envoy by Dr. Kirk; I shall advert to the effects of this Treaty a little further on.

One incident which should not be left unrecorded is the death of the Munyi Mku, or Sultan of the Wahadimu or original inhabitants of Zanzibar. This lad, who is mentioned by Sir Bartle Frere in his report, was the last of his race, and the tax upon the Wahadimu being no longer continued, they may be looked on as assimilated in every respect, except language, with the other inhabitants of Zanzibar. Sultan Ahmed, the Munyi Mku, died in March, 1873, from small-pox.

The year 1873 was darkened by an event of an almost unprecedented nature on the East Coast of Africa.

On the 15th September, Lieutenant M. MacCausland, of Her Majesty's ship "Daphne," was murdered at Kionga, a small village to the northward of Lamoo, by a party of Wagunya. The village was destroyed, and the murderer subsequently arrested and imprisoned in the Fort of Zanzibar, where he died before the orders of Her Majesty's Government as to his disposal could be received. The motive of the crime is supposed to have been connected with our Slave Trade policy.

Two other murders of Europeans took place in 1874. On the 28th January, Mr. Benjamin Hartley, a young student belonging to the Universities Mission, was killed at Morongo, a small village near Tanga, where he fell in with a slave caravan, and having injudiciously interfered with the Arabs in charge, he was shot down, and after being barbarously hacked about was left for dead. He was found and removed to Zanzibar, but died from the effects of his wounds on the 15th February following. Every effort was made to discover the murderers, but without success.

On the 10th April, Mr. Arthur Heale, the agent of a German house at Brava, was attacked and speared by two Bush Somalis while returning from a visit to a garden he possessed outside the town, and died a few days afterwards. The Somalis made their escape, but it is believed that they are known, and they may ultimately be captured. No blame appears to be attributable to the authorities or people at Brava.

Nothing further of public interest has occurred during the period under review.

Public Revenue.—The revenue of His Highness the Sultan, Seyyed Burgash bin Saïd bin Sultan, is almost entirely derived from the Customs duties, which are farmed by the Bombay firm of Jairam Sewjee. The sum annually paid by this house is 300,000 dollars, but it is understood that the total purchase money amounted to 540,000 dollars, the balance of 240,000 dollars being employed in paying off the large debt due by the Ruler of Zanzibar to the Customs farmers. The farm will expire in August 1876, and it is believed that the debt will be liquidated about the same time. In order to expedite this end, His Highness has lately begun to levy some restrictive duties upon coast produce, a matter which will form the subject of a separate Report.

The Sultan's private estates bring in an income of 25,000 dollars per annum. He has lately turned his attention to sugar-planting; but as it is very doubtful whether the climate of Zanzibar is suited to the cultivation of the cane, it is not probable that much success will attend his efforts in that direction.

The loss of revenue consequent upon the abolition of the sea-borne Slave Trade is estimated by Dr. Kirk at nearly 9,000*l.* per annum.

Slave Trade.—Since the conclusion of the Treaty of the 5th of June, 1873, no large captures have been made by our cruizers of any vessels clearing from ports in the dominions of the Sultan of Zanzibar. In September, 1873, a large dhow, containing 217 slaves, was seized by the Arab Governor of Lamoo, but with this exception all the large seizures have been made in the vicinity of Madagascar, and it has been clearly

shown that a considerable trade still exists between that island and the small ports in the vicinity of Mozambique. The appointment of a Consul to the latter place will undoubtedly do much to check this traffic.

I annex (Appendix B.) detailed statement of the cases heard and determined in this Vice-Admiralty Court during the past two years, of which the following is a summary :—

Year.	Cases brought into Court.	Decree of Condemnation.	Decree of Restitution.	Number of Slaves Liberated.
1873	29	25	4	165
1874	14	13	1	674

So far as the conveyance of slaves by sea is concerned, I am glad to be able to report, that to the best of my knowledge, the Sultan of Zanzibar has steadily adhered to his engagements, and has, whenever called upon, cheerfully assisted the Political Agent in carrying out the policy of England; but within the same period the Slave Trade has been resuscitated in a comparatively new form; and from the latest intelligence received, there is little doubt that the land Traffic, if not speedily checked, will soon grow into a regularly organized system, and eventually prove more lucrative than the maritime trade.

By Article IV of the Treaty of 1873, natives of Indian States under British protection were precluded from any longer possessing slaves; and with the view of freeing any person who might still be held in bondage by British Indian subjects, Dr. Kirk and Captain Elton respectively undertook missions to the northern and southern portions of the Sultan's dominions, which occupied several months at the end of 1873 and beginning of 1874.

The following Table exhibits the results of these missions :—

Name of Consular Officer.	Owners.	Number of Slaves.	Remarks.
Dr. Kirk	145	478	201 elected to remain with masters.
Captain Elton	313	1,409	927 elected to remain with masters.
Total	458	1,887	

As all deeds of mortgage in which slaves are held in part security have been declared to be invalid, there is much reason to hope that the stigma of slave-holding has at last been cleared away from the reputation of the subjects of the British Crown residing on the East Coast of Africa; and that the capital which has for years past been employed in promoting this abominable Traffic, may be now diverted to the higher purpose of developing the legitimate trade of these regions.

East African Surveys.—As auxiliary to our efforts for the Suppression of the Trade, the operations of the vessels employed in the survey of the East Coast must not be left unnoticed. Her Majesty's ship "Shearwater" arrived at Zanzibar in July, 1873, and before her departure for the Cape in February, 1874, had completed the survey of Zanzibar Island, and the opposite coast between Pangani and Dar-es-Salam, and had roughly sketched the coast to the southward as far as Kilwa. On the whole, the old charts of Captain Owen were found not so much to need corrections as additions. Her Majesty's ship "Narcissus" arrived in April, 1874, and commencing at Kiswere, has made a careful survey of the coasts as far as Cape Delgado, including Lindi and Mikindani harbours, and the mouths of the Mungulho River.

It is impossible to speak too highly of the labours by which Commanders Wharton and Gray, and the indefatigable staff of officers under their respective commands, have added to our previously limited knowledge of the geography and hydrography of this interesting but little known region.

The Consulate of Great Britain was raised to the rank of a Consulate-General on the 18th July, 1873; and two officers were appointed as Assistants to the Political Agent in March, 1873, and subsequently nominated as Vice-Consuls. I subjoin a list of the *personnel* of the various Consulates as they stood on the 31st December, 1874.

Great Britain and Ireland.

John Kirk, M.D., Political Agent and Consul-General (on leave).
 Captain W. F. Prideaux (Acting).

Captain Frederic Elton, 1st Assistant Agent and Vice-Consul.
 Frederic Holmwood, 2nd Assistant Political Agent and Vice-Consul.

France.

Emile de Gasparry, Gérant du Consulat.

Germany.

Robert Veers, Acting Consul.

United States of America.

Frederic M. Cheney, Acting Consul.

The following Table gives the statistics of the foreign populations in Zanzibar on the same date :—

	Males.	Females.	Children.	Total.
French	15	5	..	20
German	15	2	..	17
American	5	..	..	5
Total	35	7	..	42

MADAGASCAR.

No. 128.

The Earl of Derby to Consul Pakenham.

Sir,

Foreign Office, January 20, 1875.

ON the 30th November last I instructed you to express to the Hova Government the great satisfaction with which Her Majesty's Government had learnt the Hova Proclamation of the 2nd of October, ordering the emancipation of all Mozambique slaves introduced into Madagascar since 1865, and I have since received your despatch, of the 2nd of November, stating the causes which, in your opinion, influenced the Hova Government in issuing this Proclamation.

Whatever may have been the inducements which caused the Hova Government to take this step, there can be no doubt that it will have a most important effect on the Mozambique Slave Traffic, if the Hova policy of preventing the introduction of slaves from the mainland of Africa into Madagascar is carried out in good faith, and I shall be glad, therefore, to hear from you, from time to time, the results of this Proclamation, not only with reference to the emancipation of slaves already imported into Madagascar, but also as regards any future importations.

I have only to add that I approve your note to the Hova Chief Secretary of State, a copy of which accompanied your despatch of November 2 referred to, and that it will be your duty to encourage, and to assist by all proper means in your power, the efforts of the Hova Government to carry into effect the abolition policy which they have so recently adopted.

I am, &c.
(Signed) DERBY.

No. 129.

Consul Pakenham to the Earl of Derby.—(Received August 6.)

My Lord,

Tamatave, May 5, 1875.

I HAVE the honour to transmit herewith, for your Lordship's information, copies of letters addressed by me to the Hova Governor of Tamatave and to the Chief Secretary of State at Antananarivo.

The case of Ledy appears very clear, and I feel certain that his statement as regards the time at which he was landed at Majunga, and there sold to, and purchased by his present master, a Hova nobleman at the capital, is in every respect true. But I feel equally sure that Ledy will be made to disappear and that the usual answer will be returned by the Governor of Tamatave that he is not to be found.

With reference to my letter to the Hova Chief Secretary of State I consider it my duty to submit, for your Lordship's consideration, that to the best of my knowledge and belief the Queen of Madagascar's Decree of the 2nd of last October is a dead letter as far as practical results are concerned, as I have not been able to discover that a single Mozambique has been liberated in consequence of its promulgation, but I shall only be too happy to find myself wrong in the conclusions I have come to on the subject.

But it cannot be denied that a very general impression prevails in Madagascar, that so long as the present Hova Chief Secretary of State remains in office, slaves from beyond sea will continue to be imported into this island. Indeed, I have been lately assured, by parties who have no interest in misleading me, that almost simultaneously

with the publication of the Decree of the 2nd October, 1874, the Hova Chief Secretary of State appointed several Arabs to offices of trust on the West Coast of Madagascar, thus facilitating their means of carrying on the Slave Trade.

Under these circumstances, and in presence of the evident bad faith of the Hova Chief Secretary of State in carrying out the Treaty engagements of his Government, I venture to submit, for your Lordship's favourable consideration, the desirability, as appears to me, of a searching inquiry being instituted into the present condition of the Slave Trade from beyond sea in Madagascar, the measures adopted by the Hova Government for its suppression, and the results obtained by the promulgation of the Decree of the 2nd October last, more particularly with reference to the number of Mozambique slaves liberated under its provisions.

I beg further to recommend, in the event of this course being approved by your Lordship, that the Naval Commander-in-chief on this station be associated with me in this inquiry, and that the Hova Government be invited to send two Commissioners of corresponding rank to be present and represent them on the occasion; the whole proceedings of the Commission to be reduced to writing and submitted to your Lordship.

It only remains for me to add, in the event of this recommendation being entertained by your Lordship, that the most favourable season for the arrival of the flag-ship at Tamatave would be the commencement of September, and that by receiving a telegram from the Foreign Office, despatched to the care of the Governor of Mauritius, conveying to me your Lordship's instructions on the subject, I should be able to make the necessary arrangements prior to the arrival of Rear-Admiral Macdonald.

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

Inclosure 1 in No. 129.

Consul Pakenham to Rainifringia, Governor of Tamatave.

Sir,

Tamatave, May 5, 1875.

I HAVE the honour to inform your Excellency that a Mozambique, stating his name to be Ledy, and that of his present master Rainimena, 11vtra of Tananarivo, declared to me this morning, in presence of witnesses, that he had only been three years in Madagascar, having been landed at Majunga, and sold to, and purchased as a slave by, his present master within that time.

I have therefore the honour to request and require that Ledy may be detained at Tamatave pending reference to the Hova Government at Tananarivo.

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

Inclosure 2 in No. 129.

Consul Pakenham to the Chief Officer of State Rainimaharavo.

Sir,

Tamatave, May 5, 1875.

I HAVE the honour to inform your Excellency that this morning a Mozambique, stating his name to be Ledy, and that of his master to be Rainimena, 11vtra, a Hova nobleman of Antananarivo, declared, in presence of witnesses, that he had been landed at Majunga, and sold to, and purchased by, his present master as a slave only three years ago.

In reporting this case to your Excellency, I desire to invite your attention to the fact alleged by Ledy that his present master is a Hova officer of rank and position at the capital, from which it may be inferred that even at Antananarivo, the seat of the Hova Government, the Decree of the 2nd of last October, as far as practical results are concerned, has already become a dead letter.

As I have no power to conceal this state of things from Her Britannic Majesty's Government, but as I desire, at the same time, to report matters impartially and dispassionately, I shall feel obliged by your Excellency causing me to be furnished, with the least possible delay, with the following particulars:—

1. Total number of Mozambique slaves owned by the Malagasy.

2. Number introduced into Madagascar since the conclusion of the British Treaty in 1865.
3. Number liberated in virtue of the Decree of October 2, 1874.
4. Their names.
5. The names of their former masters.
6. How many of these slaves have elected to remain in Madagascar.
7. In what districts they have settled.
8. The form of pass delivered to them establishing their freedom.
9. How many have elected to leave Madagascar.
10. Their names.
11. At what ports they have embarked.
12. For what destination.
13. Names of vessels on which they have taken passages.

As regards the case of Ledy, I beg to inform your Excellency that I have this day addressed an official requisition to the Governor of Tamatave to the effect that Ledy be detained at the battery pending your Excellency's instructions as to the prosecution of this case before me.

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

No. 130.

Mr. Lister to Consul Pakenham.

Sir,

Foreign Office, August 12, 1875.

I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 5th of May, stating that, so far as you can ascertain, the Decree recently issued by the Queen of Madagascar for the emancipation of all slaves introduced into the island since 1865 has become a dead letter, owing to the negligence of the Hova authorities in seeing to its being properly carried out.

Lord Derby approves of the communications which, as reported in your despatch now under reply, you have addressed to the Hova Government on this subject; but, before forming any opinion as to the necessity for the formation of a Commission of Inquiry, such as that suggested by you, his Lordship would wish to be furnished with all the detailed information and proof which you can yourself collect, and I am to instruct you to prepare and send home a report accordingly.

The Lords of the Admiralty have been requested to instruct the naval officers visiting Madagascar waters to send in similar reports.

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

No. 131.

Consul Pakenham to the Earl of Derby.—(Received December 11.)

My Lord,

Tamatave, July 15, 1875.

WITH reference to my despatch of the 5th May, I have now the honour to inclose, for your Lordship's information, a copy of the Hova Chief Secretary of State's reply to my letter, a copy of which was transmitted in the above-mentioned despatch.

As I fully anticipated, the Mozambique "Ledy" was made to disappear, and, after the fact of such disappearance had been fully ascertained, the Hova Chief Secretary of State sent his reply to my letter, which speaks for itself and requires little comment at my hands, beyond my submission that it does not contain a single answer to any one of my questions.

In conclusion, I beg to represent that the steps which I am taking to ascertain by what means the Slave Trade from beyond sea is still being carried on in Madagascar, I fear, with the full knowledge and connivance of certain leading members of the present Hova Government, must, in my opinion, shortly result, not only in the discovery of the implicated parties, but also in a full exposure of the whole system under which this abominable traffic is continued.

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

Inclosure in No. 131.

The Chief Secretary of State Rainimaharavo to Consul Pakenham.

(Translation.)

Sir,

Ambohimanga, June 6, 1875.

I HAVE received your letter written on the 5th May, speaking of the Mozambique "Ledy," slave of Rainimiena 11vtra, Andriandaly, and reporting that he was quite lately brought from Majunga, and that he was sold and then bought by his present owner; also that this took place three years ago.

And this is what is answered. I tell you that from the time of my receiving your letter, I have caused the man named Rainimiena to be searched for, but still, although many persons bear that name, yet no one is known answering to your description; wherefore I wish that the Governor of Tamatave and yourself should examine "Ledy" in the following manner:—

1. What is the real name of Rainimiena 11vtra?

2. What is the particular quarter or suburb of Antananarivo in which his house is?

After you have obtained the answers to these questions, please inform me of them quickly.

In your letter you state that even in Antananarivo, the seat of the Hova Government, the law which was made on the 2nd October last has already become a dead letter.

The following is my answer to that:—In the capital of every civilized nation it cannot be prevented that there be thieves there who have stolen the property of others; nevertheless, those thieves are not known. Does the non-acquaintance with the names of those thieves cause the law to be a dead letter? The case of Rainimiena is exactly similar. Our ignorance of him and of his breaking the law (even should he have been bold enough to do that) does not make the law a dead letter.

And I tell you that you ought not to make use of such an expression, for you astonish me by venturing to do so, seeing that the Madagascar and the British Governments are on friendly terms.

And for the present it cannot be known for certainty whether Rainimiena 11vtra has really done what he is accused of by Ledy, or whether Ledy brings a false charge against him because he wishes to become free.

And on account of your friendship for myself, I will put you in possession of the answers to the thirteen questions in reference to the Mozambiques.

And now I tell you. I am not able to lead you to hope that you will get them, for there is the law, the very law you have seen respecting the Mozambiques, and if any Malagasy breaks it, he shall be condemned according to the law.

I visit you and say Good-bye; God bless you!

Says your friend,
(Signed) RAINIMAHARAVO.

No. 132.

Consul Pakenham to the Earl of Derby.—(Received December 11.)

My Lord,

Tamatave, September 11, 1875.

WITH reference to previous correspondence respecting the presumed participation of several leading members of the present Hova Government in the traffic of slaves from beyond sea carried on at the capital of Madagascar, and more especially to my despatch addressed to your Lordship on the 15th of last July, I have now the honour to submit, for your Lordship's information, the copies of three letters from me to the Hova Chief Secretary of State on the subject.

As will be seen from this correspondence, on the 30th ultimo fifteen Mozambique slave children (eight boys and seven girls) were discovered at Antananarivo in the possession of certain Arabs, who were endeavouring to sell them. Most of these children could neither understand nor speak Malagasy, but, nevertheless, it was ascertained that they themselves, as well as their Arab owners, had lately come over from Zanzibar to Madagascar.

Under these circumstances, I considered it my duty to address the Hova Chief Secretary of State in the terms of the inclosures in this despatch, as it appears to me desirable that a searching inquiry into the circumstances of this case should take place at

Tamatave, on perfectly neutral ground, away from all local influences attaching to the capital, where, I regret to state, it is generally reported that the Slave Trade from beyond the sea is not only countenanced and supported, but even shared in by several leading Hova officials.

Trusting that my proceedings in this matter will meet with your Lordship's approval,

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

Inclosure 1 in No. 132.

Consul Pakenham to the Chief Secretary of State Rainimaharavo.

Sir,

Tamatave, September 10, 1875.

IN your Excellency's letter dated June 6, 1875, in answer to mine of the 5th of the preceding month of May, without replying to one single one of the queries contained in my letter respecting the emancipation of Mozambique slaves illegally introduced into and sold in Madagascar, your Excellency has seen fit not only to question the accuracy of my statements, but even my right to denounce "slave dealings" carried on under the very eyes of the Hova Government at Antananarivo, in defiance of the provisions of the British Treaty.

Your Excellency's correspondence on this subject shall be duly laid before the Earl of Derby.

I beg now to address your Excellency and to claim the immediate manumission and surrender to British authority in Madagascar of eight Mozambique boys and seven girls which have lately been brought over to Madagascar from Zanzibar, and were at Antananarivo, I fear, with the full knowledge of the Hova Government, on the 30th of August now last past.

I shall shortly have to claim other Mozambique children who were introduced into the capital about the same time, and who have already been sold to different parties.

I purposely abstain from any comment on what has lately taken place at the capital. Facts speak for themselves more eloquently than anything I can say. But your Excellency's unfriendly attitude, especially of late, towards Her Britannic Majesty's Representative in Madagascar, as regards his repeated representations on the subject of the traffic in slaves from beyond the sea carried on at Tananarivo, a fact which has become public and notorious, appears to me to entail very great personal responsibility on your Excellency.

In conclusion, I beg most emphatically to protest against the admission of a plea which may possibly be raised by the Arab slave-dealers at the capital, that the Mozambique slave children lately introduced there by them are their domestic servants, and in support of this protest I beg to refer your Excellency to the terms of the British Treaty (Article XVII) prohibiting the "landing" of slaves from beyond sea in any part of Madagascar.

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

Inclosure 2 in No. 132.

Consul Pakenham to the Chief Secretary of State Rainimaharavo.

Sir,

Tamatave, September 11, 1875.

I HAVE the honour to request that the Arabs concerned in the late slave traffic from beyond sea carried on at Tananarivo may be detained in custody pending a full and searching inquiry into the charges against them.

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

Inclosure 3 in No. 132.

Consul Pakenham to the Chief Secretary of State Rainimaharavo.

Sir, *Tamatave, September 11, 1875.*
 WITH reference to my letter of yesterday to your Excellency respecting certain slave dealings carried on at Antananarivo, the seat of the Hova Government, in utter defiance, as well of the provisions of the British Treaty as of the Royal Proclamation published at the Capital on the 2nd of last October, I have now the honour to require, in the name of Her Britannic Majesty's Government, that the Arabs concerned in the traffic of slaves from beyond sea as well as the unfortunate Mozambique slave children found in their possession at Antananarivo on the 30th of August ultimo, may be sent to Tamatave in order that a searching inquiry into this case may take place on perfectly neutral ground, away from all local influences attaching to the capital.

The British Treaty is explicit as to the stipulated condition that no slave from beyond sea shall be landed in any part of Madagascar; I consequently opine that a direct violation of this provision cannot, under any circumstances, confer on the Hova authorities powers of jurisdiction over slaves illegally introduced into this island.

I, therefore, rely with confidence on your Excellency's ready compliance with the requests contained both in my letter of yesterday and in this communication. As, of course, any endeavour to disprove facts, which have now become publicly notorious, can only lead to very serious complications.

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

No. 133.

Consul Pakenham to the Earl of Derby.—(Received December 11.)

My Lord, *Tamatave, September 11, 1875.*
 I HAVE the honour to report, for your Lordship's information, the arrival at Tamatave from Seychelles on the 27th ultimo, of Her Majesty's steam sloop "Flying Fish," Commander Crohan, kindly placed at my disposal by Rear-Admiral Macdonald, for the purpose of conveying me to any ports of Madagascar which I might desire to visit; but the services of which vessel I was unable to avail myself of, in consequence of the prevalence of pestilential small-pox both on the north-east and west coasts of Madagascar.

I beg to inclose, for your Lordship's information, copies of my letters to Her Majesty's Naval Commander-in-chief and to Commander Crohan on the subject.

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

Inclosure 1 in No. 133.

Consul Pakenham to Captain Crohan, R.N.

Sir, *Tamatave, August 29, 1875.*
 THE reported prevalence of pestilential small-pox on the north-east and west coasts of Madagascar renders it inexpedient for me to avail myself at this moment of the services of Her Majesty's sloop "Flying Fish," so kindly placed at my disposal by his Excellency Rear-Admiral Macdonald, for the purpose of enabling me to visit certain ports on either coast.

Under these circumstances I shall feel much obliged should the performance of this duty not interfere with any more important service by your calling on the way to Mozambique at Marancet, a port situate about 180 miles north of Tamatave, and Vohemaro much further north, for the purpose of showing our military flag at both places, which are important trading stations in connection with the Mauritius.

On arrival at these ports it is desirable that you should hold an interview with the Hova Commandants in command, and impress on these officials the necessity of their protecting and facilitating British trade, and prohibiting the introduction or sale of slaves from beyond sea, within their respective districts.

From your conciliatory attitude towards the native authorities which I have had

an opportunity of observing, I feel sure that your visit to these stations will be productive of much good to British interests; and I beg herewith to inclose letters of introduction to the Hova Commandants of both ports in order that you may be received not only in a friendly manner, but at the same time with due courtesy and honour.

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

Inclosure 2 in No. 133.

Consul Pakenham to Rear-Admiral Macdonald, R.N.

Sir,

Tamatave, August 29, 1875.

I HAVE the honour to acknowledge the receipt on the 25th July ultimo of your Excellency's despatch dated Aden the 21st May, reporting that your Excellency had succeeded Rear-Admiral Cumming as Naval Commander-in-chief on the East India Station.

And, on the 27th instant, I received from Commander Crohan a further despatch from your Excellency placing the services of Her Majesty's sloop "Flying Fish" at my disposal for the purpose of conveying me to any ports in the Island of Madagascar which it is desirable I should visit.

I feel greatly indebted to your Excellency for having sent the "Flying Fish" to Tamatave, and should gladly have availed myself of the opportunity thus afforded me of visiting certain ports on the north-east coast, and Majunga on the west coast, of this island, had I not reason to believe that in the localities alluded to pestilential small-pox prevails, which might subject the "Flying Fish" on her return to Tamatave to quarantine prior to my landing.

Under these circumstances I have not felt myself justified in depriving the Senior Officer of the services of this vessel for so protracted a term.

But I have requested Commander Crohan (who is about sailing with the "Flying Fish" for Mozambique) to call in on his way at two important trading stations on the east coast—Marancet and Vohemaro—for the purpose of visiting the Hova Commandants at these ports, and impressing upon them the necessity of protecting and facilitating British trade in their respective districts, and above all using their best endeavours for the suppression of the Slave Trade from beyond sea.

From my short acquaintance with Commander Crohan, I feel sure that this service will be efficiently performed, and that much good will be effected by our military flag being shown at the aforementioned ports.

Renewing my thanks for the support I have received from your Excellency in the performance of my duties, I have, &c.

(Signed) T. C. PAKENHAM.

P.S.—Commander Crohan has been furnished by me with letters of introduction to the Hova Commandants at Marancet and Nohemaro.

No. 134.

Consul Pakenham to the Earl of Derby.—(Received December 11.)

My Lord,

Tamatave, September 11, 1875.

HAVING received information that fifteen Mozambique slave children (eight boys and seven girls) landed very recently from Zanzibar, had been offered for sale at Tananarivo on the 30th ultimo, and the source from which I derived this information not permitting me to doubt its accuracy, I have considered it my duty, pending a full inquiry into this matter, to transmit both to Rear-Admiral Macdonald and Her Majesty's Acting Consul-General at Zanzibar, the report which has reached me, and I beg to inclose, for your Lordship's information, copies of my letters to both these officers on the subject.

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

Inclosure 1 in No. 134.

Consul Pakenham to Dr. Kirk.

Sir,

Tamatave, September 11, 1875.

I CONSIDER it my duty to report to you that fifteen Mozambique slave children (eight boys and seven girls) were found in the possession of certain Arabs at Antananarivo, the Capital of Madagascar, on the 30th ultimo; that most of these children were entirely unacquainted with the Malagasy language, and that all of them declared that they had been embarked at Zanzibar, and introduced to Madagascar by the Arabs in whose possession they were found, about six weeks previously.

The source from which I have obtained this information does not admit of my doubting its accuracy, and I therefore lose no time in placing you in possession of the above particulars.

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

Inclosure 2 in No. 134.

Consul Pakenham to Rear-Admiral Macdonald.

Sir,

Tamatave, September 11, 1875.

I HAVE the honour to report, for your Excellency's information, that on the 30th ultimo fifteen Mozambique slave children (eight boys and seven girls) were found at Antananarivo, the Capital of Madagascar, in the possession of certain Arabs; that several of these children could not speak Malagasy, and that all of them, on being questioned, declared that they had, within the last six weeks, been introduced into this island from Zanzibar by the Arabs in whose possession they were found.

I am further informed that a certain number of children of the same description, and introduced at the same time, had been already disposed of as slaves prior to the discovery of the former lot, and that there are good grounds for believing that Mozambique slaves in considerable numbers have very lately been landed on the west coast of Madagascar, and thence sent inland.

As the source from which I have obtained this information does not admit of my doubting its accuracy, I have considered it my duty to communicate these particulars to your Excellency with the least possible loss of time.

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

No. 135.

Mr. Lister to Consul Pakenham.

Sir,

Foreign Office, December 15, 1875.

WITH reference to your despatch of the 11th September last, I am directed by the Earl of Derby to acquaint you that his Lordship approves the letters you wrote to Rear-Admiral Macdonald and Commander Crohan on the occasion of the "Flying Fish" being placed at your disposal to visit the ports of Madagascar.

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

No. 136.

Mr. Lister to Consul Pakenham.

Sir,

Foreign Office, December 17, 1875.

I AM directed by the Earl of Derby to inform you that his Lordship approves your having communicated to the Commander-in-chief of Her Majesty's naval forces on the East Coast of Africa, and to Her Majesty's Agent and Consul-General at Zanzibar,

the information, reported in your despatch of the 11th September last, relative to the introduction into Madagascar of certain Mozambique slave children from Zanzibar.

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

No. 137.

Mr. Lister to Consul Pakenham.

Sir,

Foreign Office, December 20, 1875.

I HAVE laid before the Earl of Derby your despatches of the 15th July and 11th September last respectively, relative to the Slave Trade carried on between the Mozambique and Zanzibar territories and the Island of Madagascar, and to the alleged participation of certain Hova officials in this illegal traffic, and I am now directed by his Lordship to convey to you his approval to your proceedings as therein reported.

I am further to instruct you to place yourself in communication with the Admiral or the Senior Naval Officer in command of Her Majesty's naval forces on the East African Station, and to make a joint protest with that officer to the Hova Government against the violation of their Treaty engagements with this country, as evidenced by the proceedings to which you have already called their attention.

You will, at the same time, point out to the Hova Government that Her Majesty's Government have learnt these proceedings with regret and displeasure, and that they trust that stringent measures will be adopted both to prevent a recurrence of the slave dealings of which Her Majesty's Government have just cause to complain, and to ensure the adequate punishment of the parties implicated.

I am to add that the Lords of the Admiralty have been requested to instruct the Naval Officer in command of Her Majesty's naval forces on the East African Station to co-operate with you in making a representation to the Hova Government in the sense above indicated.

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

No. 138.

Mr. Lister to Consul Pakenham.

Sir,

Foreign Office, December 22, 1875.

I AM directed by the Earl of Derby to transmit to you the accompanying copy of a despatch from Her Majesty's Agent and Consul-General at Zanzibar,* reporting certain information which had reached him in regard to the alleged emancipation of slaves by the Hova Governor at Majunga, and I am to instruct you to make inquiries with the view of ascertaining the truth of the statements in question, and to report the result to this Department.

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

REPORTS FROM NAVAL OFFICERS.

No. 139.

Commander Tuke to Rear-Admiral Cumming.

Sir,

"Rifleman," at Zanzibar, November 19, 1874.

I HAVE the honour to inform you that the murderer of Lieutenant McCausland, Bwana Heri (a Wagunia), died in the fort at Zanzibar on 21st July, 1874, as per report from Her Britannic Majesty's Consul-General, with whom I have communicated on the subject.

I am, &c.
(Signed) STRATFORD TUKE.

No. 140.

Rear-Admiral Cumming to the Secretary to the Admiralty.

(Extract.)

"Glasgow," at Trincomalee, December 5, 1874.

I PERFECTLY agree with Dr. Kirk in the remarks he has made respecting the success attending the Treaty of 1873 in stopping the export of slaves; and I also consider that the Sultan is entitled to some consideration for the manner in which he has hitherto acted; in fact, I could almost desire that some compensation should be made to His Highness for the great pecuniary loss he must have sustained; but, on the other hand, I feel we must not forget the necessity of acting with promptness and decision if the Slave Trade is really ever to be suppressed; and I believe that every day's delay is only weakening our present position, for it is only giving the traffickers in slaves breathing-time to concert plans for carrying on their trade.

I may be wrong in my ideas, which, of course, must be more or less formed from the reports received, and conversations held with, the officers in command of the cruisers under my orders; but when I am told, and that not in solitary instances, by officers, that they learn that the Arabs are now well satisfied with the land route; that they are much obliged to the English for having forced them to this method of transport, which is attended by less loss of life and less expense than the sea-passage; that now they obtain provisions and water at the villages along the route without any difficulty, and find a ready market in the Somali country and the villages along the coast; I cannot but believe that an established system is being organized, which, the longer it is allowed to last, the greater the difficulty will eventually be in stopping it. I have even heard it whispered that some of the slaves sold to the Somalis are retailed by that tribe, the ultimate buyers being the Arabs of the Persian Gulf, and that they are taken by the Gulf of Aden into the Red Sea. I have stationed the "Vulture" in the Gulf for the purpose of ascertaining, in concert with the Political Resident at Aden, any information on this subject; but as all dhows in that neighbourhood would probably claim the protection of Egypt or Turkey, it would not be prudent to do more than make inquiries at present. The officer I have detached on this duty is one in whose intelligence I have every confidence, and I hope before long to give your Lordships more full and accurate information on this point.

There are some observations in Dr. Kirk's letter which I have read with some surprise, the following in particular. He says:—"I venture to assert, from a very intimate acquaintance, that it is quite impossible to cut off the Caravan route; if closed at one crossing, it will only pass a few miles beyond, &c." This statement is so totally

in opposition to my own opinion, to all the reports that have been made to me from time to time, and also to the views expressed by Vice-Consul Elton in a letter to Captain Prideaux dated 18th March, and which has just been published in the correspondence forwarded in their Lordships' despatch of 12th August, 1874, and in which he says that by posting 200 men along the Pungani or Dar-es-Salam Rivers, it would be impossible, for many reasons, for any caravan to pass further north. The places suggested by Captain Elton, as far as I can judge, could not have been better selected.

Again Dr. Kirk suggests that slaves who started from the interior for the coast, before the Treaty of 1873 was signed, should be permitted to be "worked off" before any further steps are taken.

There would appear to me to be great difficulty in determining how long this should be allowed to extend, for it seems that so long as the dealers find no opposition is made to the traffic of slaves by land, so long will they continue to transport them to the coast; and as it is well known that, as Dr. Kirk says himself, some caravans may have set out years ago, we may, I fear, if this is permitted, be yet very far from seeing our object gained; and we must not lose sight of the fact that, during the whole of this period of grace (so to speak), the coast will have to be most carefully guarded by ships and boats, at great trouble and expense.

In conclusion I would remark that as there is little doubt that the export of slaves by sea, direct from the Sultan's dominions, will continue but small, if our squadron is kept actively employed; and as I hope that the traffic from the mainland to the Islands of Pemba and Zanzibar in ones and twos may be checked by the boats of Her Majesty's ship "London," I sincerely trust that Dr. Kirk may find, on his return to Zanzibar, that the time is not far distant when, in addition to gaining these points, he may see his way clear for taking steps for further suppressing, or even ultimately eradicating, the Slave Trade on the East Coast, and I feel confident that no one can better carry out this work than he who so ably brought to a successful termination the Treaty of the 5th June, 1873, which had been submitted to the Sultan by Sir Bartle Frere.

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

No. 141.

Commander Tuke to Rear-Admiral Cumming.

Sir,

"*Riflemam*," at Zanzibar, December 12, 1874.

I HAVE the honour to report that, as I was steaming out of Kiswara Bay, on the morning of the 7th instant, I observed a dhow, showing no colours, on a reef on the north side of the bay. I stopped and sent the whaler, in charge of Mr. Herbert K. L. Phillips, Sub-Lieutenant, to board her; he returned shortly afterwards with a slave boy and nakoda in the whaler, and reported that she had no colours or papers, and that there were four other slaves in the dhow.

2. I examined the slave boy, and he said that he was a slave, and wished to be freed, and that there were four others in the dhow, who were detained against their will.

3. I then ordered the dhow to be brought alongside.

4. She had on board 1 nakoda, 1 passenger, 2 crew, and 5 male slaves, her cargo consisting of a few bags of rice and seed.

5. I examined the remainder, and feeling satisfied that she was engaged in the Slave Trade, I detained her.

6. I towed the dhow for three days, attempting to take her to the port of adjudication, but she became so leaky I was compelled to destroy her.

7. On the 12th instant the dhow, slaves, and cargo were condemned at the Vice-Admiralty Court at Zanzibar.

8. This dhow came from Mikindini, and the slaves were shipped at the same place.

9. It is not known whether the master ever shipped slaves before.

10. This dhow at the trial was proved to belong to the Collector of Customs at Chole Island, who is a Banyan.

11. I beg to attach return of vessel detained, as being engaged in the Slave Trade.

I am, &c.
(Signed) STRATFORD TUKE.

Inclosure in No. 141.

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 Dec. 7	Kiawara Bay ...	Not known	Muakazani bin Saaga	Name not known; Chole Island	Nil...	Dhow ...	2	Nil	15-3	Mikindini	Zanzibar.	Chole Island	Rice and seed.	Not known.	Not known.	4	Nil	1	Nil	Nil	Neag Mikindini	Destroyed; condemned at Zanzibar	The slaves were in good condition; no deaths.

"Rifeman," Zanzibar, December 12, 1874.

(Signed)

STRATFORD TUKE, Commander.

Commander Tuke to Rear-Admiral Cumming.

Sir,

"Rifleman," at Zanzibar, December 12, 1874.

I HAVE the honour to report that, on the 8th December, 1874, while lying at anchor at Kilwa, I sent the cutter and whaler away in charge of Lieutenant William E. Black, Mr. Charles Austin, boatswain, 2nd class, being in the whaler, to search the River Kizimofogo and its creeks.

2. On the evening of the 8th a dhow was seen by the boats, with a number of persons on board, and they chased her, and the nakoda, observing he was being pursued, ran his dhow into a creek and beached her, and about 15 or 16 women and children were seen hurriedly disembarked, running 'hither and thither, not knowing where to conceal themselves or where to go.

3. On her being boarded, there was found one slave boy, who declared that he was a slave, and he wished to be free, and that he was detained in the dhow against his will, and did not know for what purpose he was in the dhow.

4. The dhow having no colours or papers, Lieutenant Black detained her and brought her alongside the "Rifleman" on the following day, viz., the 9th instant.

5. The dhow had on board, 1 nakoda, 2 crew, 10 passengers, and 1 slave boy; no cargo.

6. Having investigated the case, I felt satisfied that the dhow was engaged in the Slave Trade, and I detained her.

7. I allowed the passengers to be landed at Kilwa, and detained on board the nakoda and slave boy for passage to Zanzibar.

8. The surveying officers having reported to me that she was leaky and unseaworthy, I ordered her to be destroyed.

9. On 12th instant the dhow and slave boy were condemned by the Vice-Admiralty Court at Zanzibar.

10. This dhow came from Keelwa, and the slave was shipped at the same place. It is not known whether the master ever shipped slaves before.

11. I attach a return of vessels detained as being engaged in the Slave Trade.

I am, &c.

(Signed) STRATFORD TUKE.

Inclosure in No. 142.

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

Date of Detention.	Where. If at Sea, state Latitude and Longitude.	Name of—			How 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.		Under what Colours.	Men.	Guns.	Tons.	From.	Bound.				Belonging.	Men.	Women.	Boys.			Girls.	Where Shipped.
1874 Dec. 6	Kirimofogo River, near Kelwar	Not known	Amadi ben Juma	Not known	Nil	2	Nil	7-8	Quiloa	Kirimofogo River	Not known	Nil	Nil	...	1	...	Not known.	Destroyed; condemned at Zanzibar	The slave boy was in good condition.

(Signed) STRATFORD TUKE, Commander.

"Rifleman," Zanzibar, December 12, 1874.

No. 143.

Commander Tuke to Rear-Admiral Cumming.

Sir,

"Riflesman," at Zanzibar, January 2, 1875.

I HAVE the honour to report that, on the afternoon of the 17th December, 1874, I sent the cutter and whaler away from this port in charge of Lieutenant William Edward Black, Senior Lieutenant of this ship, Mr. Charles Austin, boatswain, 2nd class, being in the whaler, to cruize to the southward of Zanzibar for the suppression of the Slave Trade.

2. On the 19th December, 1874, whilst off Bagamoya, Lieutenant Black detained a dhow or native vessel, name and nation not known, of which Salem bin Abdullah was master, on the ground that she was engaged in the Slave Trade. She had no colours or papers, and had on board 1 nakoda, 1 crew, 1 passenger, and 1 male slave.

3. Lieutenant Black took the slave out of the dhow and let her go, knowing that she could be arrested on her return to Zanzibar, the owner being well known at that port.

4. The slave boy was taken into Court on 2nd January, 1875, and was condemned, as also was the dhow from which he was liberated.

5. This dhow has not yet been apprehended.

6. This dhow came from Zanzibar, and the slave was shipped at the same port, but it is not known whether the master ever shipped slaves before.

7. On 29th December, 1874, when off the south-west extreme of Scindo Island, Lieutenant Black detained the dhow, or native vessel, named "Salaniti," nationality English, and having English papers 18 months old, Sabudi being master, flying English colours, on the ground that she was engaged in the Slave Trade, the name of master and dhow as given by the nakoda did not agree with those on the papers.

8. She had on board at the time of detention 1 nakoda, 8 crew, 24 passengers, and one male slave.

9. Lieutenant Black landed 21 passengers and their private property at Dara Salaam, and two he transferred at their own request to another dhow, and one he brought to Zanzibar with the nakoda and crew in the dhow, as he had kidnapped the slave.

10. The dhow, nakoda, crew, and slave, were brought to this port on 31st December, 1874, and the dhow was condemned at the Vice-Admiralty Court at Zanzibar on 1st January, 1875.

11. On clearing this dhow completely out, before breaking her up, a large quantity of slave irons were found stowed under the ballast.

12. The slave boy the dhow had on board declared he had been stolen from Zanzibar.

13. This dhow came from Zanzibar, and the slave was shipped at the same place. It is not known whether the master ever shipped slaves before, but as slave irons were found on board, it is probable that he has done so.

14. On the afternoon of 29th December, 1874, Lieutenant Black, whilst off the south-west extreme of Scindo Island, detained the dhow or native vessel, name and nation not known, whereof Sodi was master and owner, on the ground that she was engaged in the Slave Trade.

15. She had neither colours nor papers, and had on board three male slaves, who declared that they were slaves, and did not know what their ultimate fate would be.

16. She had on board at the time of detention, 1 nakoda, 4 crew, and 3 slaves.

17. Lieutenant Black took the dhow in question to Zanzibar, with captain, crew, and slaves.

18. The slaves were mere boys, and the nakoda declared that they were the crew, and those called by Lieutenant Black crew were passengers.

19. The slave boys could not possibly have worked the dhow or hoist the sail.

20. This dhow was acquitted, and this ship condemned in cost, on 1st January, 1875.

21. It is not known whether the master has ever shipped slaves before.

22. Under the circumstances, I have appealed against this ship being charged with costs, as it was evident from the age and short time these slaves had been afloat that they were quite incompetent to manage the vessel, and am convinced they were marketable slaves.

I am, &c.
(Signed) STRATFORD TUKE.

Inclosure in No. 143.

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 Riggerd.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consign'd.	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, Latitude and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where Shipped.
1874 Dec. 29	Off south-west extreme of Socotra Island	Talamati	Sahidi	Imail Kani, Zanzibar, Zanzibar.	English	Dhow	8	Nil	116.6	Zanzibar	Kilbo	Zanzibar	Not known	Passengers and seed	Not known	...	...	1	...	Zanzibar	Very good; no death; one.
Dec. 29	Ditto	Not known	Sodi	Sodi; Zanzibar	Nil	Ditto	3	Nil	27.1	Choli Island	Zanzibar	Ditto	Ditto	Seed	Ditto	...	...	3	...	Choli Island	This dhow was acquitted.
Dec. 19	Bagamoya	Ditto	Salim bin Abdullah	Khaflan, of Zanzibar	Nil	Ditto	1	Nil	15.3	Zanzibar	Ditto	Ditto	Ditto	Firewood	Ditto	...	...	1	...	Slave only brought into Court	Very good; no death; one.

"Rifeman," Zanzibar, January 2, 1875.

(Signed)

STRATFORD TUKE, Commander.

No. 144.

Captain Sullivan to Rear-Admiral Cumming.

Sir,

"London," Zanzibar, January 7, 1875.

I HAVE the honour to report, for your information, the capture on the 3rd instant of a slave dhow, named the "Puda Mali," by one of the launches belonging to this ship, in charge of Mr. Thomas J. Mill, acting boatswain, 2nd class, superintending.

2. Mr. Mill states that at 3.30 p.m. on the 3rd instant, when about fifteen miles to the southward of Pemba, he sighted a dhow standing across from the north end of Zanzibar (probably Kokotoni) towards Pemba.

The launch gave chase, and succeeded in overhauling her in about half-an-hour.

3. The dhow proved to belong to a man named Kermali Madain, a resident in Zanzibar, name of nakoda, Baraka, and sailing under a provisional pass from Her Britannic Majesty's Consul-General at Zanzibar, dated 24th October, 1874. This pass stated her crew as nine, including the nakoda; but on counting the persons on board there proved to be eighteen, twelve males and six females. The nakoda being unable to give a satisfactory account of the latter, Mr. Mill proceeded to disarm the crew, and then took the nakoda, with four other men (one of whom, Khamis, supposed to be the owner of the slaves), on board his own boat, placing the coxswain and five of the launch's crew on board the dhow. He then took the prize in tow and made for this port, where he arrived on the morning of the 4th.

4. As soon as practicable after their arrival the case was brought before the Vice-Admiralty Court, the result being that the dhow and the six female slaves were condemned.

One of the latter proved to be a Mgindo woman, evidently lately imported from the interior, as she could not speak Kisuhahili or make herself understood to any of the Zanzibar people.

5. The dhow measured 25.78 tons. Nothing is known of the antecedents of the master, nor where the slaves were shipped.

I have, &c.
(Signed) GEORGE L. SULIVAN.

Inclosure in No. 144.

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

Date of Deten. ⁿ sea.	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.	Owners, and of what Place.			Men.	Guns.	Tons.	From.	Bound.				Belonging.	Men.	Women.	Boys.			Girls.	Where Shipped.
1875 January 3	15 miles south of the Island of Pemba	Pada Mali	Baraka ...	Kemali Masani, Zanzibar	None	Single-masted (dhow)	9	...	94-78 (measured)	North end of Zanzibar	Island of Pemba	Zanzibar ...	Not known	Slaves ...	Not known	3*	6	Nil	Nil	Not known.	Vice-Admiralty Court at Zanzibar; condemned on 6th instant	Vessel leaky; slaves in good condition; lately shipped.

* Not condemned.

“London,” Zanzibar, January 6, 1875.

(Signed) GEORGE L. SULLIVAN, Captain.

Captain Sullivan to Rear-Admiral Cumming.

Sir,

"London," Zanzibar, January 25, 1875.

I HAVE the honour to report, for the information of the Lords Commissioners of the Admiralty, that in compliance with a request from her Majesty's Acting Consul-General at Zanzibar, contained in his letter of the 15th instant (herewith inclosed), and, in consequence of threatened hostilities at Mombasa between a large force under the rebel Akida Mohammed-bin-Abdullah and the troops of the Sultan acting under the Governor of the town, I directed Commander Tuke to proceed in the "Rifleman" to that place, for the purpose of providing protection to the lives and property of British subjects residing there, in the event of open collision between the two parties and with orders to report to me by the earliest opportunity the state of affairs. I further ordered Lieutenant-Commander Gray, of Her Majesty's ship "Nassau," to hold his ship in readiness to embark the Acting Consul-General and myself, with an additional force from the "London," for conveyance to the scene of action, should subsequent intelligence be of so serious a nature as to require our presence in Mombasa.

2. A second communication from the Acting Consul-General having informed me that hostilities had actually begun, and that the town had been attacked and plundered by the rebel Akida, and also requesting that, as soon as the "Nassau" could be got ready for sea, Lieutenant Gray might be directed to provide him a passage to Mombasa, I at once ordered Lieutenant Gray to have his vessel ready to proceed to sea the following day for that purpose.

3. At noon on the 16th instant, the Acting Consul-General having embarked, I proceeded on board the "Nassau," taking with me two companies of small-arm men, a field-piece and party, and the steam-cutter of the "London," as a rocket-boat, and immediately after weighed and left for Mombasa where, on our arrival the following morning, we found the "Rifleman." From her we ascertained that affairs had assumed a very serious aspect, that the rebel Akida was in possession of a strong fort which commanded the town, mounting, as we afterwards found, 41 guns, and from which he was harassing the opposite party, and that much property belonging to British subjects had suffered.

4. The ships having been anchored within shelling distance, it was then decided that the next day an ultimatum should be sent to the Akida, calling on him at once to surrender the fort on pain of bombardment by the ships and rocket-boats.

Early the following morning, I despatched Lieutenant Gray, with the ultimatum from the Acting Consul-General, giving the Akida until noon to decide what he would do. Shortly before that hour, Lieutenant Gray returned to the ship bearing the Akida's refusal to submit, and declaring his readiness to fight. On receipt of this reply, the Acting Consul-General placed the matter in my hands, with a request that I would take the necessary steps for the reduction of the fort.

5. At 1 P.M., having sent one company of the "London's" small-arm men, under Lieutenant A. G. Hamilton, on board the "Rifleman," and the rocket-boats of the "London," "Rifleman," and "Nassau," under the command of Lieutenant W. Annesley, of the "London," had taken up their position, I made the signal to engage the fort, when both ships and boats opened fire simultaneously, which was instantly responded to by the fort.

6. At 1.55 P.M., I signalled to weigh and close, when the "Nassau," followed by the "Rifleman," gradually approached the battery. At 2.30 P.M., the "Nassau," being then about 350 or 400 yards from the fort, owing to the narrowness of the channel, anchored head and stern, the "Rifleman" taking up a position close outside her, both ships then opened fire on the fort with guns and small arms, which the enemy replied to with round shot (which passed over the ships) and musketry; the latter was directed chiefly at the rocket-boats, which were being admirably handled by Lieutenant Annesley, who was then advancing to a position closer to the fort, to gain which he had to round the reef forming the narrow channel, and, consequently, pass close under the batteries. At 3 o'clock, finding that the guns on the sea-face of the fort were silenced, I directed Lieutenant Gray to weigh, and proceed inside the reef, passing close under the fort, and, at the same time as the "Rifleman," on whose 6½-ton gun we were principally dependent for breaching, but which could not be brought to bear on the fort without firing over us, or the point of land, was still under weigh, I gave Commander Tuke permission to pass ahead of us whilst the "Nassau" was weighing. The ship now steamed up to within 200 yards of the fort; and although, from its construction, it is

doubtful if, at such close proximity, those inside could have depressed their guns sufficiently to strike either ship, still it is certain that the overwhelming fire at this short range from the small-arm men, on their decks, rendered it all but impossible for the enemy to serve their guns, or to show in the embrasures. Indeed, to this, and to the effect of the double-shell from the heavy gun of the "Rifleman" (the projectiles from which breached the upper part of the wall wherever they struck) is mainly attributable the fact that no casualty of any kind occurred on board either of the ships or boats.

7. Both ships having passed the port, I was preparing to take up a position opposite the gates on the town side of it for the purpose of breaching them, and storming the place next day, when just as the "Nassau" opened the inner face of it, the Akida's colours were hauled down, on which I made a general signal to cease firing and anchor.

8. The same evening the rebel Akida came on board the "Nassau" and surrendered himself to me as a prisoner, and on the following day gave up the keys of his fortress.

The 19th was occupied in making arrangements for the safety of the Akida and his followers, and preparations for handing over the fort to the British force, who were to enter it the next day.

9. In the forenoon of the 20th I landed with the whole of the naval force at my disposal, viz., the small-arm men of the "London," "Nassau," and "Rifleman," and accompanied by Her Majesty's Political Agent, marched into the fort, where we were received by the defeated Akida, and after taking possession of it, and hoisting the flag of the Sultan, under a general salute, I transferred the possession of the fort to the Political Agent who, on our marching out of the place delivered the keys over to the Governor of Mombasa.

10. Having taken the Akida with a few of his followers on board the "Nassau," for conveyance to Zanzibar, where they will be for the present detained under the protection of the British Representative, the "Nassau" and "Rifleman" the same afternoon weighed and left for Zanzibar, where they arrived the following day.

11. In conclusion, it is my pleasing duty to bring before your notice the praiseworthy and gallant conduct of the officers and men under my command without exception.

Where all behaved equally well it would be impossible to draw any distinction, were it not for the greater responsibility which devolved on some more than others, and in this manner I would especially mention my high appreciation of the conduct of Commander Stratford Tuke, of the "Rifleman," and Lieutenant-Commander Gray, of the "Nassau," as displayed in the skilful manœuvring of the vessels under their command during the action, and the gallant manner in which they took them past the port through a narrow channel and under fire. I am also much indebted to Lieutenant Annesley, of this ship, who commanded the division of rocket boats, as also to Lieutenant Honourable Foley Vereker, and Sub-Lieutenant Harry G. Grey, who under him commanded the cutters of the "Nassau" and "Rifleman," and to Navigating Sub-Lieutenant J. W. Dixon, who throughout the action piloted them safely through the reefs.

Nothing could have been more admirable than the manner in which Lieutenant Annesley and these officers carried out the duties assigned to them, at one time under a heavy fire of musketry when closing the fort.

12. The loss inflicted on the Akida's troops may be roughly estimated at about seventeen killed and fifty wounded, but we were unable to obtain any positive information on this point.

13. For a detailed account of the circumstances attending the insurrection against the authority of the Sultan of Zanzibar and the ultimate disposal of the Akida and his followers, I must refer you to the despatch of Her Majesty's Political Agent; but with regard to its bearing on the Slave Trade question and the political results which may be expected from the successful suppression of such a disturbance, I intend to offer some remarks in my next report to you on the former subject.

14. Trusting that my action in this matter will meet with the approval of yourself, as well as that of their Lordships and Her Majesty's Government.

I have, &c.

(Signed) GEORGE L. SULIVAN.

List of Officers belonging to Her Majesty's ship "London," embarked on board Her Majesty's ship "Nassau," who were present at the Attack on the Fort of Mombasa, on January 18, 1875.

Lieutenant W. M. Annesley.
 Lieutenant Arthur S. Hamilton.
 Sub-Lieutenant Harry D. Law.
 Mr. W. H. Hunkin, Boatswain, 1st Class.
 Mr. Robert Graham, Gunner, 1st Class.
 (Signed) GEORGE L. SULIVAN, *Captain.*

Inclosure 1 in No. 145.

Captain Prideaux to Captain Sulivan.

Sir,

Zanzibar, January 15, 1875.

A BUGGALOW, which has just arrived at Zanzibar, having reported that hostilities have commenced at Mombasa between the Governor's troops and those of the insurgent Akida, Mohammed-bin-Abdullah, and that a portion of the town has apparently been burnt, I have the honour to request that Her Majesty's ship "Rifleman" may be dispatched to that port this afternoon, for the purpose of ascertaining whether any measures are required to be taken for the protection of British life and property. Should such appear to be the case, or should any outrages have actually been committed upon the persons or property of British subjects, an immediate report should be dispatched to Zanzibar.

I shall feel obliged by Commander Tuke being instructed to receive on board the "Rifleman" any British or British-Indian subjects who may desire to take refuge on board the vessel with their property.

I have also to request that a passage may be provided on board the "Rifleman" for Mr. Remington, of the Church Missionary Society, who is desirous of returning to the Mission.

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

Inclosure 2 in No. 145.

Orders issued to Commander Tuke.

Memo.

"London," Zanzibar, January 15, 1875.

A REPORT having reached Her Majesty's Consul-General at Zanzibar that hostilities have commenced at Mombasa between the Governor's troops and those of the insurgent Akida, Mohammed-bin-Abdullah, and he having represented to me that the presence of a man-of-war at that place may be needed for the protection of the interests, if not the lives of British subjects resident there:—

2. It is my direction that, immediately on receipt hereof, you get under weigh in Her Majesty's ship "Rifleman," and proceed with all possible despatch to Mombasa. On arrival there, you will ascertain the position of affairs, and take any steps which circumstances may render necessary for the protection of the lives and interests of the British residents in that town. With this object in view you shall receive on board your ship any British subjects who may desire to take refuge on board her, together with their property, but you must fully understand that no intervention on your part must take place unless loss of life or property has been occasioned to any British subject.

3. In the event, however, of such an outrage taking place, or of your being attacked or the flag insulted, you will then act according to your own discretion, and as the circumstances of the case may require, using force should you deem it necessary.

4. As soon as possible after your arrival at Mombasa, you are to report, for the information of Her Majesty's Political Agent at this place, the state of affairs, and also whether any, and what, outrage, has been committed on the life or property of any British subject resident there; also whether you consider further assistance necessary for their protection.

5. In the performance of this important duty you will be guided by the recognized law of nations in similar cases, and by any requisition or advice which the aspect of affairs may induce Her Majesty's Political Agent to make to you personally or by letter.

6. In the event of your having any information to communicate to the Political Agent, and are yourself unable to return to Zanzibar, you are to send your cutter back immediately with such communication and with instructions to report herself on board the "London."

(Signed) GEO. L. SULLIVAN, *Captain and Senior Officer.*
To Commander Stratford Tuke, R.N.,
Her Majesty's ship "Rifleman."

Inclosure 3 in No. 145.

Captain Prideaux to Captain Sullivan.

Sir, *Zanzibar, January 15, 1875.*
IN continuation of my letter of this date, I have the honour to inform you that I have received a message from His Highness the Sultan, informing me that the town of Mombasa has been attacked and plundered by the revolted Akida, and begging that Her Majesty's ship "Nassau" may be dispatched without delay. I have, therefore, to request that, as soon as the "Nassau" can be got ready for sea, she may be ordered to proceed to Mombasa, and that Lieutenant Gray may be directed to provide me with a passage, as it is possible that the intervention of Her Majesty's Political Agent may be required for the protection of British interests at that port. As it is also possible that the property belonging to British subjects may already have been plundered and that resistance may be offered by the Akida to the demands made for reparation, I would suggest that a small force from Her Majesty's ship "London" be also embarked on board the "Nassau."

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

Inclosure 4 in No. 145.

Captain Prideaux to Captain Sullivan.

Sir, *"Nassau," at Mombasa, January 18, 1875.*
ALL negotiation for the surrender of the revolted Akida having failed, I have the honour to request that with the force at your disposal, you will proceed to take such measures as you may deem necessary for the reduction of the fort.

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

Inclosure 5 in No. 145.

Commander Tuke to Captain Sullivan.

Sir, *"Rifleman," at Mombasa, January 16, 1875, 10 P.M.*
I HAVE the honour to inform you that I arrived off this port this day at 2.30 P.M., and entered the inner harbour at 3.15, taking up an anchorage off the Custom-house close to the point of embarkation.

2. On entering the harbour, the guns of the fort were loaded and ramparts manned with men, under arms, they, I imagine, not knowing our intention. The flag was lowered to us when passing the fort.

3. I observed that the greater part of the town had been burnt down, the Sultan's house and Custom-house being much damaged by round shot; these I subsequently heard were the chief points of attack.

4. The Customs Agent came off as soon as I anchored, and communicated to me as follows:—

The firing on the town commenced on Tuesday last, at 4 A.M., and was continued night and day until the 16th at 9 A.M.; 30 of the rebel soldiers have been killed and 16 of the Sultan's; the rebel force in the fort being 370. Two hundred soldiers arrived from Takaungu yesterday, the 16th, to re-inforce the Sultan's force, now amounting to 350 in number.

They are chiefly engaged in protecting the Sultan's house and Custom-house, watching the entrance to the fort, &c.

Twenty-five huts belonging to Banians and the British subjects, have been destroyed by fire, and all property lost.

5. British subjects have not been molested in any way, their chief danger is from stray shots and marauders, also fire.

6. There are also 200 British subjects here, exclusive of 25 Banians.

7. I have had an interview with the Governor. He stated that in his opinion Mohammed-bin-Abdullah could and would hold out for a long time, as he had plenty of guns, ammunition, and water in the fort, and they had nothing to breach the walls.

8. I am now making arrangements for embarking British subjects either in dhow or in Her Majesty's ship "Rifleman," for conveyance to Zanzibar, as they consider their lives in great danger; most of their wives and families have already left the town.

9. At the present moment no firing is going on, stray shots only during the day, and no great guns since our arrival.

10. I send this Report in duplicate by several dhows, as there is great difficulty in their getting out of the harbour, being fired upon by the rebel soldiers.

11. The Reverend Mr. Sparshott sent to Her Britannic Majesty's Consul-General at Zanzibar, via Gasi, on the 16th, corroborative of the above.

12. As soon as the safety of the British subject is secured I purpose returning to Zanzibar.

I am, &c.
(Signed) STRATFORD TUKE.

P.S.—*Sunday*, A.M. Dhow could not leave last night.

British subjects do not consider the danger so great as to warrant their leaving the port.

English dhows are allowed free passage this morning.

S. T.

Inclosure 6 in No. 145.

Captain Prideaux to Rear-Admiral Cumming.

Sir,

Zanzibar, January 22, 1875.

I HAVE the honour to acquaint your Excellency that, about six months ago the Akida, or military Commandant of the town of Mombasa, revolted from the authority of His Highness the Sultan of Zanzibar, and after a short conflict with the Belooch garrison took possession of the fort and assumed an independent position. So long as these proceedings did not affect British interests it was not my duty to interfere; but, about three weeks ago, hearing a report that the Akida intended to take active measures against the town, I requested Captain Ward, the Senior Naval Officer, on the East Coast of Africa, to despatch one of the vessels of war then in harbour for the purpose of protecting British life and property and of affording a moral support to the Sultan's Government.

The "Rifleman" was detailed for this duty, and Commander Tuke was instructed to watch events, and if intervention seemed necessary, to return to Zanzibar for further orders.

The "Rifleman" was despatched on the 8th instant, and returned on the 12th. Commander Tuke reported that, on arrival at Mombasa he at once placed himself in communication with the Rev. Mr. Sparshott, the resident missionary, and invited the Governor to hold a conference with him on board the ship. Neither Mr. Sparshott nor the Governor thought there was any immediate danger to be feared, but a wide-spread feeling of alarm existed amongst the Indian community, who through the Customs Agent and other head-men expressed to Commander Tuke their apprehensions that, being the largest holders of property in the place, their position was peculiarly unsafe. The insurgent Chief was also invited by Commander Tuke to be present at the interview, but he persistently refused, probably through fear of treachery.

From this report it seemed to me that the position of affairs at Mombasa did not differ materially from that which had existed for the past six months. The Akida, Mohammed-bin-Abdullah, with a force of about 400 Hadhramaut soldiers, was in possession of the fort, a building of considerable strength and deemed impregnable in

Arab estimation ; while the Governor held the town with a far inferior force, which had a few days previously been reinforced by about 100 men. The fort was known to be well provisioned, and was amply supplied with water, whilst the Akida's soldiers appeared to have full liberty to visit and make purchases within the town.

There was no doubt that the town lay at the mercy of the rebel, and in the event of his determining to attack it, the Indians would probably be the first to suffer. Notwithstanding, therefore, the assurances of the Governor and of the Rev. Mr. Sparshott, I expressed to Government my apprehension that our intervention might shortly be required ; and Captain Ward was good enough, at my request, to order the "Rifleman" to remain at Zanzibar for a few days longer, in order to be in readiness for any emergency that might arise, and to observe the progress of affairs at Mombasa.

On the 15th instant a buggalow arrived at Zanzibar from Takaungu with a report that hostilities had commenced at Mombasa, and that a portion of the town had apparently been burnt. I accordingly requested Captain Sullivan, of Her Majesty's ship "London," the Senior Officer at Zanzibar, to despatch Her Majesty's ship "Rifleman" at once for the purpose of ascertaining what measures were required for the protection of British life and property. On the evening of the same day I received a message from the Sultan, informing me that he had received a letter from Mombasa confirming the report that the town had been attacked and plundered, and begging that the "Nassau" might be permitted to proceed to the port.

I therefore requested Captain Sullivan to give the necessary orders, and to direct Lieutenant Gray to provide me with a passage, as it was probable that the intervention of the Political Agent would be required for the protection of British interests.

On arrival, about 3 o'clock on the afternoon of the 17th, I found that on Tuesday, the 12th, Mohammed-bin-Abdullah had fired upon the Governor's house from the fort, and that his troops had sallied out to attack the town ; that the work of destruction and plunder had continued during Wednesday and Thursday, until a considerable portion of the native town had been destroyed by fire, and that the rebel had only been restrained during Friday by the arrival of 200 additional men from Takaungu. All the Indian residents had removed their families and most of their portable property to the mainland, and the dhows had left the usual anchorage, and taken refuge in the creeks on the opposite shore. After a conversation with the Reverend Mr. Sparshott, I became convinced that unless a British man-of-war was continually on the spot, or unless the Sultan kept at Mombasa a very much larger number of troops than he could conveniently spare from Zanzibar, and his other garrison upon the coast, there could be no possible hope of permanent security to life and property at Mombasa. I therefore determined to demand the surrender of the Akida, and with this view, the two ships were moored to a position outside the reef from which the fort was well commanded by our guns.

Early the following morning I addressed a letter to the Akida, calling on him to surrender, and promising him safety to his life and property and those of his followers ; and informing him that in the event of his not acceding to my terms, I should be compelled to use force against him.

I also wrote to the Sultan's Governor and to the Banyan Customs Agent, acquainting them of my intentions, and directing them to take measures for the protection of the town and its inhabitants.

These letters were conveyed to the Governor's home by Lieutenant Gray, commanding Her Majesty's ship "Nassau," who had thus an opportunity of making himself acquainted with the position of affairs within the town.

A reply was not received till past noon. The Akida stated that his quarrel was not with the English, but with the Sultan of Zanzibar, and he refused to give himself up without firing a shot. I therefore requested Captain Sullivan to take the measures which he considered most expedient for the reduction of the fort, and the first shot was fired from Her Majesty's ship "Nassau," a little after 2 P.M.

As a full report of the naval operations will be furnished to your Excellency by Captain Sullivan, it is unnecessary for me to enter into any details respecting them. I will, therefore, merely say that it was found necessary to bring both the vessels inside the reef, and after a bombardment, which had lasted nearly three hours, the rebel's flag was hauled down, and that he personally surrendered himself on board the "Nassau" about 7 P.M. On the following morning he handed over to me the keys of the fortress.

The next day was occupied in paying a visit to the Sultan's Governor, and in making arrangements for the embarkation of the Akida's family and followers, who amounted to nearly 1,000 souls, including 350 fighting men. This was not accomplished without some difficulty, and it was not till 10 o'clock on the morning of the 20th that the whole of the insurgents were on board the dhows provided for them. The Akida himself

requested that he might be taken with three of his principal Chiefs to Zanzibar on board Her Majesty's ship "Nassau."

On the morning of the 20th, about 200 men from various ships were marched into the fort, the Sultan's flag was re-hoisted, under a general salute, and the keys of the fortress were delivered over to the Governor.

The "Nassau" and "Rifleman" left the harbour of Mombasa about 2 o'clock in the afternoon, and arrived at Zanzibar about 7 o'clock yesterday evening.

The result of these operations has been in the highest degree satisfactory. Tranquility and confidence have been completely restored at Mombasa, the Sultan's authority re-established, and British prestige maintained, without a single casualty on our side. Had the rebel Chief succeeded in his efforts to obtain possession of Mombasa, there is no doubt that his example would have been quickly followed at Melinde, Lamoo, and other coast towns, and it would have been quite beyond the power of the Sultan to have effected their recovery, whilst British interests would have been seriously jeopardized and a new and unfavourable phase introduced into our Slave Trade policy.

All these contingencies having now been obviated, it has become my duty to request your Excellency to convey the expression of my thanks to Captain Sulivan, of Her Majesty's ship "London;" Commander Tuke, of Her Majesty's ship "Rifleman;" Lieutenant-Commanding Gray, of Her Majesty's ship "Nassau;" and the officers, petty officers, and men, under their command, for the successful and effective manner in which they have assisted in carrying out the necessary operations. I am also under special obligations to Lieutenant Gray for the services which he very ably rendered in preventing any collision between the troops of the Akida and those of the Governor during the embarkation of the former on board the dhows.

Having been an eye-witness of the whole affair, I can also bear personal testimony to the gallant manner in which the three rocket boats, respectively commanded by Lieutenant Annesley, of Her Majesty's ship "London;" Lieutenant the Honourable F. P. Vereker, of Her Majesty's ship "Nassau;" and Sub-Lieutenant Gray, of Her Majesty's ship "Rifleman;" and piloted by Navigating Sub-Lieutenant Dixon, of Her Majesty's ship "Nassau;" were carried in over the reef to the face of the fort under an incessant fire of small arms. The rockets did considerable execution, and were greatly dreaded by the Arabs.

I must not omit to mention the very effective manner in which the 6½-ton pivot gun of the "Rifleman" was served throughout the engagement.

I cannot speak with certainty as to the loss sustained by the Akida's party, but it may be roughly reckoned at fifteen killed and fifty wounded. The fort can no longer be looked on as tenable against Europeans, although no doubt it could still offer a very effective resistance to any Arab force that might be brought against it.

I have, &c.

(Signed) W. F. PRIDEAUX.

No. 146.

Captain Sulivan to Rear-Admiral Cumming.

Sir,

"London," Zanzibar, February 8, 1875.

I HAVE the honour to report, for your information, the capture and destruction of a dhow, name and nationality unknown, by one of the launches of this ship, in charge of Lieutenant A. S. Holt, R.N.

2. She was sighted by the launch on the 2nd January, 1875, apparently working down from Kish Kash; no sooner, however, did she see the boat than she immediately put up her helm, and ran ashore near Ookoongui, near Hurti, on the north side of Port George. Immediately she touched she was abandoned by her crew, and a number of persons who, from appearance and subsequent information, there is no doubt were slaves. These people escaped into the bush, taking with them everything portable, so that when Lieutenant Holt reached her nothing whatever by which her identity could be established was to be found; there was, however, plenty of evidence of her being engaged in the Slave Trade, amongst others a large cask for water, as well as four large chaddies, or "kasihis," two with water still in them. There was also a large quantity of lutama seed scattered about the decks, besides the remains of two bags of the same.

3. Finding that the dhow was so firmly wedged on the shore that he was unable to get her off, more especially as she was beached at high water, Lieutenant Holt determined to destroy her, which he accordingly did, by burning.

4. The case came before the Vice-Admiralty Court at Zanzibar, on the 14th January, and by a decree of the same date, that Court condemned the dhow as having been engaged in the Slave Trade, and approving of her destruction in the manner and for the reasons before mentioned.

5. The usual returns in duplicate are inclosed herewith.

I have, &c.

(Signed) GEORGE L. SULIVAN.

Inclosure in No. 146.

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

Date of Detention.	Where. If at Sea, state the Latitude and Longitude.	Name of—		Under what Colours.	How Rigged.	Number of—		Where—			Date of Sailing from what 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.	Where Shipped.
1875 January 2	Oukongui, near Hurri, island of Pemba	Not known.	Not known.	1. Not known. 2. Pungang supposed.	None ...	One-masted Dhows	Not known.	Not known.	75½	Pungang, supposed	Not known	Pungang, supposed	Not known	Not known	Not known	Not known	Zanzibar, condemned on Jan. 14, 1875.	This dhow ran ashore at sight of one of the "London's" boats; crew and slaves escaped into bush; unable to be recovered, and therefore burnt.	

"London," Zanzibar, January 14, 1875.

(Signed)

GEORGE L. SULLIVAN, Captain.

No. 147.

Captain Sullivan to Rear-Admiral Cumming.

Sir, "London," Zanzibar, February 8, 1875.
I HAVE the honour to report, for your information, the detention, by one of the launches of this ship, under the command of Lieutenant A. J. Hamilton, R.N., of a dhow named "Nibas," trading with British colours and papers, and belonging to a Hindi of Zanzibar called Peerbhai Jerwmigee.

2. It appears from Lieutenant Hamilton's statement that he boarded this dhow off Mesal Island, in the Pemba Channel, and that on mustering the crew, one African was found to be on board over and above her proper complement, of whom the nakoda could not give a satisfactory account. Subsequent investigation led Lieutenant Hamilton to suspect that the man (who could speak Kisuahaele but imperfectly) was a slave, and owned by one of the passengers, a Hindi British subject, named Tzabjee Boodabhai. In consequence of this, he considered himself justified in detaining the dhow, and accordingly brought her to Zanzibar for adjudication.

3. The case was tried at the Vice Admiralty Court on the 14th of January last, but was adjourned to obtain further information with reference to the Hindi. The result was that on the 26th ultimo a decree of restitution was signed by the Court with reference to the dhow; but the criminal charge against the Hindi having been investigated, it was found that although the African found on board was not a slave (he having been freed by his former master prior to his death), the Hindi had possession of his free papers, doubtless with the object of compelling the man to follow him. For this offence the Court fined him 50 dollars, and considering that there was sufficient justification for the detention of the dhow, directed that the costs of the Court should be defrayed by the fine.

I have, &c.
(Signed) GEORGE L. SULIVAN.

Inclosure in No. 147.

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 Bigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; * the Number of Deaths before Adjudication; and the Number Emancipated.	
		Vessel.	Master.			Owners, and of what Place.	Men.	Guns.	Tons.	From.	Bound.				Belonging.	Men.	Women.	Boys.			Girls.	Where Shipped.
1875 January 6	Mosal Island	Nibas	Tiroo or Interis	Peerbhai Jee- wungee, Zanzibar	British	Single-masted dhow	9 including Na-koda	Nil	46	Chak-chak	Zanzibar	Not known	1 suspected slave, cotton, cloth, and oil	Not known	1	..	Chak-chak	Not condemned, but costs allowed at Zanzibar	* Good Decree of restitution signed by the Court in this case; letted costs on a Hindi passenger by a fine for detaining the free papers of a negro boy.

“London,” Zanzibar, January 26, 1875.

(Signed)

GEORGE L. SULLIVAN, Captain.

No. 148.

Rear-Admiral Cumming to the Secretary to the Admiralty.

Sir, "Glasgow," at Trincomalee, March 12, 1875.
 WITH reference to previous correspondence, in which I have brought to the notice of the Lords Commissioners of the Admiralty the necessity for arrangements being made with the Portuguese Government to land liberated slaves at Port Mozambique to await passage to Natal by the Cape mail, if it is found desirable that that Colony should be provided with labour by this means, I have the honour now to transmit, to be laid before the Lords Commissioners of the Admiralty, an extract from a letter from Captain Ward, of Her Majesty's ship "Thetis," the Senior Officer of the East African Division, by which it appears that the Governor of Mozambique has given his provisional assent to this arrangement, pending instructions from Portugal, and I would therefore beg, should it be deemed advisable, that steps may be taken to satisfactorily conclude the same.

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

 Inclosure in No. 148.
Captain Ward to Rear-Admiral Cumming.

(Extract.) "Thetis," February 5, 1875.
 MY object in going to Mozambique was to obtain formal permission from the Portuguese Governor to land slaves here in the event of capture, to await arrival of Cape mail which would convey them on to Natal, the arrangements for their conveyance by these steamers having been already made by the Natal Government.

To this the Governor gave his provisional assent pending instructions from his Government on the subject.

 No. 149.
Rear-Admiral Cumming to the Secretary to the Admiralty.

Sir, "Glasgow," at Trincomalee, March 13, 1875.
 I HAVE the honour to inclose herewith, to be laid before the Lords Commissioners of the Admiralty, the copy of a despatch I have received from Captain W. F. Prideaux, Her Majesty's Acting Political Agent and Consul-General at Zanzibar, fully acquainting me of the cause and the attack made by the ships, &c., of the East Coast Squadron on the Fort of Mombasah, and also of the successful issue of those operations, which have already been reported to their Lordships in Captain Sullivan's despatch of the 25th of January, 1875.

2. It is with much pleasure and satisfaction I have read the correspondence on this subject, for, in the first place, the promptness displayed by the naval authorities so soon as any requisition was made, and again, the tact, decision, and judgment shown when action was necessary, reflect much credit on all concerned, and the operations could not have been carried out more successfully or satisfactorily.

3. I have conveyed to Captain Sullivan, Commander Tuke, of Her Majesty's ship "Rifleman," Lieutenant Gray, commanding the "Nassau," Lieutenants Annesley of "London," Honourable F. P. Vereker, of "Nassau," and Grey of "Rifleman," and to Navigating Lieutenant Dixon, of "Nassau," and to the other officers and men employed on this occasion, my appreciation of their conduct, and I have informed them that the efficient manner in which all the various duties were performed, has been learnt by me with much pleasure.

4. After perusing the various reports received, I would beg to bring to their Lordships' special notice the conduct of Lieutenants Annesley, Honourable Vereker, and Grey (of "Rifleman"), and Navigating Lieutenant Dixon, for the able manner in which the rocket boats were handled by them under trying and difficult circumstances; and I would also draw their Lordships' attention to the efficient state of the "Rifleman," and "Nassau."

5. Viewing these operations in reference to the Slave Trade, I cannot but feel that

a wise and prudent step has been taken, for we have materially shown the Sultan of Zanzibar how anxious the British nation is to support his authority, and thereby enable him to assist us in the difficult task we have undertaken. His Highness will fully appreciate the good-will shown towards him, and I believe that most beneficial results are likely to be derived from the services rendered to the Sultan in this instance.

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

Inclosure in No. 149.

Captain Prideaux to Rear-Admiral Cumming, January 22, 1876.

[See Inclosure 6 in No. 145.]

No. 150.

Rear-Admiral Cumming to the Secretary to the Admiralty.

(Extract.)

"Glasgow," at Trincomalee, March 16, 1875.

THE "Thetis" was at Port Mozambique on the 5th February; she left Zanzibar 13th January, and arrived at Mozambique on 26th, her object for this visit was especially to make arrangements for landing slaves there when on passage to Natal, as explained in my letter of the 12th instant. The "Thetis" then proceeded, at the request of the Portuguese Governor, to ascertain if there was any truth in a rumour that a small Portuguese expedition had been repulsed by dhows a few miles south of Port Mozambique; this was found to be entirely unfounded. Captain Ward obtained temporary permission from the Governor of Port Mozambique to cruize for the suppression of the Slave Trade in Portuguese territorial waters, and several captures were made, with the details of which I am not at present acquainted.

No. 151.

Commander Tuke to the Secretary to the Admiralty.

Sir,

"Rifleman," at Zanzibar, March 24, 1875.

I HAVE the honour to report that, while cruising off Beara River, west coast of Madagascar, on 10th March, 1875, I observed a large dhow standing in for the land. I immediately chased her, and on my firing she lowered her sail.

2. I sent the first whaler to board her, in charge of Mr. Harry G. Grey, who returned with the Nakoda and some slaves and reported her suspicious.

3. She was flying Arab colours and had Comoro papers, and was fifteen days from Mozambique.

4. On searching her, slave irons and manacles were found on board, also a large quantity of chatties and other necessaries for the use of slaves.

5. I then detained her as being engaged in the Slave Trade, and cleared her, transferring her passengers, crew, slaves, &c., to this ship.

6. She had on board at the time Nakoda, owner, 7 passengers, 26 crew, and 12 male slaves; no cargo, except the private property of the passengers.

7. I landed the passengers and their private property at Boyanna Bay at their own request, and detained on board the Nakoda, owner, crew, and slaves for passage to Zanzibar.

8. On the following morning, the dhow having been found unseaworthy by the surveying officers, I caused her to be destroyed.

9. The dhow was condemned at the Vice-Admiralty Court at Zanzibar on 19th March, 1875.

10. The Nakoda has shipped cargoes of slaves before, chiefly from Kilwa and Mozambique; this I discovered from papers in his possession.

I have, &c.
(Signed) STRATFORD TUKE.

Inclosure in No. 151.

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

Date of Detention.	Where. If at Sea, state the Latitude and Longitude.	Name of—		Under what Colours.	How Rigged.	Number of—			Where—			Date of Sailing from this Port.	Nature of Cargo.	To whom Consigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; stating the Number of Deaths, the Number Adjudicated, and the Number Emancipated.		
		Vessel.	Master.			Owner, and of what Place.	Men.	Guns.	Tons.	From.	Bound.				Belonging.	Men.	Women.	Boys.			Girls.	Where Shipped.
1875 March 10	At sea, off Beira River, west coast of Madagascar	Salama ...	Sepedi Buesai	Abduliah Handuce, Comoro	Arab ...	Dhow ...	96	..	208-38	Mozambique	Mozambique	Comoro ...	1875 Feb. 25	Nil	..	10	..	3	..	Mjust ...	Zanzibar	... In good condition; no deaths. Vessel leaky and unseaworthy.

“Rifeman,” Zanzibar, March 24, 1875.

(Signed)

STRATFORD TUKE, Commander.

No. 152.

Commander Tuke to the Secretary to the Admiralty.

Sir,

“Rifleman,” at Zanzibar, March 24, 1875.

I HAVE the honour to report that, having received information that a dhow was at Marambitzi which had run a cargo of slaves, I proceeded in Her Majesty's ship I command to Boyanna Bay, where I anchored on 8th March, and sent the cutter and second whaler in charge of Mr. H. G. Grey, Sub-Lieutenant, Mr. F. C. A. Crooke, Acting Navigating Sub-Lieutenant, being in the whaler, to search Marambitzi River and its creeks.

2. On 7th March Mr. Crooke, Acting Navigating Sub-Lieutenant, returned in the whaler, bringing with him the Nakoda of the dhow “Ah-la-hum-de-li-lah,” under Johanna colours, also a report from Mr. Grey, who stated that this dhow had brought a cargo of slaves fourteen days before from Mozambique, and that they were landed at Marambitzi; that two men belonging to another dhow saw them disembark about 100 in number, and were prepared to give evidence to that effect. Mr. Grey also reported that the natives were inclined to be hostile after he had detained the dhow in the river.

3. I immediately weighed and proceeded to the anchorage off Marambitzi River, and sent the first and second whalers, in charge of Mr. Crooke, Acting Navigating Sub-Lieutenant, Mr. C. Austen, boatswain, second class, being in the first whaler, to support Mr. Grey in carrying out my orders, which were to bring the dhow to the ship.

I detained the Nakoda on board the ship.

4. On the evening of the 8th March the boats, namely, cutter and first and second whalers returned with the dhow in tow. The crew, who were on shore, would not come with the dhow.

5. On the following day I investigated the case and found by papers in possession of the Nakoda, that he had been constantly running cargoes of slaves, and had been connected with the Slave Trade for over nine years, and the evidence of the two witnesses so clear, I detained her as being engaged in the Slave Trade.

The dhow being found unseaworthy by the surveying officers I caused her to be destroyed.

7. I took the Nakoda to Zanzibar for trial, and on 19th March the dhow was condemned at the Vice-Admiralty Court at that port.

8. The Nakoda has frequently run cargoes of slaves before, chiefly from Kilwa and Mozambique.

I have, &c.
(Signed) STRATFORD TUKE.

Inclosure in No. 152.

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

Date of Detention.	Where; if at sea state Latitude and Longitude.	Name of—			Under what Colours.	How Rigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; stating the Number of Deaths before Adjudication, and the Number Emancipated.		
		Vessel.	Master.	Owner, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where Shipped.	
1875 March 9	Marambitzi, west coast of Madagascar	All-Is-hum-de-li-lah	Mehedini-bin Tyred Hassan	Mehedini-bin Tyred Hassan	Johanna.	Dhow	Not known	Nil	95.2		Infusa.	Marambitzi	Johanna.	Not known	Nil	Zanzibar	Dhow in an unworthy condition

“Rijsman,” Zansibar, March 24, 1875.

(Signed) STRATFORD TUKE, Commander.

Captain Sullivan to Rear-Admiral Cumming.

Sir,

"London," Zanzibar, March 25, 1875.

I HAVE the honour to report, as follows, the details of the detention and capture of four dhows by the boats of Her Majesty's ship "London," on the ground of their being engaged in the Slave Trade.

1. *"Panga," 23·13 tons.*

This dhow was observed by one of the launches on the night of the 23rd of January last entering the harbour of Kohané, where she (the launch) was lying at anchor. Immediately, however, on the launch being perceived by the people on board the dhow, they put her helm up, and ran her ashore on the Island of Makongui. Twenty minutes nearly elapsed before the Sub-Lieutenant in command of the launch got alongside the dhow, when he found the nakoda, three crew, and two male passengers only on board her, the statements made by these persons being of a most contradictory nature, and information having been obtained from the shore clearly indicating that the dhow had been engaged in the transportation of slaves as recently as that day, she was brought into Court on the 1st February, and on the evidence of a native of Kohané, who had seen the slaves landed from her, together with other suspicious circumstances connected with her, was condemned.

2. *"Conda," 34·48 tons.*

This dhow was boarded by one of the launches on 29th January last off the Island of Makongui. Besides her crew, &c., there were three females on board, whom, from their appearance and other circumstances, the boarding officer (a Sub-Lieutenant) considered were being carried for traffic, and he accordingly detained the vessel for the purpose of bringing her to Zanzibar. The weather, however, was too rough to clear the passage between Pemba and Makongui that night, so the launch returned to Kohané with her prize. In doing this, however, owing to the careless manner in which the crew worked her, the dhow ran ashore on some rocks, and although she eventually floated off, she had sustained such damage that the Sub-Lieutenant in command did not consider it safe to attempt the passage to Zanzibar with the dhow, and having no doubt in his own mind that there was sufficient evidence to condemn her, caused her to be destroyed. He then returned to Zanzibar, bringing with him the nakoda, some of the crew, and the three suspected slaves. At the trial of the case it was found that the women were, in reality, the domestic slaves of an Arab of Zanzibar, and had been to Pemba on their own business, a story quite at variance with that which they told to the officer of the capturing boat. Under these circumstances the Court pronounced a decree in favour of the owners of the dhow, and condemned the ship in damages and costs.

3. *"Salama," 42 tons.*

This dhow was intercepted by the steam pinnace on the 24th February, about two miles from Kohané, in the Island of Pemba, for which port she was making. She had 48 male and female slaves on board, which had been shipped at Pungani, on the mainland, and were intended for the plantations in Pemba. Taken into Court and condemned on 26th February.

4. *Name unknown, 12·24 tons.*

his dhow was seized on the 24th February last, in the Pungani River, and condemned chiefly on the evidence of her own nakoda, on the 5th March. At the time she was boarded there was no one on board but the nakoda, who confessed, however, to having just landed a slave which he had brought from Chikumbui.

I have, &c.

(Signed) GEORGE L. SULIVAN.

Inclosure in No. 153.
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.	Owners, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where Shipped.
1875 Jan. 24	Off Kokoani ...	Faupa ...	Sumbokh ...	Hamed bin Rashid ...	None ...	Dhow ...	4	Nil	53	Pungauy	Khokani.	Pemba ...	1875 Jan. 23 Pungauy	Nil ...	...	...	...	...	...	Zanzibar ...	Nil.
Jan. 29	Off Makongui ...	Conda ...	Khalim bin Ali ...	Khalim bin Rashid ...	Arab ...	Dhow ...	3	Nil	54	Clak-chak	Zanzibar.	Zanzibar ...	Not known ...	Cocoa nuts ...	Not known ...	...	...	...	...	Clak-chak Ditto ...	3 supposed slaves.
Feb. 24	Off Kokoani ...	Shuan ...	Yeraz ...	Heralda ...	None ...	Dhow ...	5	Nil	48	Kroombe	Pemba.	Pemba ...	Feb. 28	None ...	...	...	...	...	Kroombe Ditto ...	No deaths; 81.	
Feb. 24	Off Pungauy ...	Unknown	Mabrrok Makua ...	Mahomed, of An-gauiga	None ...	Dhow ...	3	Nil	13	Pungauy.	Pemba ...	Pemba ...	Not known	None ...	...	...	...	...	Ditto ...	...

(Signed) GEORGE L. SULLIVAN, Captain.

"London," Zanzibar, February 28, 1875.

No. 154.

VESSELS employed in Suppression of Slave Trade—East Coast of Africa and Persian Gulf.

Ships.	Guns.	Men.	Station.	Remarks.
Thetis ..	13	220	East Coast of Africa.	} Surveying vessels, but acting for suppression of Slave Trade so far as possible. Stationery ship, but her boats cruize for suppression of Slave Trade.
Rifleman ..	4	77	Ditto.	
Flying Fish ..	4	126	Ditto.	
Vulture ..	3	90	Aden.	
Shearwater*	4	109	East Coast..	
Nassau..	4	99	Ditto ..	
London .	2	265	Zanzibar ..	

Taken from a Return dated 31st December, 1874, the latest received, but it is believed that there has been no change since.

Admiralty, 2nd April, 1875.

No. 155.

Rear-Admiral Cumming to the Secretary to the Admiralty.

Sir,

"Glasgow," at Bombay, April 5, 1875.

I HAVE the honour to inclose herewith, to be laid before the Lords Commissioners of the Admiralty, a letter I have received from Captain Ward, of Her Majesty's ship "Thetis," giving fully the particulars of the cruize of the boats of that ship up the Umfoussi River, whilst acting for the suppression of the Slave Trade within the territorial waters of the Portuguese, by special permission from the Governor-General of Mozambique.

2. The expedition under Lieutenant Walters appears to have been conducted with caution and judgment, and the information obtained, as to the manner in which slaves are embarked at the mouths of the river for conveyance to Madagascar, will doubtless prove useful hereafter in preventing their arrival at their destination, although, as Captain Ward says, their departure, as a general rule, cannot be prevented unless greater supervision is exercised by the Portuguese cruizers, or until British vessels are enabled to assist in the work.

I have, &c.

(Signed) A. CUMMING.

Inclosure in No. 155.

Captain Ward to Rear-Admiral Cumming.

Sir,

"Thetis," Majunga, February 27, 1875.

I HAVE the honour to inform you that on Friday, January 22nd, at 11 P.M., the pinnace, 1st and 2nd cutters and whaler belonging to Her Majesty's ship "Thetis," left Mozambique harbour under command of Lieutenant Walters, with Lieutenant Ogle and Sub-Lieutenants Maturin and Phillips, under his orders, to cruize for the suppression of the Slave Trade within the territorial waters of Portugal, by special permission from the Governor-General of Mozambique. An Arab, who had been taken prisoner by the "Thetis" when engaged in running slaves from the Mozambique to Madagascar in September last, and who, after having undergone a term of imprisonment at Zanzibar for his offence, offered his services in the suppression of the Slave Trade, acted as pilot and interpreter.

The boats were ordered first to make a cursory examination of the coast immediately to the northward of Mozambique and then to proceed south to the Umfoussi River, near which the ship would join them in a few days.

Soon after daylight on the 23rd, they entered a shallow harbour, marked in the Chart as Port Vellaco, where they all grounded at low-water. From this anchorage they had apparently a view of the whole harbour, and no vessel of any kind was to be seen

* Ordered home.

then, but the interpreter informed them that the anchorage for the slave dhows lay up a creek at the head of the Bay, completely concealed from view. Accordingly Lieutenant Walters proceeded in the whaler to examine this creek, and till within a few yards of the entrance it appeared as if the boat's head was being run right on to some boulders on the beach, on reaching which, however, she entered a deep passage with bush on either side, which immediately turned sharp to the right, and was so narrow that there was no room to pull the oars; after pulling for about 200 yards the boats emerged into a pool of considerable size, in which two or three dhows might lie without the possibility of being discovered unless by persons acquainted with the place. This lurking place was empty, however, at the time of our boat's visit. Lieutenant Walters remarks, that under no circumstances should an attack be made upon dhows concealed in this place by boats proceeding up the creek without first landing a party to clear the bush, which is of no great extent, and might easily be done.

Leaving Port Vellaco the boats proceeded north to Quisimajulo Harbour, which would apparently repay the trouble of a careful survey. The entrance from headland to headland is about six cables wide, but a reef extends about half-way across from the north headland upon which the sea breaks heavily at low water, and the channel leading to the harbour has an average width of three cables and depth of nine fathoms, in mid-channel it is about three miles long, and at its inner extremity turns sharp to the left and opens out into an imposing sheet of water entirely land-locked, and having good anchorage for ships of any size so far as examined by our boats.

Hearing nothing to lead them to suspect that any slave dhows were waiting for a cargo in this locality, the boats proceeded south to the Delta of the Umfoussi, where (having visited Port Mokambo on their way) they arrived at daylight on the 26th, and entered at the northernmost of the many mouths of this river. The bar at this entrance was anything but pleasant; but all the boats crossed it in safety, though the whaler in which Lieutenant Walters was landing, and which was the only one of the boats under oars at the time, having been kept so for the purpose of picking a good passage, was filled up to her thwarts by shipping two or three seas while doing so. Inside the bar the tide was ebbing so fast that the boats could scarcely stem it, and they accordingly anchored, and in the course of a couple of hours were all left high and dry. Some natives came down to look at them; but were at first afraid to come near. After a little coaxing, however, on the part of the interpreter, they stuck their spears into the ground, and came half way to meet our people. They told them that no dhows were taking in cargoes then; but that two had arrived three days before from Madagascar, and on hearing of the late Portuguese attack had taken fright and left again immediately, they believed for Angoxa.

Being now as it were in an enemy's country every precaution was taken against surprise at night, one of the officers being called every hour, who hailed each of the boats to see that the look-out men were on the alert.

On the morning of the 27th, as soon as the flood had made sufficiently to float the boats, they weighed and proceeded up the principal creek, having to make short tacks in the narrow parts. The pinnace grounded occasionally, but was easily got off again, the depth in the channel being pretty even, and the shoals generally well marked by mangrove bushes. In one place an opening through the mangroves discovered a village, upon which a white flag was exhibited from the boats, which was replied to by the villagers, some of whom came off in a canoe. One of these was an old friend of the interpreter's, and they, of course, embraced affectionately. This man on being asked to act as pilot, said he was afraid, as "perhaps they make bobbery;" upon which he was assured he would be quite safe, and might stay down in the bottom of the boat the whole time; this offended him, and he said he was no coward, if we would give him arms he would fight too, but he was afraid after English boats were gone Arab man would catch him and kill him. Evidently the feeling of the natives is for the present inimical to the Arabs, who they are especially angry with on account of their recent defeat by the Portuguese, which not only resulted in the destruction of their own dhows, but also in the burning of the adjacent native village. They will probably be quite ready to side with the strongest party at anytime, and just now the Arab prestige is gone, and the natives exhibit no friendly feelings towards them. We were told that up to the present time the Arabs had held undisturbed possession of the Umfoussi as a "slave preserve" from time immemorial, English boats never having been seen inside the river before, and the Portuguese only once previous to their recent attack. Further conversation, and a promise of reward, soon led to a good understanding between ourselves and our new friend, and ere long he confessed that he had heard "to-day" that two dhows were still in the Umfoussi, and were about to load with slaves for Madagascar, and though he did

not pretend to know the exact spot where they were concealed, he undertook to pilot the boats in the course of two tides to a place in their vicinity.

This was agreed to, and at 6 P.M. the pinnace floated, and all started in high spirits ready and willing for a hard night's work if necessary. The night was very dark, and the creeks got narrower and narrower, and the turns were sometimes very sharp, but with the aid of the tide good progress was made, poling the boats along, there being no room to pull the oars, except in a few places. The pinnace grounded occasionally, but there was no considerable delay, and the most serious mishap was occasioned by the branch of a tree catching the pinnace's topmast and snapping it short off. The men worked hard, enjoying it immensely, evidently thinking the whole affair great fun and entering into its spirit with great alacrity. But for the constant play of summer lightning the difficulty of threading the way through these dark, narrow, winding mangrove alleys, borne along as the boats were by a strong tide, would have been almost insurmountable.

Here and there the creeks opened out into a broad lagoon, where the oars could be pulled. In one of these considerable excitement was caused by a large dhow-like sail being dimly observed gliding along the edge of the lagoon. In a moment tow-ropes were cast off, and a large canoe was hemmed in on all sides by our boats. Some of her crew in the first moment of alarm jumped overboard, but apparently thought better of it afterwards; and finding that nobody was instantly killed, climbed in again over the bows. There were twelve persons in her, eight or nine being slaves, besides some bags of grain. The interpreter and native pilot thought she was taking both slaves and grain to some dhow that was lading in one of the creeks, and everybody in her appeared too much frightened to give any clear account of themselves, while the interpreters were too much excited by the hope of a capture to do much besides jabber and make a noise. However, as the boats were at this time close to the place where the native pilot informed them they must anchor and wait for another tide, the canoe was taken in tow and brought to the anchorage. Here each of her inmates were taken on board the pinnace separately, and underwent an examination, which finally resulted in allowing them to proceed on their way, the story of the slaves being that they all belonged to one master in Kivolani, by whom they had been sent to procure grain, which they were now returning home with.

The next morning soon after daylight the boats were again under weigh, but the floods did not suffice to take them up to the dhows' place of concealment, and about 10 o'clock they anchored close to the principal mouth of the river and not far from the ruins of the chief village of the district lately burnt by the Portuguese. Soon after anchoring three natives came down to the beach and were taken on board the pinnace; they confirmed previous reports about the dhows, and having been promised a reward if they would find out their precise whereabouts, they were sent away with an understanding that they were to return before the return of the tide; this they did, reporting having found both the dhows, and that the boats had better start immediately as one was going to sail that very night.

The way led through very shoal passages, and the tides being now neap there was barely water enough, so that the progress of the boats was retarded by frequent groundings, and it was quite dark before they reached the creek up which the dhows were. It was, therefore, deemed advisable to anchor the pinnace, and, distributing her crew amongst the other boats, to proceed at once with the two cutters and whaler; for the tide which suited to take our boats up would also suit for the dhow to put to sea, while the darkness would doubtless favour her escape almost as much as it hindered our advance. Time, therefore, was valuable, and now the boats, relieved of that which was at the same time their chief encumbrance and their chief strength, advanced quickly and cautiously, threading their way in single file through the narrow passages, seeing nothing except when a flash of lightning shed a momentary gleam upon the scene. It was a moment of intense excitement when the guide passed the word that they had reached the place; instantly a blue light was lit in each of the cutters and the tall mast of the dhow towering above the trees and her hull half hidden in the mangrove bushes were at once disclosed to view. The order "give way" was given, which resulted in the first cutter sticking fast on a bank, but fortunately near enough, had such assistance been required, to have done the best service possible by covering the other boats. A few seconds sufficed for the crews of these to reach the dhow, which was immediately discovered to be entirely deserted, though a noise in the bush gave warning that some of the dhow's people were close by. No colours or papers of any sort could be discovered on board her; she had two large water tanks and one large cask all full of water; in the centre of the hold was a compartment filled with a mixture of mud and sand, which serves the double purpose of ballast and a material for absorbing the excrement of the slaves; the mats were laid in readiness for the slaves, and the after-hold was full of cocoanuts, spare

matting and rice bags, and the fire in her cooking apparatus was still alight. The boats next proceeded up the creek in search of the other dhow, but she had shifted her berth and the search had to be given up till daylight, the night's work concluding with towing the prize down to the anchorage off the principal mouth of the river.

On the following day the natives reported that they had discovered the other dhow, but in so shallow a creek that it would be impossible now that the neap tides had fairly set in to reach her in the boats. An armed party was, therefore, marched overland to take possession of her. She was found to be in great confusion. Cocoanuts, chatties, and matting, which composed her cargo, presenting the appearance of having been bundled on board for a temporary place of safety; in other respects she was similarly equipped to the other dhow, having large water casks full of water and a wattling lining round her sides. No papers or colours could be discovered.

As I believed the circumstantial evidence, namely, the place of capture, the desertion, the absence of colours or papers, and the equipment, together with the direct evidence of a slave woman who had escaped to our boats on the night of the first capture, and also that of the native guides, was so strong as to remove all doubt as to the characters of these dhows, and since it was now impossible to move either of them before next spring tides, I ordered them both to be destroyed.

Subsequently, another dhow was captured under similar circumstances, the destruction of which I also approved of, and on the 8th February the Delta of Umfoussi having been thoroughly searched, and Lieutenant Walters having satisfied himself that no more slave dhows were concealed in it, returned with the boats to the "Thetis."

It is much to be regretted that the refusal of the Governor-General of Mozambique to permit the "Thetis" to continue her operations for the suppression of the Slave Trade in Portuguese waters has prevented us from investigating the Moma River, to the south of Angoxa, where we had obtained reliable information of six dhows having lately arrived from Madagascar for the purpose of running cargoes of slaves.

After a personal visit to the Delta of the Umfoussi, I am convinced that, but for the assistance of the natives in the locality, it would be impossible for ships' boats to operate successfully amidst such a labyrinth of creeks and inlets as the delta of this river presents, and extending as it does along from 10 to 15 miles of coast, any number of dhows might lie concealed here without any chance of their being discovered, not alone by strangers, which is obvious enough, but even by persons well acquainted with the general features of the district as was our interpreter, who had himself run a slave cargo from this river.

In illustration of this, I may mention that the third and last dhow captured by our boats had been so artfully concealed that they actually searched the creek in which she was, and came away without finding her; and, finally, when they were conducted by natives to the spot it was discovered that the advance of the boats up this creek had been barred a turning or two before the dhow could have been seen by several trees having been cut down by the Arabs, so that their branches fell right across the narrow inlet, forming an apparently natural termination, the character of which could not have been discovered unless closely examined.

I have no doubt, however, of always being able to obtain native assistance by judicious treatment, and I cannot help confidentially expressing an opinion that were it permitted for the boats of the English cruisers to act for the suppression of the Slave Trade within Portuguese waters that the export of slaves from the Mozambique would be practically at an end.

The three or four places from whence it now takes place are perfectly well known, and could be effectually cleared out in the same manner as has just been done in the Umfoussi; but as this could not be accomplished except by the employment of a constant force such as the Portuguese have not got at their disposal in these waters, it is idle to expect that the traffic will be stopped while the nominal sovereignty of this long line of coast bars the operations of the only power that is able and willing to exert itself in the matter.

As to the possibility of operating successfully beyond the three mile boundary, I need only point to the number of mouths which these rivers possess, and the wide extent of coast which they occupy to show how easily the dhows could evade the vigilance of a cruiser so placed choosing their own time and place of departure; they would manage badly indeed if they fell right into the arms of the cruisers waiting to receive them: and when I add to this the difficulties of an imperfectly surveyed coast abounding in shoals, a current running from 2 to 4 knots, and, not unfrequently, weather in which it would be impossible for boats to keep at sea, I have stated the case which has practically led to the conclusion that the only alternative left to the cruisers if excluded from

the territorial waters, is to await for the "arrivals" on the Madagascar coast, and to give up almost entirely the attempt to stop the "departures." This course has the advantage of finding the dhow absolutely committed to her fate, whereas a chase on the Mozambique side might often result in driving her back into territorial waters, where she is quite willing to remain patiently for almost an indefinite time—time being at the Arab's own disposal, the keep of his slaves being infinitesimal, and patience being his strong point.

I have, &c.
(Signed) THOS. LE H. WARD.

No. 156.

Rear-Admiral Cumming to the Secretary to the Admiralty.

(Extract.)

"Glasgow," at Bombay, April 5, 1875.

THE "Thetis" was at Majunga on 27th February, since her departure from Mozambique (in which neighbourhood her boats had been cruising for the suppression of the Slave Trade within the territorial waters of the Portuguese by special permission from the Governor-General of Mozambique) she had been on the West Coast of Madagascar. The "Thetis" would not return to Zanzibar before the beginning of May.

Various reports having reached Zanzibar that large quantities of slaves were being collected for shipment to the Island of Pemba, the "London's" boats were kept on the alert. Up to the 10th March, one dhow with forty-eight slaves had been captured. Captain Sullivan had lately visited the Rufiji River, on which he promises a special Report. The factory is in course of erection on the quarter-deck of the "London."

No. 157.

Captain Sullivan to Rear-Admiral Cumming.

Sir,

"London," Zanzibar, April 6, 1875.

I HAVE the honour herewith to inclose, for the information of the Hydrographer of the Navy, and also, with their Lordship's permission, of the Royal Geographical Society, a chart of a running survey I have been enabled to obtain of the Rufiji river, as far as Inpoyoyah, beyond the Kiza district, and about 8 miles above Fugulia, the point reached by Dr. Kirk, and Commander Wharton, of Her Majesty's ship "Shearwater," in 1873.

2. On the evening of the 23rd of February last, I arrived off the river with three boats belonging to the "London," and at 1 o'clock the following morning, accompanied by Sub-Lieutenant F. J. Grassie, R.N., by whom I was ably and zealously assisted, proceeded to ascend it, with a view to ascertaining its direction beyond Fugulia, and whether or not it is navigable. Also as to the probability of any slave tracks crossing it below that at Inpenbeno, which was discovered and traversed by Captain Elton and Lieutenant Pullen, R.N., in 1874, and, if so, whether, by stationing boats in the river, as has been suggested, it would be practicable to cut off the transit of, and thus suppress the traffic in slaves.

3. About two miles beyond Fugulia, and on the left and opposite bank of the river, is a small village called Miringo, at which we were able to obtain observations for latitude and longitude, as shown in the margin.* From Fugulia which, according to the chart made by Captain Elton and Lieutenant Pullen, R.N., lies nearly south of the Simba Range, and from this to beyond the Kiza district, I found that the river winds to south-west, and in the direction of Inpenbeno, the position of which place is accurately laid down by observations obtained by Lieutenant Pullen in 1873, and towards the Matumbwi mountains, the northern extreme of which is about west by south of Fugulia, and not towards the Intoti range, which lies north-west of the river. There are no mountains due west of it.

4. The position of Inpenbeno, as given by the before-mentioned officers, is about 22 miles south, and 18 miles west of the Simba range, and it was also discovered by them that it was the place at which the great slave track from Kilwa to Dar-es-Salaam crossed to Rufiji. I shall presently be able to show that to cross either east or west of Inpenbeno would not only be most inconvenient for the trader, but impracticable.

* Latitude by double alt., 7° 53' 36" south; longitude by chronometer, 39° 24' east.

5. I shall, however, first confine myself to the question of the navigability of the river; and, to begin with, I may as well say that I fully concur in the opinion of Dr. Kirk and Commander Wharton that the Rufiji is not navigable, unless the possibility of a small vessel at some seasons of the year being able to ascend it for 8 or 10 miles is sufficient to justify its being called so. The river, at the time of my entering it, had the advantage of being considerably deepened above the tidal portion of it, by the rains which had set in three weeks previously. Great allowance must, therefore, be made for this fact in estimating the true depth. No deduction on this account has been made in the soundings given in the chart, as it would be almost impossible to be accurate, but from 4 to 6 feet would not, I think, be too much to allow for the rise thus caused. The current also, against which we had to steam, had increased in proportion, and continued to do so the farther we ascended the river; but as the speed of this was ascertained, due allowance has been made for it in the chart. At Inpoyoyah, beyond the western boundary of the Kiza district, the speed of the current became nearly as great as that of our boat, and it being inadvisable to detain the men in the river after night at this season of the year, I was reluctantly compelled to postpone further research until after the rains. In the meantime, I have to remark that neither the main slave track nor any other could possibly cross the Rufiji, east or west of Inpenbeno; because that place, and the track which passes through it, are flanked by the Intumbwi Hills south of the river, and the Intoti range north of it, whilst eastward the numerous branches and feeders which form the deltas at the mouth of the river offer an almost insuperable obstacle to its passage on that side. Were it not for these natural obstructions, the high road through Inpenbeno would not be chosen either for the transport of slaves or for the conveyance of the "copal," from those rich fields which lie at the base of the ranges of mountains before alluded to, much of which now finds its way into Kilwa and the various towns of the Samanga district, where it is purchased by the Indian merchants and conveyed north. This, it is evident, would not be the case were the road eastward practicable, as the distance thus saved in reaching the northern markets would be very considerable.

6. To these conclusions and convictions I have been guided, not only by the configuration of the country, which in itself would be sufficient, but from information which I collected in the river, and also from our pilot whom we obtained at the entrance, and who told us that he knew every part of the river, a statement which we proved to be correct. He also, lest any proof might be wanting to convince us of the extent of his knowledge, informed us that he had wives at two different places at the head of the river, and the difficulty we experienced in getting him to leave one of these places, and accompany us further, bore ample testimony to the fact. Further, the comparatively happy security in which the natives in the immediate neighbourhood appeared to live, the absence of any vessel larger than the ordinary small river canoe, and the fact that no dhow was seen, nor, as we were told, had ever been seen above the entrance to the different mouths of the river, all pointed to the same conclusion.

7. No Indian or Arab traders are to be found in the vicinity; the slave-dealers, therefore, would experience great difficulty in crossing the river below Inpenbeno, as they would be unable to obtain from the natives the necessary assistance and co-operation. The simple natives of the Rufiji living so near the sea are protected to some extent by their knowledge of, and intercourse with, the outer world, and the semi-civilized condition they have acquired from it. This would in some measure help them to assert their freedom, or recover it sooner or later, if lost; but they would have only too much cause to fear for their children were they to risk communication with any passing slave gang, and they would, therefore, on the first approach of the slave-dealer with his caravan, take refuge in their canoes, and flee with their families to the opposite bank of the river, thus cutting off the only means by which the slaves could be taken across the river in safety. Further it is contrary to all experience that any caravan (still less such a valuable one as slaves) should run the risk of entangling itself in an intricate and difficult delta, more especially one subject to sudden and dangerous inundations, as that through which the Rufiji flows, owing to the effect of the rains on the adjacent high lands.

8. It has been suggested that steamboats should be employed to intercept the imaginary slave tracts across the Rufiji; but even if such tracts existed, and were known, the utter impossibility of such a scheme is evident. The river above Fugulia is nowhere more than 500 yards wide, and in some places is less than 200. Supposing, therefore, a dozen steamboats were stationed in the river, say at intervals of a mile or so, their position would be well known, they would constantly be in view, and nothing could be easier than to shoulder the canoes, and, marching with them to any point

launch them again between any two boats, or ahead of all, and cross the river unseen at night. A game of blindman's buff might thus be played to the Dead March tune, and a hundred Europeans sacrificed for every slave liberated.

9. The scenery in the Rufiji has little or no variety. The level country which forms the delta is covered with now ripening Indian corn and millet seed right down to the banks of the river, without a break for the whole distance we ascended;—excepting here and there a cocoonut grove towered about the corn indicating the locality of the village, or a few mango, pomgranate, and banana trees, scattered sparingly about, broke the monotony of the scene. We saw but two hippopotami and one crocodile during the time we were in the river, but were informed that although the former are scarce the latter are very numerous.

10. In conclusion I would observe with what caution reports (however interesting they may be), founded neither on scientific basis nor having pretensions to any, nor on any reasonable or practical grounds, should be received, more especially when such reports are professedly at variance with the opinions and experiences of scientific and practical men, or other competent authorities.

I have, &c.
(Signed) GEO. S. SULIVAN.

No. 158.

Mr. Stronge to Lord Tenterden.—(Received April 26.)

My Lord,

Treasury Chambers, April 24, 1875.

I AM directed by the Lords Commissioners of Majesty's Treasury to transmit to you herewith, for the information of the Secretary of State, the accompanying copy of a Report from Mr. Rothery, containing the following returns relating to Slave Trade matters:—

1. List of the adjudications in the Vice-Admiralty Courts between the 1st January and 31st March, 1875.
2. Account of Tonnage Bounties paid during the same period.

I am, &c.
(Signed) CHARLES W. STRONGE.

Inclosure 1 in No. 158.

Report.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

May it please your Lordships,

I HAVE the honour to send herewith, for your Lordships' information, the following returns relating to Slave Trade matters, viz. :—

No. 1. List of the Adjudications in the Vice-Admiralty Courts and Mixed Courts of Justice, reported to your Lordships between the 1st of January and the 31st March, 1875.

No. 2. Account of Tonnage Bounties paid by command of your Lordships during the same period.

There have not been any slave bounties paid during the past quarter.

All which is most humbly submitted to your Lordships' wisdom.

(Signed) H. C. ROTHERY.

Doctors' Commons, April 22, 1875.

Inclosure 2 in No. 158.

LIST of the Adjudications in the Vice-Admiralty Courts and Mixed Courts of Justice, reported to the Treasury between the 1st of January and the 31st of March, 1875.

Name of Capturing Ship or Seizor.	Name of Prize.	Date of Capture.	Date of Adjudication.	In what Court Adjudged.	Decretal Part of Sentence.
Thetis ..	Name unknown ..	Oct. 29, 1874	Oct. 31, 1874	Consular Court, Zanzibar	Dhow and seven slaves condemned.
Rifleman ..	Name unknown, otherwise Kamanani (No. 13 of 1874.)	Dec. 7, 1874	Dec. 12, 1874	Ditto ..	Dhow and five slaves condemned.
Ditto ..	Salamali .. (No. 1 of 1875.)	Dec. 29, 1874	Jan. 1, 1875	Ditto ..	Dhow and one slave condemned.
Ditto ..	Name unknown .. (No. 2 of 1875.)	Dec. 29, 1874	Jan. 1, 1875	Ditto ..	Dhow restored and three slaves released.
Ditto ..	Name unknown .. (No. 3 of 1875.)	Dec. 19, 1874	Jan. 2, 1875	Ditto ..	Dhow and one slave condemned.
London ..	Puda Mali .. (No. 4 of 1875.)	Jan. 3, 1875	Jan. 4, 1875	Ditto ..	Dhow and six slaves condemned.
Thomas Forde, Sergeant of Police	Canoe and nine slaves	Oct. 15, 1874	Jan. 23, 1875	Vice-Admiralty Court, Sierra Leone	Canoe and nine slaves condemned.
W. B. Nelson, Sergeant of Police	Canoe and seventeen slaves	Oct. 16, 1874	Jan. 23, 1875	Ditto ..	Canoe and seventeen slaves condemned.
Rifleman ..	Name unknown .. (No. 14 of 1874.)	Dec. 8, 1874	Dec. 12, 1874	Consular Court, Zanzibar	Dhow and one slave condemned.

(Signed) H. C. ROTHERY.

Inclosure 3 in No. 158.

ACCOUNT of Tonnage Bounties paid to the Commanders, Officers, and Crews of Her Majesty's Ships of War, by command of the Lords Commissioners of the Treasury, between the 1st of January and the 31st of March, 1875.

Date of Payment.	To whom Bounty paid.	Name of Capturing Ship.	Name of Prize.	Tonnage.	Rate of Bounty per Ton.	Amount Paid.
1875. Jan. 19 ..	Naval Prize Account	Briton ..	Bara Salam ..	51	£ s. 5 10	£ s.. 280 10

(Signed) H. C. ROTHERY.

No. 159.

Rear-Admiral Cumming to the Secretary to the Admiralty.

(Extract.)

Aden, May 10, 1875.

THE "Vulture" left Aden on the 18th April, on the requisition of the Political Resident, to visit Macullah and Shuhar, in company with Captain Prideaux, the Assistant Political Resident at Aden. The Jemadur of Shuhar has been guilty of seizing and detaining dhows belonging to British subjects who have attempted to pass his supposed blockade of the Port of Macullah.

Captain Prideaux having explained to the Jemadur the illegality of his action, he paid over the amount claimed for demurrage.

The "Rifleman" returned to Zanzibar on the 19th March from the coast of Madagascar and the Comoro Islands, on the 8th March her boats captured a dhow of 95 tons, and on the 10th the ship captured one of 209 tons, with 12 slaves, both these dhows have been condemned.

No. 160.

Commander Crohan to the Secretary to the Admiralty.

Sir, "Flying Fish," off Majunga, Madagascar, May 10, 1875.
I HAVE the honour to report, for the information of my Lords Commissioners of the Admiralty, that on the 29th April last, when cruising on the coast of Madagascar for the suppression of the Slave Trade, a dhow under French colours, carrying French papers, was boarded in Makumba Harbour by Lieutenant Vernon A. Tisdall for the purpose of verifying her papers.

Whilst doing so, a man came forward and made the statement that he was a slave on board with four others. That nine of them had been bought at a place called N'Goa, near Mikindany Bay, East Coast Africa, and were being sold for bullocks at Madagascar.

He also pointed out, stowed under some grass, the chains which some of them had been taken on board the dhow in. The Captain, who is also the owner of the dhow, and the five slaves were then brought on board, and I caused them to be carefully examined before me and three other officers.

From the captain nothing but contradictory answers could be obtained, but the five slaves made the same statement.

These men were kept separate during the investigation, and had no means of communication.

The following day the crew were examined, who you will observe by the evidence, corroborated the statement of the slaves.

The chief quartermaster, at his first examination, denied that the men were slaves, but subsequently said that they were.

2. Having carefully weighed the matter, I came to the conclusion that it was my duty to hand the vessel over to the French authorities, and, therefore, towed her to Mayotte, where she was given up.

3. I beg to state that the dhow suffered no detention whatever. She was bound to Mayotte, and the cattle were on shore awaiting shipment.

I sent a party of men to assist the crew in embarking them, and left the captain with his men on board the dhow. The slaves I kept in my ship. The French flag was hauled down by her own crew, and was not again hoisted.

A lieutenant and five men were sent on board, whilst on passage to Mayotte, in order to look after the safety of the vessel.

4. I beg respectfully to bring to the notice of their Lordships that the French flag is being used to a great extent by the Arab traders between the Coast of Africa, the Comoro Islands, and Madagascar, and out of thirty-one dhows boarded between 26th March and 16th May last, eighteen of them were under the French flag.

From information I received through a very reliable source, I am led to believe that it is a common practice for dhows trading in cattle to buy a few slaves on the Coast of Africa and sell them for bullocks at Madagascar; and when a slave can be bought for 15 dollars and sold for 10 bullocks at Madagascar, which are worth 110 dollars at Mayotte, the trade becomes a very lucrative one.

Even with the right of search, it would be difficult to detect a vessel carrying on this practice without a good interpreter, but without that right it would be impossible.

5. I trust this proceeding will meet with the approval of their Lordships, which will, I am in hopes, lead to beneficial results.

6. I beg to inclose copies of the evidence, and letters, with reference to the case.

I have, &c.

(Signed) HERBERT CROHAN, *Commander.*

Inclosure 1 in No. 160.

Commander Crohan to the Governor of Mayotte.

Your Excellency,

"Flying Fish," Mayotte, May 4, 1875.

I HAVE the honour to report that I have this day brought into Mayotte the dhow "Fataker," under French colours, and trading under French papers, as I consider from the evidence before me that the captain, who is also the owner of the vessel, has been guilty of fraud, insomuch that he has been found trafficking in slaves.

The circumstances of the case are as follows:—

2. On the morning of the 29th April, Lieutenant Vernon A. Tisdall, belonging to this ship, having been sent to examine Makumba, West Madagascar, and whilst verifying the papers of the dhow in question, which he found anchored off Bani Village, one of the crew came forward and made the statement that he was a slave on board, and had been purchased at Gow (Coast of Africa), with eight others by the Captain, and that three of them had been sold at Bani to the Sacalaves for bullocks, at the same time pointing out the irons some of them were brought off in.

They were then sent on board to me, and examined separately, in the presence of myself and three other officers.

These five men all corroborated the statement of the first man.

The owner was then sent for, but the answers to the questions put to him were very contradictory.

3. The following day the free portion of the crew, eight in number, were examined; and with the exception of the chief quartermaster, they all stated that nine slaves had been bought at Gow, and that three of them had been sold for bullocks at Bani, thereby proving that the evidence given by the slaves was correct.

4. The cattle the owners had bought, and which were then on shore, I assisted him to ship, and they are now on board the dhow.

5. The slaves, who have claimed protection, are at present in this ship.

6. After carefully weighing the matter, I concluded it my duty to bring the case before your Excellency.

I have, &c.
(Signed) HERBERT F. CROHAN, *Commander.*

Inclosure 2 in No. 160.

Commander Crohan to the Governor of Mayotte.

Your Excellency,

"Flying Fish," Mayotte, May 4, 1875.

I HAVE the honour to inform you that, in accordance with the wishes you expressed to me verbally this day, I have handed over to your officers the dhow "Fatalaker," with the owner, crew, and cargo, as well as the five men who sought my protection, on the plea of their being slaves.

2. I inclose the deposition taken on board, and signed by the officers, who were present at the examination of the crew of the said dhow, and I beg to bring to your notice that the evidence agrees in the main particular—namely, that nine men were shipped on the Coast of Africa by the owner, who were all bought as slaves, and that three of them were afterwards sold as slaves for bullocks at Makumba, Madagascar.

3. A note book, with other papers, found in the owner's box, I also inclose.

My interpreter informs me that in the former there is a notification to the effect that three men were sold for thirty bullocks at Makumba.

I have, &c.
(Signed) HERBERT F. CROHAN, *Commander.*

Inclosure 3 in No. 160.

Evidence taken in the case of the Dhow "Fatalaker." Master and Owner, Barraka.

1. Owner and Master.—Barraka, I am owner and master of the dhow "Fatalaker."

2. Subat, Quartermaster.—I have been one year and four months in dhow. I belong to Muscat. The owner's name is Barraka. When we left Nos Bé there were nineteen men on the dhow. Took seven men on board at Gow (Coast of Africa) in exchange with others. On leaving Gow, we went to Comoro, Mayotte, Majunga, and Makumba. Three men ran at Makumba. These three men ran on account of not getting any food, and the master ill-treated them. No men came on board in chains. Chains found on board are used for the anchor; none of the men on board are slaves. The men who said that they were slaves receive 10, 16, 17, and 20 dollars a-year. Money and powder were given for bullocks at Makumba.

3. Farahang, Quartermaster.—I joined the dhow at Zanzibar more than a year ago. Seven men left the dhow at Gow and went to Zanzibar. Is afraid to say how many men came on board the dhow at Gow in chains. Will not state how many men in the dhow on arrival at Makumba as I am afraid to. I belong to Zanzibar; was servant to

Dr. Kirk. Three men, named Tahaney, Nassibo, and Mabrooki, were sold for bullocks at Makumba. Eight men came on board in chains at Gow (Coast of Africa) and were all slaves. The master of dhow flogged one man at Makumba seven days ago, who afterwards ran away. I do not know the reason of his being flogged. The master of dhow also ill-treats me.

4. Assinani (Free Man).—I have been a seedie boy in the navy. I was on board Her Majesty's ship "Lyra" nine months. I have been one and a-half months in dhow; joined at Makumba. I have not been to sea in her. I receive 16 dollars a-year. Three men were sold for bullocks at Makumba. One man ran away ten days ago, after being flogged, named Neamissine. I do not wish to remain in dhow.

5. Bushiri (Slave).—The owner of dhow bought me at Gow, and I am a slave. Five men were in chains; I was not. Nine slaves came on board at Gow. Three men were sold at Makumba for bullocks. Ten bullocks were given for one man. I am not ill-treated by the master.

6. Songora (Free Man).—I belong to Muscat; I am a free man. I joined the dhow at Gow five months ago. Three men came on board in chains at Gow. One of the crew left the dhow at Makumba. Three men were sold for bullocks. One slave ran away at Makumba. I receive 21 dollars a-year. The master does not beat me as I am a free man.

7. Farahan (Free Man).—I joined the dhow at Gow five months ago. I am a free man; I receive 20 dollars a-year. Nine slaves came on board at Gow, five of them were in chains. Three slaves were sold at Makumba for bullocks. One slave ran away at Makumba, and was with the master of dhow when he sold the others. These slaves were brought on board at Gow about 9 o'clock P.M. I am not ill-treated by the master. One man joined at Makumba.

8. Hussein (Free Man).—I belong to Muscat. I am a free man. I have been one and a-half months in the dhow. I joined the dhow at Majunga. I receive 8 dollars a-year. Three of the crew ran away at Makumba.

9. Hassain (Slave).—I came on board at Gow at 8 P.M. I was in chains with four men. Huladdie, Mousa, Sabourie, slaves, were sold for bullocks at Makumba.

10. Rubore (Slave).—I came on board the dhow at Gow in chains at night. The dhow left next morning. Nine slaves came on board the dhow at Gow. Huladdie, Mousa, and Sabourie, slaves, were sold for bullocks at Makumba. One of the crew ran away at Makumba.

11. Fahanny (Slave).—I came on board the dhow at Gow at 10 P.M. I was in chains with three others. Three slaves were sold at Makumba for bullocks.

12. Blambo (Slave).—I came on board the dhow at Gow about 10 P.M. I was in chains. Three slaves were sold for bullocks at Makumba.

13. Ferooze (Slave).—I came on board the dhow at Gow about 10 P.M. I was in chains. Three slaves were sold for bullocks at Makumba.

14. Kamiss (Free Man).—I have been one year in the dhow. I was in the dhow at Mikandani. Six crew joined at Gow, and nine slaves were brought on board at Gow, three of them in irons. I saw them in irons. One slave ran away at Makumba, and three slaves were sold for bullocks. I receive 18 dollars a-year.

15. Marasook (Free Man).—I have been five years in the dhow with the same master; some slaves came on board at Gow. Three slaves were sold for bullocks at Makumba. Three slaves came on board in irons at Gow. I receive 13 dollars a-year.

16. Huladdie (Free Man).—I came on board the dhow at Makumba, as I wished to leave the place. Three slaves were sold by the master of the dhow for bullocks at Makumba. Ten bullocks were received for one man.

Re-examined.

2. Subat (Quartermaster).—I have been one year and four months in the dhow. When we left Nos Bé last there were nineteen men on board the dhow. Seven men left the dhow at Gow (Coast of Africa). Nine men came on board in the evening at Gow. Three men came on board in chains at Gow. I do not know how many slaves were sold for bullocks at Makumba, as I was on board the dhow.

Lieutenant Vernon A. Tisdall was not present at the examination of Nos. 14, 15, 16, and the re-examination of Subat, Quartermaster.

Huladdie (No. 16) also stated that he was wrecked in a dhow off Makumba about five years ago, and landed in a canoe. He has since remained with the Chief of Bani Village as his interpreter and slave.

This man does not belong to the dhow, but came on board Her Britannic Majesty's ship "Flying Fish" at Makumba, and asked for a passage to Zanzibar.

Dated on board Her Britannic Majesty's ship "Flying Fish," off Mayotte, the 4th day of May, 1875.

(Signed) H. F. CROHAN, *Commander*.
 V. A. TISDALL, *Lieutenant*.
 RD. W. E. MIDDLETON, *Navigating Lieutenant*.
 FRED. T. TRENCHER, *Assistant Paymaster*.

Inclosure 4 in No. 160.

Commander Dauminez to Commander Crohan.

M. le Commandant,

Mayotte, le 5 Mai, 1875.

J'AI l'honneur de vous accuser réception des diverses pièces désignées ci-dessous que vous avez bien voulu m'adresser relativement au boutre Français le "Fatal Kaher," patron Baraka, conduit par vous, sur rade de Mayotte sous la prévention de faite de traite des noirs, savoir :—

1. Rapport faisant connaître le corps du délit.
2. Copie du procès-verbal d'interrogation des hommes trouvés à bord du boutre le "Fatal Kaher."
3. Acte de francisation, daté du 11 Avril, 1874.
4. Permis de navigation daté du 29 Mai, 1873, et renouvelé le 21 Août, 1874.
5. Rôle d'équipage, daté du 29 Mai, 1873, et renouvelé le 21 Août, 1874.
6. Permis de départ, daté de Nossi-bé du 21 Août, 1874
7. Un pli contenant 1 carnet et divers papiers en langue Arabe, ayant soi-disant servi à constater les opérations commerciales du Sieur Baraka.

Sitôt après l'avis verbal que vous m'avez donné hier, j'ai fait prendre livraison du boutre le "Fatal-Kaher," en constatant la présence à bord de 10 hommes d'équipage, patron et maître compris, 1 femme et ensuite, 54 bœufs, et 20 pièces d'Indienne.

Les 5 noirs esclaves que vous avez fait mettre à bord de votre navire ont aussi été reçus à terre ainsi que les chaînes qui auraient servi à les conduire à bord du "Fatal-Kaher."

Ainsi que j'ai eu l'honneur de vous le faire connaître, je vais m'empresse, M. le Commandant, de faire instruire contre le nommé Baraka, patron du boutre le "Fatal-Kaher," afin d'assurer à l'égard de ce prévenu, les poursuites dans les formes prévues par la loi Française.

Veillez, &c.
 (Signé) DAUMINEZ.

No. 161.

Rear-Admiral Cumming to the Secretary to the Admiralty.

"Glasgow," at Aden, May 15, 1875.

FORWARDED for the information of the Lords Commissioners of the Admiralty, in reply to their letter of October 1874, observing that as the Traffic in Slaves by sea in the Sultan's dominions is now at an end, the arrangements made for disposing of dhows and slaves at the coast towns is practically of no advantage.

2. I have forwarded a copy of Captain Sullivan's letter to the Acting Political Agent at Zanzibar, and requested that inquiries may be made as to the utility and practicability of carrying out the suggestions therein made, and I have also furnished that official with an extract from Commander Tuke's letter, in which he states he has every reason to doubt whether the local authorities at the coast ports have been informed of the arrangements made with the Sultan for landing slaves and handing over dhows.

(Signed) A. CUMMING.

Inclosure 1 in No. 161.

Captain Ward to Rear-Admiral Cumming

Sir,

"Thetis," at Zanzibar, April 23, 1875.

WITH reference to your Memorandum of the 26th November, 1874, directing me to send a full report to you on the 1st April, for the information of the Lords Commissioners of the Admiralty, relative to the arrangements instituted for the disposal of dhows and slaves contained in your standing Order of 1st October, 1874; I have the honour to inform you:—

2. That the only instances of dhows detained within the Sultan's dominions since these arrangements have been made have taken place at an easy distance from Zanzibar, where they would not come into play.

3. Now that the land route has completely superseded the traffic by sea within the Sultan's dominions, except that small portion of it carried on in the Pemba and Zanzibar channels, I am of opinion that the necessity for these arrangements has ceased to exist, while it appears from Commander Tuke's letter, inclosed, that some practical difficulty would generally arise in carrying them into effect.

4. Captain Sullivan's suggestion in the inclosed letter, with reference to the Governor of Chak-chak, on the Island of Pemba, though doubtless useful on such an occasion as he quotes, does not seem to me to be within the scope intended by these arrangements, namely, to prevent the necessity of the cruizers, or their boats, returning to Zanzibar with their prizes at a time when their leaving the coast would enable other dhows to run full cargoes with impunity. The possibility of such a contingency taking place with the number of boats now constantly cruizing in the Zanzibar and Pemba Channels is a very remote one, and beyond the limits of these channels the Slave Trade by sea within the Sultan's dominions as before-mentioned may be said no longer to exist.

I have, &c.
(Signed) M. LE H. WARD.

Inclosure 2 in No. 161.

Commander Tuke to Captain Ward.

Sir,

"Rifleman," at Zanzibar, April 22, 1875.

IN reply to Memorandum of 1st October last, from the Commander-in-chief, forwarded to me for my remarks, I have the honour to inform you that I have had no personal experience as to the working of the arrangements, relative to the disposal of dhows and slaves after having been detained by the boats of Her Majesty's ships on the East Coast of Africa.

I am of opinion that neither the Governors nor Customs Agents at the minor ports have power, even if they wished to carry out such arrangements, and from inquiries I made during my recent visits to Mombasa, Melinda, and Lamo neither do I think that such arrangements are understood by the local authorities, even if they have been informed of the same, which I have every reason to doubt.

I have, &c.
(Signed) STRATFORD TUKE.

Inclosure 3 in No. 161.

Captain Sullivan to Captain Ward.

Sir,

"London," Zanzibar, April 9, 1875.

WITH reference to the Commander-in-chief's Memorandum of the 26th November last, and Standing Order, I have the honour to report that as yet there has been no occasion for any of the boats of Her Majesty's ship under my command to take advantage of the provisions of the latter; and I am therefore unable to express any opinion on the matter.

I think, however, that it would be highly advisable to establish a similar depôt on the Island of Pemba, and would suggest Chak-chak as best suited for the purpose.

Had there been such a place a short time since, a dhow, which one of the "London's" boats was compelled to burn, might have been saved, and litigation (as she was not condemned) avoided.

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

No. 162.

Rear-Admiral Cumming to the Secretary to the Admiralty.

"Glasgow," at Aden, May 15, 1875.

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

2. I have informed Captain Sullivan that petty officers are not to be sent away in charge of boats when cruising for the suppression of the Slave Trade.

(Signed) A. CUMMING.

Captain Sullivan to Rear-Admiral Cumming.

Sir, "London," Zanzibar, May 1, 1875.

I have the honour to report, for your information, the detention of two dhows on the ground of their being engaged in the Slave Trade.

This dhow,* which proved to be the property of the Diwan of Saadani, was boarded whilst entering the harbour of Zanzibar by one of the "London's" boats on the 23rd of March last. One female slave having been discovered stowed away under some mats the dhow was detained and next day taken into Court. The case was tried by Dr. Kirk, who pronounced a decree of condemnation and forfeiture on her.

This dhow† was intercepted by one of the boats of this ship when a little to the southward of Kwali Island on her way from Dar-es-Salaam to Zanzibar. The petty officer in charge of the boat boarded the dhow and found that she was the property of a Bania belonging to the former place. Not being satisfied with the replies he got to his questions he proceeded to search her, the result being that a male negro was discovered hidden away in the fore part of the vessel. This man could speak scarcely any Swahili, and the statements of the person who came on board the dhow with him being most contradictory, the petty officer detained the dhow and brought her to the "London."

The following day, 19th April, the case was taken into Court, but failed for want of sufficient proof that the slave was being carried for the purpose of trade.

The reputed slave and his master were natives of the Nwamwezi country, and had brought ivory down from the interior.

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

* "Moambo Kwamago," 29 98 tons.

† "Hariposa," 28·48 tons.

Inclosure 1 in No. 162.

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 Seiling 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.				
1876 March 28	Zanzibar ..	Name unknown	Myose ..	Bwana Havi Saadani	Arab	Dhow	4	Nil	90-98	Saadani	Zanzibar	Saadani	Not known	Various	Not known	..	1	Zanzibar.	..	1

“London,” at Zanzibar, March 31, 1875

(Signed)

G. SULLIVAN, Captain.

Inclosure 2 in No. 162.

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 Seiling 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.				
1875 April 16	Off Hwall ..	Harijapan	Amsadi	Hari Kisah, Dar-es-Salaam	British	Dhow	6	Nil	88-48	Dar-es-Salaam	Zanzibar.	Dar-es-Salaam	Not known	Gum copal	Not known	Zanzibar	..	Nil.

“London,” at Zanzibar, April 30, 1875.

(Signed)

G. SULLIVAN, Captain.

No. 163.

Rear-Admiral Cumming to the Secretary to the Admiralty.

Sir, *“Glasgow,” at Aden, May 19, 1875.*
 IN accordance with the directions contained in the Slave Trade Instructions, and with reference to my letter of the 22nd March last, I have now the honour to forward, to be laid before the Lords Commissioners of the Admiralty, the following Report on the Slave Trade from 1st January, 1874, to the date of my relinquishing the East India command this day.

2. *Squadron employed.*—In the early part of 1874 the “Briton,” “Daphne,” and “Vulture” were specially detailed for the suppression of the Slave Trade on the east coast of Africa; early in June 1874 I relieved Captain Brine of the “Briton” as senior officer, and Captain Ward in the “Thetis” took his place, and this officer still remains on the coast. The “Daphne” I ordered to cruise on the coast to the northward of Zanzibar in March and April 1874, and after endeavouring to intercept dhows running north, and visiting Socotra, Kooria Mooraa, and the coast of Arabia, she arrived at Aden on 7th June. The “Vulture” remained cruising on the coast until the end of October, when I dispatched her for service in the Gulf of Aden and the adjacent waters, where she has since been employed, except during March and the early part of April last, when she was ordered to Zanzibar by their Lordships on despatch service. On the “Vulture” leaving the coast in October she was relieved by the “Rifleman,” which vessel in her turn will now be dispatched from Aden to the Persian Gulf.

During September and part of October the “Glasgow” visited the Comoro Islands and Zanzibar, and her boats were kept cruising in the neighbourhood of the latter port. In November last the east coast squadron was augmented by the steam-sloop “Flying Fish,” and on the 20th of the same month the “London” arrived at Zanzibar to be stationed there as a depôt ship, and especially to suppress the Slave Trade between Monfia and the Islands of Zanzibar, Pemba, and the mainland. I may also observe that the two surveying vessels employed on the coast, the “Shearwater” and the “Nassau,” have by unexpectedly visiting the harbours and creeks on the coast, assisted in some measure in the suppression of the Slave Trade. The “Nassau” arrived at Zanzibar on the 11th March. The “Shearwater” was absent the greater part of 1874 at the Cape of Good Hope and at Mauritius and Rodriguez with the Transit of Venus Expedition, and only returned to the coast at the end of January 1875. The “Daphne” and “Rifleman” were cruising on the northern part of the coast during April and the beginning of May 1875.

3. *Vessels captured and slaves liberated.*—Comparing the number of vessels captured and forfeited, and the number of slaves liberated in 1874 with those of 1873, we have in 1873 twenty-six vessels and 212 slaves, whereas in 1874 we find the number of vessels is fifteen, but the number of slaves 695; on referring to the return attached, it will be observed the larger vessels have all been captured on the coast of Madagascar, and the remaining captures made are mostly small dhows running a small number of slaves over from the mainland to the Island of Zanzibar and Pemba, and I do not think that looking at the tonnage, and the number of the crews or slaves, that any dhow captured during 1874 can have been attempting to run a cargo of slaves to the northern ports of the Sultan’s Dominions; the first capture shown in the Return is the only one that has any appearance of this, but it would be impracticable for a vessel to adopt such a course in January when the north-east monsoon would be blowing strong. The captures already made in 1875, which consist of eight vessels, and sixty-seven slaves will also be found on referring to the Return, to bear out the foregoing remarks.

4. *Existence of land traffic.*—I think therefore that the above statement gives most direct and certain proof that the land traffic in slaves still goes on without let or hindrance to the dealers, for it is an established and well known fact that thousands of slaves are brought from the interior to the coast, and they must consequently, owing to the vigilance of our ships and boats by sea, be absorbed in this manner. I would simply here remark that I cannot but still be of the same opinion as expressed in my Reports on the Slave Trade in letters of 1st July, and 5th December, 1874, viz., “that small bodies of armed men about forty or fifty strong, should be temporarily posted at a few places or posts which it would be difficult for the caravans to avoid in their march to the northward, in order to liberate the slaves, or at any rate to turn back the caravans; the places or posts would of course have to be most carefully selected by the persons best acquainted with the nature of the coast and rivers and also with the country a few miles from the coast; although Captain Sullivan remarks in a recent dispatch that he is of

opinion after visiting the Rufigi river, that little or nothing would be gained by adopting Mr. Stanley's suggestion of establishing a blockade on that river, I feel sure there are other places where it would be practicable to adopt such a system.

5. The Report inclosed, which I have just received from Commander Foot, of Her Majesty's ship "Daphne," suggests places for stopping the land traffic, and gives useful information; the continuation of the track from Brava to Berberah and Zeylah through Somali Land is, I believe, an error, as stated further on.

6. *Services of Ships.*—In my Report, of 1st July last, I especially drew their Lordships' attention to the careful and skilful blockade of the coast maintained by the "Briton," "Daphne," and "Vulture," and their boats, under the immediate command of Captain Brine, by which I believe all dhows with slave cargoes were prevented from leaving for the north. The "Rifleman" and "Philomel" were kept cruising off Ras-al-Had at the latter part of the season, and the reports of their commanding officers bear out this statement.

During the latter part of 1874 the utmost vigilance was displayed by the officers and crews of the "Thetis," "Vulture," and "Rifleman," and lately good service has been performed by the "Flying Fish" and the boats of the "London," while the "Daphne" and "Rifleman" on their passage from Zanzibar to Aden have again rendered assistance in watching the coast. The "Vulture" also has, during the slave-running season just brought to a close, been cruising on the coast of Arabia to the northward of Macallah.

7. *Interpreters.*—In my intermediate Report, forwarded to their Lordships in July last, I drew attention to several points upon which I would beg to make a few remarks: the long felt want of properly-qualified interpreters will soon, I believe, be a requirement of the past, for the inducements now offered to the officers of the squadron will soon be the cause of supplying a good staff of interpreters; once the language is mastered by a few, many will follow their example.

8. *Disposal of Slaves.*—Another point which I previously touched upon was the disposal of slaves and dhows at the coast ports of the Sultan's dominions; all arrangements have now been made for carrying this out, as reported in my letter of the 1st October, 1874, but, owing to the entire stoppage of all sea traffic to the northward of Zanzibar, this plan has up to the present been of no practical use.

9. *Landing of Slaves at Port Mozambique for conveyance to Natal.*—With reference to the subject of sending liberated slaves to Natal, I would refer their Lordships to my letter of the 12th March, 1875, in which I reported that the Governor of Mozambique had given his provisional assent, pending instructions from the Portuguese Government, to slaves being landed at Mozambique to await the arrival of the Cape mail, their conveyance to Natal by mail steamer having already been arranged by the Government of that Colony.

10. *Conveyance of Slaves to Red Sea via Somali Land and Gulf of Aden.*—In my letter of the 5th December last, on the subject of stopping the land traffic, I observed that it had been whispered that some of the slaves marched north were sold to the Somalis, and retailed by that tribe to the Arabs, and taken by the Gulf of Aden to the Red Sea. I accordingly stationed the "Vulture" in the Gulf of Aden, to obtain accurate information on the subject if possible. Commander Brooke has ascertained that the report which reached me was incorrect, or at any rate it is not the case at the present time. Some dhows were sighted by the "Vulture," but all under the Turkish flag. The proceedings of the Egyptians on the Somali Coast, and the annexation thereof, have rendered it a difficult matter for the present to make inquiries upon the subject of the Slave Traffic; and therefore the Commander of the "Vulture" has, acting on the wishes of the Political Resident at Aden, most properly carried out his proceedings and inquiries with great caution. I may here observe, that Commander Brooke states in his Report that it was ascertained by Mr. Holmwood, the Assistant of the Zanzibar Residency, when visiting the coast ports of the Sultan's Dominions in October last, that the demand for slaves in the shambas along the land route was very great; and it is therefore probable that this fact may for a time have prevented any necessity for retailing slaves from the Somali country, and consequently the sea route by the Gulf of Aden has fallen temporarily into disuse, if it ever existed; the non-existence of the traffic appears the most probable, as Commander Brooke ascertained that last December the Captain of an Egyptian frigate tried to procure some Africans at Hodeidah, for work on board his ship, and was unable to do so; and this information is reliable, as it was obtained from an English officer serving in the frigate. It is probable that the report of this overland traffic arose from the fact that slaves were seen in the Red Sea, who were Abyssinian or Galla slaves, and not African.

11. *Slave Trade in Zanzibar Channel.*—There is still doubtless a traffic in slaves

carried on between the mainland and the Islands of Zanzibar and Pemba, and, as this is chiefly done by means of fishing canoes, in which only one or two slaves are taken, the difficulty of putting a stop to it is very great, and will require a large number of boats and great watchfulness. I believe the "London's" boats may do much good in stopping this traffic, but the existence of it fully assures me that much harm would be done by that ship (and consequently some of her boats also) being sent away from Zanzibar waters during a part of the year; the good effected in many months would be undone in a few weeks or even days. Captain Ward, in his report attached, speaks fully, and I believe correctly, on this subject.

12. *Slave Trade in Mozambique.*—The Report forwarded by me from Captain Ward in my letter of 5th April last, respecting the cruise of the "Thetis" up the Umfoussi River, to the southward of Mozambique, will have informed their Lordships of the manner in which a large number of the slaves transferred to Madagascar are, as it were, smuggled from the mainland, and the half yearly Report of Captain Ward, who has lately been constantly cruising in the waters of the Mozambique, will fully acquaint their Lordships of the existing Slave Trade on that part of the coast. The appointment of F. Elton, Esquire, as Consul at Mozambique, will, I am sure, have the most beneficial results, and will be of the greatest assistance to the navy.

13. *Slave Trade in Madagascar.*—From information received from Her Majesty's Consul at Tamatave, it would appear that it is becoming the custom now to run slaves from the Mozambique to the small ports on the north-east coast of Madagascar, and also that one of the Minnow Islands to the north of Nosé Beh has lately been established by the Arab dealers as a station for landing slave cargoes, whence they are carried in canoes to the mainland or Nosé Beh.

14. *Proclamation of the Queen of Madagascar.*—The Queen of Madagascar in October 1874 issued a Royal Proclamation by which all slaves which have come into the country since the Treaty with England are declared to be free. Mr. Pakenham states that, if this were honestly carried out, as many as 200,000 Mozambiques would be forthwith set at liberty, but that the Government have neither the power nor the will to carry out their Proclamation is placed beyond all doubt by the fact which he mentions, that the Queen's Prime Minister is the largest slave holder in the island. Mr. Pakenham is anxious to visit the ports at the north end of Madagascar in August next, and I have especially called the attention of my successor to the advisability of complying with the Consul's request if possible, and the "Flying Fish" will also probably visit Tamatave in June next.

15. In concluding this Report, I would remark that on giving up the command of the East India Station, I have conveyed to the Captains, officers, and crews of the vessels who have lately been employed in the arduous service on the coast of Africa and Arabia, my warm appreciation of their untiring efforts in the performance of their duties,—efforts which no one can deny have been most fruitful of good results, for we find that the traffic of slaves by sea to the northward is almost a thing of the past; that Slave Trade exists, and to a great extent, in the Mozambique is unquestionable, but before the navy can put a stop to this they must be given greater power by legislation. But supposing even that this Trade between the Portuguese Settlements and Madagascar were extinguished, is the result satisfactory either to the navy or to the British nation? Certainly not. The former know full well that their present work is but in vain, for they prevent the captives from suffering misery and wretchedness at sea, only to undergo greater hardships and cruelty by land; and, at the same time, these officers and men are now carrying out this work with such vigilance, that they are prevented from reaping the advantages enjoyed by their predecessors in the way of prize money. That the present state of affairs can be satisfactory to England I cannot believe, and I would urge most strongly that immediate and decisive measures be taken to further an undertaking which was most satisfactorily commenced, but of which the results are at present redounding little to our credit as a nation.

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

P.S.—I beg leave to attach hereto a Report I have just received from Captain Sullivan of Her Majesty's ship "London," respecting the Slave Trade in the Zanzibar waters, and would only remark that Captain Sullivan appears to me to hold somewhat exaggerated ideas on certain points, especially the following:—

1. The life that is led by the liberated slave at Seychelles, and the necessity for annexing so great an extent of territory on the coast of Africa and the islands adjacent, and with reference to his observations on the position of the liberated slaves landed at

Zanzibar, I would add that, although many alterations are desirable, great improvement is taking place under the influence of the Missions, &c.

2. On reading the questions raised by Captain Sullivan in concluding his Report, it appears to me that the decision of the Law Officers quoted in the 4th question, viz., "that it must be proved that a slave is being conveyed for sale," gives sufficient answer to the three first, certainly, so far as these questions affect naval officers; that difficulties will arise in deciding whether slaves are actually being carried for sale or not no one can deny. The second paragraph of this postscript has been communicated to Captain Sullivan.

A. C.

Inclosure 1 in No. 163.

RETURN of Vessels Captured on the ground of being engaged in the Slave Trade, by Her Majesty's Ships on the East India Station, under the command of Rear-Admiral Arthur Cumming, C.B., Commander-in-Chief, during the Years 1874 and 1875.

Name and Description of Captured Vessel.	Flag under which Captured Vessel was Sailing.	Names of Masters and Owners of Captured Vessel.	No. of Crew.	Date of Seizure.	Where Captured.	Name and Rank of Capturing Officer.	No. of Slaves			Tonnage of Captured Vessel.	Before what Court Adjudicated, and on what Charge.	Decretal Part of Sentence.	How Captured Vessel was disposed of.	Remarks.
							Captured.	Died before Adjudication.	Emancipated.					
Unknown, dhow	Arab	Not known	About 19 1 gun	1874 Jan. 18	Foonda Gap, Pemba Island	Captain Brine, H.M.S. "Briton"	38	Nil	38	87	Forfeiture	Destroyed	Real number on board dhow could not be ascertained, as she was run on shore; 38 were captured.	
Ditto	None	Ditto	6	Feb. 13	Makamba Bay	Commander Foot, H.M.S. "Daphne"	1	Nil	1	7.5	Ditto	Ditto		
Bandara Salaam, dhow	Arab	Sodi, master; Sedi bin Hamed, of Mozambique, owner	41	Mar. 13	Off Boyanna Bay	Ditto	225	32	193	191.22	Ditto	Ditto		
Unknown, dhow	None	Not known	Not known	May 26	Wamba Bay to the south of Chak Chak, Pemba	Commander Brooke, H.M.S. "Vulture"	Nil	Nil	Nil	147.721	Ditto	Ditto	2 boys and 3 girls escaped.	
Ditto	None	Ditto	12	July 16	Off Makamba Island, Madagascar	Captain Ward, H.M.S. "Thetis"	94	2 children	92	(about) 19.27	Ditto	Dhow sank when towed. Sold at Zanzibar.		
Change Amoma, dhow	Zanzibar	Master, unknown; owner, Abdullah bin Fabeen.	Not known	July 23	Kipombwe	Ditto	11	Nil	11		Ditto	Ditto		
Unknown, dhow	None	Not known	35	Aug. 11	Off Mjunga, Madagascar	Commander Brooke, H.M.S. "Vulture"	239	17	222	248.97	Ditto	Burnt.		
Ditto	None	Ditto	7	Sept. 14	Zanzibar	Commander Tuke, H.M.S. "Rifeman"	22	Nil	22	27.54	Ditto	Handed over to Sultan of Zanzibar.		
Ditto	None	Ditto	3	Sept. 11	Makongui Island, Pemba	Commander Brooke, H.M.S. "Vulture"	12	Nil	12	114.6	Ditto	Destroyed.		
Ditto	None	Ditto	Not known	Sept. 12	Off Cape St. Andrew, Madagascar	Captain Ward, H.M.S. "Thetis"	38	2	36	154	Ditto	Ditto		
Ditto	None	Kazembe Saif bin Saliannon, master and owner.	6	Oct. 29	Off Tumbat Island	Ditto	7	Nil	7	13.75	Ditto	Ditto		
Ditto	None	Mustagan bin Sanga, master and owner.	2	Dec. 7	Kiawara Bay	Commander Tuke, H.M.S. "Rifeman"	5	Nil	5	15.3	Ditto	Ditto		
Ditto	None	Amadi bin Juma, master and owner.	2	Dec. 8	Near Keelwa	Ditto	1	Nil	1	7.8	Ditto	Burnt.		
Ditto	None	Selim bin Abdullah, master; Khal-paan, of Zanzibar, owner.	1	Dec. 19	Bagamoyo	Ditto	1	Nil	1	15.3	Ditto	Ditto	Let go; owner known at Zanzibar.	
Salanti, dhow	English	Sabadi, master; Ismail Kangan, of Zanzibar, owner.	8	Dec. 29	Off south-west extreme of Scindo Island	Ditto	1	Nil	1	116.6	Ditto	Broken up.		
Unknown, dhow	None	Sodi, master, Sodi, Zanzibar, owner	3	Dec. 29	Ditto	Ditto	Nil	Nil	Nil	Nil	Ditto	Ditto	This dhow was acquitted.	
Total for 1874							695	53	642			1,248.571		

Name and Description of Captured Vessel.	Flag under which Captured Vessel was Sailing.	Names of Masters and Owners of Captured Vessel.	No. of Crew.	Date of Seizure.	Where Captured.	Name and Rank of Capturing Officer.	No. of Slaves			Tonnage of Captured Vessel.	Before what Court Adjudicated, and on what Charge.	Deceitful Part of Sentence.	How Captured Vessel was Disposed of.	Remarks.
							Captured.	Died before Adjudication.	Emancipated.					
Unknown, dhow ..	None ..	Not known ..	Not known	1875 Jan. 2	Ookongui, Pemba ..	Captain Sullivan, H.M.S.	Unknown	6	73.5	Zanzibar; slave traffic	Forfeiture ..	Destroyed.		
Puda Mzali, dhow ..	None ..	Baraka, master; Kernali Madani, Zanzibar, owner	9	Jan. 3	15 miles south of Pemba	Ditto ..	Nil	6	25.78	Ditto ..	Ditto ..	Brought to Zanzibar.		
M'bao, dhow ..	English ..	Tiroo, master; Peer-thai Jeewanjee, Zanzibar, owner	9	Jan. 9	Mesal Island ..	Ditto ..	Nil	Nil	Nil	Ditto ..	..	..	Not condemned. Costs allowed.
Salama, dhow ..	None ..	Ferej, master; Heralda, owner	5	Feb. 24	Off Kohani ..	Ditto ..	48	Nil	42	Ditto ..	Forfeiture ..	Destroyed.		
Panga, dhow ..	None ..	Not known ..	3	Jan. 23	Kohani Harbour ..	Ditto ..	Nil	Nil	23.13	Ditto ..	Ditto.	..		
Unknown, dhow ..	None ..	Ditto ..	Not known	Feb. 24	Pangani River ..	Ditto ..	Nil	Nil	12.24	Ditto ..	Ditto.	..		
Dhow ..	Arab ..	Mgosai Bwari Heri, master; Seadami, owner	4	Mar. 23	Zanzibar ..	Ditto ..	1	Nil	29.93	Ditto.	..	..
Conda, dhow ..	Arab ..	Khamis bin Ali, master; Khal'ar bin Rasid, owner	5	Jan. 29	Off Makongui ..	Ditto ..	Nil	Nil	Nil	Ditto ..	..	..	Not condemned.
Ah-la-hum-di-li-lah, dhow ..	Johanna ..	Mehidinie bin Syeed Hassan	Not known	Mar. 9	Marambitzi, W. C. of Madagascar	Commander Tuke, H.M.S.	Nil	Nil	95.2	Ditto ..	Forfeiture ..	Destroyed.		
Salama, dhow ..	Arab ..	Sahidi Bacoari ..	26	Mar. 10	Off Beova River ..	Ditto ..	12	Nil	208.33	Ditto ..	Ditto ..	Ditto.		
Haripasa, dhow ..	British ..	Amadi, master; Hari Kisaji, owner	6	Apr. 16	Off Kwali ..	Captain Sullivan, H.M.S.	Nil	Nil	Nil	Ditto ..	..	..	Not condemned.
						Total for 1875 ..	67	Nil	510.16					

(Signed)

A. CUMMING, Rear-Admiral and Commander-in-chief

Inclosure 2 in No. 163.

Captain Ward to Rear-Admiral Cumming.

Sir, "Thetis," Zanzibar, December 31, 1874.

I THINK no doubt now remains but that the Slave Trade on the East Coast, or rather Eastern Africa generally, has fairly entered upon a new phase, and that if it is ever to be successfully checked a new set of tactics will have to be adopted, though as these must relate to the "land route" now in force they will not come within the scope of this report.

2. The experience of the past six months goes to prove that the northern traffic by sea from Zanzibar or the mainland is practically stopped, the slaves being as previously reported carried along the "land route" by the Arab dealers in numbers hitherto unprecedented. Part of these it is supposed are absorbed in the Somali country, while others probably find their way to the shores of the Red Sea, and are thence reshipped to Arabia. So far as the northern Slave Traffic comes actually within the cognizance of the men-of-war on this coast, the information concerning it rests upon the negative but at the same time perfectly reliable evidence of no captures having been made on this coast or elsewhere of dhows sailing in this direction.

3. Traffic in Slaves still exists to a limited extent from the mainland to the Islands of Zanzibar and Pemba, limited by the watchfulness of Her Britannic Majesty's Consul at Zanzibar, the exertions of the cruisers, and, finally, by the requirements of the island itself, which cannot now be used as formerly as a depôt for slaves to be exported elsewhere. It is, however, asserted by old residents in the island that Zanzibar was never better stocked with newly imported slaves than it is at present, and, moreover, that all the Shambas have even a superabundance of this article, which, of course, the owners would be anxious to dispose of, and which if not carefully watched may possibly be shipped together with other cargo in the French dhows running to Noss Beh during this monsoon; not that I have any reason to suppose that the French Consul at Zanzibar would wink at such an arrangement, but the market for this article being very favourable on the north of Madagascar, and being here overstocked, it cannot be doubted that an effort would be made to supply the former while the north-east monsoon lasts, though I do not think that this would be attempted except in comparatively small numbers under the head of passengers or crew in dhows carrying other cargo, and this I take it would be very difficult to prevent.

4. The traffic from the mainland to the Islands of Zanzibar and Pemba is carried on by twos and threes, &c. either in very small dhows or in fishing canoes by night, and probably cannot be put an entire stop to at present; and I am of opinion that the "London," with the admirable cruising boats at Captain Sullivan's disposal, will, for the present, have her work cut out in checking this traffic; more especially as I have reason to believe that it is not confined to the ports on the mainland within the precincts of the Zanzibar and Pemba channels, to which part of it my remark that it is carried on in fishing canoes is necessarily confined, but that it extends as far south as Monfia and Cholé Islands, whence it is probable small dhows carrying a considerable number sail for the south end of Zanzibar.

5. Undoubtedly the part of the coast where the Slave Trade at sea still flourishes in full vigour is from the ports and creeks in the vicinity of Mozambique to the west and north-west coasts of Madagascar, the former (*i.e.* from Cape St. Andrew to Murderer's Bay) being, I believe, the locality where the landings take place during the north-east monsoon, and the latter (*i.e.* from Cape St. Andrew to Minnow Islands) during the south-west monsoon. I am informed that these slave dhows are all furnished with Portuguese papers, and are legal traders up to the moment of their receiving their illegal cargoes, when both papers and colours are thrown overboard, and the dhows make a run for the nearest Madagascar port that they can fetch.

Rumours have reached us lately that a barracoon for the reception of slaves has been erected at Murderer's Bay, whence they are exported round the south of Madagascar to Bourbon, but this report requires confirmation.

6. The difficulty of getting accurate information respecting the ports whence the dhows start, and still more of their times of starting, combined with the invariable practice naturally adopted of sailing for the mainland in the night, makes it still impossible with the force in these waters to substitute a strict blockade (as far as regards slaves) of the main land for dhow chasing on the Madagascar Coast; though it is obvious that until the former can be resorted to, the traffic will not be stopped. I am of opinion that were a British Consul stationed at Mozambique and a gun-boat always within reach

together with at least four men-of-war available for blockade purposes during a considerable part of the year the Traffic might be practically put an end to. But perhaps I ought to add that so long as the present system of prize money exists there is naturally a strong inducement to employ the vessels in these waters in catching slavers rather than in the very irksome duties of a strict blockade.

I have, &c.
(Signed) T. LE H. WARD.

Inclosure 3 in No. 163.

Commander Foot to Rear-Admiral Cumming.

Sir,

"Daphne," Aden, May 7, 1875.

I HAVE to inform you that the following is the result of personal investigation, and information received during my recent visit to Zanzibar, and subsequent cruize to the north for the suppression of the Slave Trade.

1. Slaves are brought down in considerable numbers from the interior as heretofore, and are marched from the vicinity of Kilwa Kivinja to Dar-es-Salaam by the same route as reported by me in letters of 4th February, 1874, and of 28th February, 1874, accompanied by a tracing.

2. From Dar-es-Salaam to Pangany river a slight deviation is made, which takes the caravans more to the interior, passing a small village called Kikoko about $2\frac{1}{2}$ miles from Kingani river, and about 12 miles west of Bagamoyo. This was not on the slaves' route when visited by me in December 1873, and I believe the alteration is in consequence of some boys having been stolen last year from the French Mission at Bagamoyo by a passing slave caravan, and the French fathers and lay brothers opposed with arms the passage of other caravans across the mission grounds.

3. Pangany, Tanga, and Bomany are the great places of export to Pemba, and in March 1,000 slaves were brought there, but whether for export to Pemba, or the northern route I cannot exactly say, most probably to be disposed of as circumstances permitted.

4. The road north from the Pangany passes Mombaza, the Matwapa, and Quillife rivers, on to Melinda, and round the Bay of Formosa to Ozy Point (slaves are not transferred by dhows from Melinda to Ozy Point as I was inclined to believe, and so was Dr. Kirk). Between Ozy and Lamoo are two villages, Kipini and Kimbo, the latter near Lamoo Island, slaves being conveyed to the island in canoes, the breadth of the Channel not exceeding a quarter of a mile, and less in places, Manda Island also being near the mainland, and having Shambas on it absorbs a good many. I saw one woman, a Gindo, there myself, who was brought from the mainland last year, and had not been conveyed by a dhow. Unfortunately slaves are so ignorant of time, localities, and distance, that it is useless seeking information as to roads, &c. There are doubtless a considerable number of slaves conveyed to the islands between Lamoo, and Kwyboo in canoes, but I think only for agricultural purposes.

5. At Lamoo I was informed by a Banyan, appointed by Dr. Kirk as agent for liberated slaves of Indian subjects, that a short time previous, a Banyan whose slaves had been liberated, turned Mahomedan, and wished to ship said slaves to Kiunga, but was prevented by the agent; he, however, marched them overland to Kiunga.

6. Proceeding north to Port Durnford, I ascended that river with four boats, about twenty-two miles. There is a village, the only one seen on the bank, which is stockaded, and on an elevation of sixty or seventy feet from the river, with a clear open country in the rear; this the natives called Buboosha, the name of the Durnford River; but I am inclined to think it is Boorgah, and the place where those marching north pass.

The natives here said there was a road along the beach from Lamoo, and that a ferry was existing between Mombamkoo on the north, and Shera on the south shore of Durnford, but we were unable to see any signs of it.

7. Starting again with three boats for Thoula, and the entrance of Shamba River, I visited Tola, a town on the island of that name. The natives were not very friendly. The road is along the mainland opposite. After crossing Tola River, and on to the Shamba River, where there is another ferry there, on to Kismayo, and from thence to Brava, at which place I was informed, that in consequence of disturbances with the Somalis at Kismayo, the road at present is not very safe; also that besides the road near the sea, there is one more inland, with villages, a day's march apart, and both routes leading to Lamoo.

8. Landing at Brava, and remaining there a night, the Interpreters were strictly

watched, and gained no information. I was told by a man who spoke Hindostani, that there is a road to the north African Coast near Zeyla, by means of which, I believe, if not at present, in time, the markets of Jeddah and Hodeidah can be supplied, more especially as dhows are allowed to pass unsearched between the Gulf of Tejureh and ports in the Red Sea, past our Islands of Ivat or Eyat, Musah, and Perim, as reported in my letter of 11th July, 1874. An English gentleman who had business in Jeddah last year, was asked to buy slaves; and was shown 5 or 6 boys and girls; this he told me himself.

9. Attached is a rough sketch of coast line, with roads marked in red ink; and as it is an established fact that slaves are still arriving from the interior, and dealers still going for more, it becomes self-evident that there is still a demand; so that although the Slave Trade by sea to the north is acknowledged to be put down, it remains to be seen if it is not carried on by land; and until this inhuman traffic is abolished in the interior of Africa by England, with the co-operation of the Sultan, I question if the sufferings of slaves incurred by long land marches, be not nearly equal to the slave dhow.

10. That but few, if any, dhows bound north have escaped overhauling, may be judged by the work performed by boats, as noted below; and the ship has been cruising as well since the 8th of April.

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

WORK performed by the Boats between the 1st of April and the 4th of May, 1875.

Boat.	No. of Miles through the Water.	Remarks.
Pinnace	833	
1st cutter	894	
2nd cutter	894	
1st whaler	1,107	
2nd whaler	52	
Galley	214	
Total	3,994	162 dhows boarded.

Inclosure 4 in No. 163.

Captain Sullivan to Rear-Admiral Cumming.

(Extract.)

“London,” Zanzibar, May 4, 1875.

I HAVE the honour to make the following Report on the present state of the Slave Trade of Zanzibar and the East Coast of Africa, and of circumstances that have recently occurred in connection with our efforts to suppress the same.

On the 20th of February last, important information was received through the Acting Consul-General (Captain Prideaux) that there were 1,000 slaves being marched to the northward by the coast route, and that it was probable that many of them would be shipped for Pemba from Pangany. All the available boats were at once despatched to blockade that part of the mainland, and the coast of Pemba, which resulted in the capture of one dhow with 48 slaves on board.

It now appears from reports received that the traders having ascertained that the coast was too well blockaded to admit of their passing up it by sea, have again marched the slaves north by a land route which skirts the border of the coast eastward of the Sheembe range of hills, and within a mile or two and sometimes within a few hundred yards of the beach and villages situated near the sea.

Nothing could be easier than to ascertain the exact locality of gangs of slaves thus conveyed north whilst on the march, and to cut them off; but the Sultan having made no concession entitling us to land a force on territory which he calls his own, (but which, were it not for the moral influence and power of England and the presence of her fleet in these waters, practically demonstrated as it had been occasionally, and more recently at Mombasah, he could not hold possession of for a single day) we have no power to intercept them.

Thus the Arabs have completely “check-mated” us, and notwithstanding a temporary stoppage by sea, the Slave Trade to an equally large and increasing extent is still carried on, and probably with greater suffering and loss of life than if some part of

their journey was travelled by sea. Unless the only remedy for this condition of things is adopted by England, (viz., acquisition of territory on the mainland) she may continue to expend for a century hence enormous sums of money in continued fruitless endeavours to put an end to the Slave Trade; which the expenditure of one or two years now in the right direction would accomplish in two years or less.

Seriously impressed as I am with these facts, I am induced, at a time when the Sultan of Zanzibar is about to leave for England, and when any steps the Government might consider necessary to adopt could more easily be taken, to bring the matter to your notice for the information of the Government.

I do not think there are any persons acquainted with the Zanzibar country and the East Coast of Africa, and the state of the Slave Trade there, who differ materially as to what is the only remedy, and the only method likely to prove successful.

A quarter of a million of money would purchase that portion of the territory of Zanzibar, from Dar-es-Salaam to Mombasa inclusive, with the Islands of Zanzibar, Pemba, &c., within the same parallels of latitude. Both Dar-es-Salaam and Mombasa afford admirable harbours; that of Mombasa with its two anchorages and deep river, affording accommodation for the whole British fleet together nearly; that of Dar-es-Salaam being a spacious anchorage for small ships, and into which the largest wooden ships could enter.

The advantage of the more southern part of this territory specified being its greater distance from the line, the healthier locality of Dar-es-Salaam, the easier access for trade purposes to the interior free of native hospitality, and its proximity to Zanzibar Island.

At both these places, Dar-es-Salaam and Mombasa, might be established towns for liberated Africans, to whom should be ensured something more than a questionable freedom as at present (a subject it will become my duty to enter into hereafter, or at some future period), to whose children and their descendants should be secured a Christian education, without which I cannot see the good of interfering to stop the Slave Trade at all. To these also should be secured a permanent freedom, which is by no means the case now, for in one case the slave is transferred or banished to the small island of Seychelles to become the badly paid "fags" of lazy creoles for life; in another he receives a ticket of freedom in Zanzibar, where he is sent adrift to find work and food as best he can. In either case they add to the numbers of negroes by whose withdrawal from the country Africa is becoming decimated. It is certain that we have no means of restoring the negro to his original home or to his friends, if any are left: and if we have no Christianity to give him he is far better off and happier amongst the Arabs than we have ever made him.

The system of giving negroes "tickets of freedom" and letting them remain in Zanzibar is not less absurd than to write on a card "I'm no longer a fox" and to hang it round the neck of one, and then send him into a kennel amongst hounds. If experience did not prove this, the analysis of the population of Zanzibar Island would be sufficient to do so. Should this system continue, in a very few years it will be necessary to appoint a commission to enquire what has become of those liberated Africans landed at Zanzibar, but whom, I am persuaded, in a short time it will be impossible to account for.

I have already rescued one of these negroes, by entering him as a "seedie" in the "London," under the following circumstances. He was a slave found in a dhow captured by the "Rifleman," and on being landed at Zanzibar, received from the Consulate the usual ticket of liberation. Unable to make himself generally understood in the island, and not knowing in the least either the meaning or value of the piece of paper (if it really has any value in such a place), he was wandering through the streets, begging, and inquiring what he was to do. In this manner, he came to one of the European houses on an occasion of my being there, so I took him on board the ship, to save him from the inevitable result of such a position, which is that of being charitably sympathised with and conducted to the house of some Arab, who, by way of remunerating himself for the expenses of such disinterested hospitality, would for some considerable sum of money allow him to be taken on board a northern-bound dhow by another and equally disinterested and charitable person, who would offer to convey him to some city of refuge far removed from the cruel white man and man-eater, who never would be able to injure him again. If he survived the proposed ordeal of a slave-passage in a dhow, he might have been found subsequently in a northern slave-market, where it would have been as well for him, and far more economical for England, to have permitted him to be taken at first. There are upwards of sixty (or rather there ought to be) liberated Africans in the Island of Zanzibar at the present time.

With respect to the Slave Trade in the Island of Zanzibar itself, although only one large cargo is said to have been landed within the last few weeks, and that at the

back or eastern side of the island, there is a constant stream of slaves in small numbers (ones and twos) entering it from the mainland, which lies from 15 to 20 miles from it; these it is almost impossible to intercept to any great extent. Frequently they are made to represent a portion of the crew, and the only means of detection, generally, is by ascertaining if all the crew are able to speak Ki-Swahili, the language of the coast. But in this there is another difficulty to contend with; the interpreters are invariably acquainted with the nakodas, or owners of the dhows, with whom they often, it is feared, agree that, on boarding a dhow, they will say that the slaves are not such for a considerable sum to be paid on meeting at Zanzibar; and the interpreter is thus induced to make any false statement to the boarding officer, such as, that the two or three females on board, who, except in regular full cargoes of slaves are kept in the best condition possible, are wives of other men. The children are said to belong to these women, and the two or three men are taught to play their part of the deception, and work and mingle with the crew. The only remedy for this is for the cruisers or captors to out-bid the nakodas, and make it worth the while of the interpreters to betray the genuine slave-dhows. This is done in the squadron, though not always successfully, especially if those connected with the dhow are residents of Zanzibar, and consequently to be too much feared or respected by a fellow rogue of an interpreter.

Most of the slaves that are brought over in small numbers cross the channel one at a time in canoes, of which the number is legion, ever fishing and passing to and fro between the mainland and the islands. I have seen as many as a hundred of these canoes daily approaching Zanzibar at a certain time of tide or hour of the day bringing their fish to market, and perhaps out of that number of canoes there may be one, two, or three of them with one slave in. This is repeated every day, excepting when the weather at the change of the monsoon is too severe for the canoes to go further than the harbour.

No. 164.

Captain Sullivan to Rear-Admiral Cumming.

Sir,

"London," at Zanzibar, June 24, 1875.

I HAVE the honour to report that the steam pinnace of Her Majesty's ship under my command, in charge of Mr. W. H. Hankin, boatswain, 1st class, captured a slave dhow (name unknown) at the entrance of St. George's Gap, Pemba Channel, on the 13th instant.

2. The dhow was observed standing across from the mainland in the direction of Kish Kash, and was at the time about two miles from the shore. Immediately, however, that the people on board perceived our boats (steam-pinnace and a dingy) they wore the dhow and ran for the shore, which they succeeded in reaching before the dingy (the water being too shallow for the pinnace to chase) could overtake them.

The dhow grounded on a shoal close to the island of Mabakioni, to which place the crew and about 70 or 80 people were seen to escape.

3. On getting on board the dhow Mr. Hankin found 16 of the slaves (10 male and 6 female) remaining in her, and on a further search being instituted five or six complete sets of irons were discovered in her.

4. The crew having beached their vessel on a patch of coral rock and stove in her bottom, it would have been impossible to have got her afloat again. Mr. Hankin therefore set her on fire, having first removed the slaves and irons to the pinnace, and watched her burn to the water's edge.

5. On the 17th instant the case came on before the Consular Court, when it was discovered that the dhow had sailed originally from Kilwa-Kivingi, and calling at Dar-es-Salaam, Bagamoyo, Soadani, Tanga, and Pangany, had at each place obtained slaves. After having been detained some little time at Pangany, owing to the vicinity of some of the "London's" boats, she at last managed to sail, having on board a cargo of about 150 slaves destined for the Pemba Shambar.

6. It was subsequently found out that the crew with the slaves which had escaped to the shore had succeeded the following night in crossing over to Fundi Island, which at low water can be done on dry land, and from thence in canoes to Pemba.

7. The dhow, which was condemned as a lawful prize, measured 127·4 tons.

I have, &c.

(Signed) J. SULLIVAN.

Inclosure in No. 164.

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

Date of station.	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 Committed.	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.
1875 June 13	St. George's Gap, off Pemba	Unknown	Unknown	Unknown	Dhow	Un- known	None	1874	Kilwe- Kingi	Dar-es- Salaam, Bagamoyo, Soedan, Tanga, and Punguay	Unknown	None	...	...	10	6	...	...	Dar-es- Salaam, Bagamoyo, Soedan, Tanga, and Punguay	Zanzibar	No deaths. ... 16 emancipated.

"London," at Zanzibar, June 24, 1875.

(Signed)

JOHN SULLIVAN, Captain.

No. 165.

Rear-Admiral Macdonald to the Secretary to the Admiralty.

“Undaunted,” Zanzibar, July 12, 1875.

FORWARDED for the information of the Lords Commissioners of the Admiralty.
(Signed) R. J. MACDONALD.

Commander Crohan to Rear-Admiral Macdonald.

Sir,

“Flying Fish,” Zanzibar, June 4, 1875.

I HAVE the honour to report that on the morning of 15th May last Mr. John Gibbings, Sub-Lieutenant, when away on detached service in the first cutter and whaler, chased and captured a dhow off Cape St. Andrew, Madagascar, flying no flag and carrying no papers. The dhow was sighted at anchor at daylight, and on observing our boats she weighed and made for the shore, and although every exertion was made to cut her off, she succeeded in running on the rocks, and the crew with most of the slaves escaped into the bush.

They were assisted in landing by the natives belonging to a Sacalave village, who, with their Chief, deserted the place on my sending a Lieutenant to demand the slaves.

Forty-two women and children were rescued, three of the latter were picked up in the water, and one found in a bush. One woman and a child died on the passage up. The remainder were landed at this port, and handed over to Bishop Steere on the dhow being condemned. They all belonged to the Makua tribe, and had been kidnapped and shipped to the southward of Mozambique. From the evidence of three of the slaves there must have been about 200 of them on board.

2. I beg to bring to your notice the able manner in which Mr. John Gibbings, Sub-Lieutenant, succeeded in preventing the dhow from escaping, and also his exertions after the dhow was beached in preventing the escape of the slaves.

3. I arrived in the ship the same day the dhow was captured. After taking the slaves on board, and destroying her, I proceeded to Mozambique and thence to Zanzibar.

I have, &c.

(Signed) HERBERT CROHAN.

Inclosure 2 in No. 165.
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.
1875 May 15	Off Yolemasa, Cape St. Andrew	Unknown	Unknown	Unknown	None	Dhow	Un- known	208*	Unknown	Unknown	Unknown	Unknown	Slaves	Unknown	Men. 10	Women. 14	Boys. 18	Girls. Unknown	Zanzibar	1 woman died May 19, 1 girl died May 20. Condition of the slaves good. Vessel found unseaworthy, and was burnt. No. emancipated, 40.	

* Calculated by officers of "Flying Fish."

(Signed) **HERBERT CROHAN, Commander.**

"Flying Fish," at Zanzibar, May 31, 1875.

No. 166.

Mr. Law to Lord Tenterden.—(Received July 20.)

My Lord,

Treasury Chambers, July 19, 1875.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to transmit to you herewith, for the information of the Secretary of State for Foreign Affairs, copies of the inclosures in Mr. Rothery's Report to this Board of the 16th instant, containing a list of the adjudications in the Vice-Admiralty Courts, and accounts of the slave and tonnage bounties awarded for the quarter ended the 30th June last.

I am, &c.

(Signed) WILLIAM LAW.

Inclosure 1 in No. 166.

LIST of the Adjudications in the Vice-Admiralty Courts and Mixed Courts of Justice, reported to the Treasury between the 1st of April and the 30th of June, 1875.

Name of Capturing Ship.	Name of Prize.	Dates of Capture.	Dates of Adjudication.	In what Court Adjudged.	Decretal part of Sentence.
London ..	Mbao (No. 6 of 1875)	1875. Jan. 9	1875. Jan. 26	Consular Court, Zanzibar	Dhow restored; seizer acquitted of all claims on the ground that he was justified in detaining her.
Ditto ..	Name unknown (No. 5 of 1875) ..	Jan. 2	Jan. 14	Ditto ..	Dhow condemned.
Ditto ..	Panga (No. 7 of 1875)	Jan. 24	Feb. 1	Ditto ..	Dhow condemned.
Ditto ..	Conda (No. 8 of 1875)	Jan. 29	Feb. 17	Ditto ..	Value of the vessel and cargo awarded, with interest thereon.
Ditto ..	Salama (No. 9 of 1875)	Feb. 24	Feb. 26	Ditto ..	Dhow and 48 slaves condemned.
Ditto ..	Name unknown (No. 10 of 1875) ..	Feb. 24	Mar. 5	Ditto ..	Dhow condemned.
Rifleman ..	Salama (No. 11 of 1875)	Mar. 10	Mar. 19	Ditto ..	Dhow and 12 slaves condemned.
Ditto ..	Amanet Ullah (No. 12 of 1875) ..	Mar. 8	Mar. 19	Ditto ..	Dhow condemned.
London ..	Name unknown (No. 13 of 1875) ..	Mar. 23	Mar. 24	Ditto ..	Dhow and 1 slave condemned.
Thetis ..	Name unknown (No. 14 of 1875) ..	Jan. 28	Apr. 13	Ditto ..	Dhow and 1 slave condemned.
Ditto ..	Name unknown (No. 15 of 1875) ..	Jan. 29	Apr. 13	Ditto ..	Dhow condemned.
Ditto ..	Name unknown (No. 16 of 1875) ..	Feb. 5	Apr. 13	Ditto ..	Dhow condemned.
London ..	Haripassa (No. 17 of 1875) ..	Apr. 17	Apr. 19	Ditto ..	Dhow restored; seizer acquitted of all claims on the ground that he was right in detaining her.

(Signed) H. C. ROTHERY.

Inclosure 2 in No. 166.

ACCOUNT of Bounties paid for Captured Slaves as undermentioned by command of the Lords Commissioners of the Treasury, between the 1st of April and the 30th of June, 1875.

Date of Payment.	To whom Bounty paid.	Name of Capturing Ship.	Name of Prize.	Number of Slaves for whom the full Bounty is granted.	Number of Slaves who died for whom half Bounty granted.	Number of Slaves who died for whom half Bounty refused.	Amount paid.
1875. May 7 ..	Naval Prize Account..	Daphne ..	Bandari Salam ..	..	30	..	£ 75
May 24 ..	Ditto	Vulture ..	Name unknown..	222	..	17	1,110
							1,185

(Signed) H. C. ROTHERY.

Inclosure 3 in No. 166.

ACCOUNT of Tonnage Bounties paid to the Commanders, Officers, and Crews of Her Majesty's Ships of War, by command of the Lords Commissioners of the Treasury, between the 1st of April and the 30th of June, 1875.

Date of Payment.	To whom Bounty paid.	Name of Capturing Ship.	Name of Prize.	Tonnage.	Rate of Bounty per Ton.	Amount paid.
1875.					£ s.	£ s.
May 24 ..	Naval Prize Account ..	Vulture ..	Name unknown ..	229	1 10	343 10
May 25 ..	Ditto ..	Ditto ..	Ditto ..	110	5 10	605 0
						948 10

(Signed) H. C. ROTHERY.

No. 167.

*Rear-Admiral Macdonald to the Secretary to the Admiralty.**"Undaunted," at Zanzibar, July 20, 1875.*

FORWARDED for the information of the Lords Commissioners of the Admiralty, with reference to letters of 4th December, 1874, and 23rd February, 1875.

(Signed) R. J. MACDONALD.

Captain Ward to Rear-Admiral Cumming.

Sir,

"Thetis," Johanna, May 6, 1875.

I HAVE the honour to inform you that, in company with Captain Elton, Her Majesty's Consul at Mozambique, I have this day had an interview with Sultan Abdullah, King of Johanna, for the purpose of calling his attention to the subjects contained in:—

(1). Your Memorandum of 22nd January, 1875, referring to Admiralty letter of 4th December, 1874.

(2). Admiralty letter of 23rd February, 1875 (duplicate), respecting alleged traffic in slaves by the Sultan himself.

(3). A despatch from Dr. Kirk, 8th April, 1875, addressed to the King of Johanna, demanding the punishment of Mohedin bin Seyd Hanan, convicted before the Vice-Admiralty Court at Zanzibar of slave trading under the Johanna flag.

2. I informed the Sultan, who received us in full Durbar, that I was directed to call his attention to certain alleged violations of his Treaty with Great Britain for the suppression of the Slave Trade, and specially to demand the punishment of Mohedin bin Seyd Hassan for slave trading under the Johanna flag.

As regards the alleged violation of his Treaty obligations, I pointed out to His Highness that it was a matter of common notoriety that the trade in slaves between the Mozambique and Madagascar was carried on in great part by natives of the Comoro Islands, and as an instance of this that a dhow had been taken in September last by Her Majesty's ship "Thetis," with a number of slaves on board, owned by Comoro and Johanna men.

Moreover, that slaves were still imported into the Island of Johanna itself, a proof of which had accidentally come under the personal notice of Captain Elton during the last few days. He having observed amongst the slaves in a shamba two boys, who were evidently fresh importations and who could not speak the language, called the attention of his guide to the circumstances, who at once acknowledged that they had been landed within the last few months.

And, finally, I told the Sultan that Her Majesty's Government had been informed that he was himself implicated in slave trading transactions, and pointed out to him the great exertions which the English Government were making for the suppression of the Slave Trade would be a sufficient proof to him, if such were wanting, that they could not allow this subject to be trifled with, and that any proved violation of his obligations in this matter would involve the most serious consequences to himself.

3. His Highness denied all knowledge of any slave trading going on in his dominions, but said that it was quite possible that natives of Johanna, who had emigrated

to Madagascar, might be engaged in this trade, but that to the best of his belief it was not carried on under the Johanna flag, and these persons, moreover, took good care not to return to Johanna, and he appealed to me whether he could be held responsible for the lawless acts of natives of this island committed beyond his jurisdiction.

He acknowledged, however, with reference to the importation of fresh slaves that he had himself occasionally seen new faces in the island, but that he was unable to say where they came from.

As regards the case of Mohedin bin Seyd Hanan, concerning whom Dr. Kirk had written to him, he informed me that he had kept him in confinement since his arrival in the island, and that he now only waited for satisfactory evidence that the alleged crime of slave trading had been committed under the Johanna flag, in order to carry out Dr. Kirk's demand for his summary punishment, and, moreover, that upon this proof forthcoming he was ready to inflict the extreme penalty of the law, which was "death."

He further expressed a strong desire to remain on good terms with the English Government, and his entire willingness to take any step that I might suggest to prove his fidelity to his Treaty engagements.

4. I told His Highness that the English Government did not desire that the extreme penalty of the law should be inflicted in this instance, but that he must understand that the prisoner Mohedin had been convicted on the clearest evidence, before the Vice-Admiralty Court at Zanzibar; and that, since this Court had full powers to try such cases, there was consequently no need of further proof of his guilt, and that Highness could not have a better opportunity of proving his desire to put a stop to the Slave Trade within his dominions than by making a public example of this man, whose punishment, from the fact of his being a "Shereef," or lineal descendant of Mahommed, would carry with it much more weight in the eyes of his subjects than that of a less distinguished offender.

5. After some consultation with the Chiefs comprising the Durbar, the Sultan agreed to punish Mohedin as I desired, and finally it was settled that the prisoner should be led through the town in chains, and fined 500 dollars, or in default imprisoned for two months, and further, that a Proclamation should be posted up in the principal Mosque, announcing the nature of the punishment, and the offence for which it was inflicted, as a suitable warning to others who might desire to engage in this Traffic.

Immediately after coming to this decision, the prisoner was brought in before the assembled Durbar, and a chain padlocked round his neck and led out again, but not before he had rushed forward and embraced Captain Elton's feet, imploring that his life might be spared, which he did not appear to have understood was in no danger.

6. I take this opportunity of acknowledging the ready advice and assistance afforded me by Captain Elton on this as well as on other occasions in which I have been associated with him.

I have, &c.
(Signed) TH. LE H. WARD.

Inclosure in No. 167.

Captain Ward to the Sultan of Zanzibar.

After compliments,

"Thetis," Johanna, May 10, 1875.

I HAVE the honour to acknowledge the receipt of your Highness's Proclamation respecting the punishment inflicted upon Mohedin-bin-Seyd Hassan for the crime of Slave trading under the Johanna flag, which your Highness proposes to post up in a conspicuous place in the principal Mosque in Johanna town, and I take this opportunity to inform your Highness that I am fully satisfied with the course you have adopted in this instance, and that I shall have pleasure in making a Report to this effect to the Rear-Admiral Commanding-in-chief in the East Indies.

(Signed) THOS. LE H. WARD.

No. 168.

Rear-Admiral Macdonald to the Secretary to the Admiralty.

(Extract.)

Zanzibar, July 31, 1875.

HER Majesty's Political Agent having represented to me that, in consequence of various complications having arisen at Mombasa in connection with the settlement of claims made on and by British subjects, in the adjustment of the affairs of the rebel Akida Mohammed bin Abdullah, and that his presence was necessary, I placed the surveying vessel "Nassau" at his disposal. She left this on 16th instant for Mombasa, and returned on 25th, having called in at Chak-chak on her return, where Major Smith informs me he caused 212 slaves, owned by British Indians resident in Pemba, to be liberated.

The "Flying Fish" left for Seychelles on the 29th instant, and after remaining ten days to give leave to ship's company, would proceed to Tamatave in the Island of Madagascar, for the purpose of conveying Mr. Pakenham, Her Majesty's Consul, on a tour to visit the various ports on that island.

No. 169.

Captain Ward to Rear-Admiral Macdonald.

Sir,

"Thetis," at Zanzibar, September 17, 1875.

I HAVE the honour to report that, on the 9th instant, Her Majesty's ship under my command being under sail on passage from Mozambique to Cape St. Andrew, a dhow was observed from the masthead standing in the same direction as ourselves, but almost dead to windward of us. I ordered steam to be got up and furled sails, and at 5.30 P.M., after about three hours' steaming, we came up with her. She was boarded in the cutter by the Senior Lieutenant, who, finding that she was full of slaves, took her in tow, and brought her under the stern of the ship, where our boats were employed till near midnight in transferring her living cargo, and so much of her provisions and matting as were worth preserving to the "Thetis."

2. She had on board 250 slaves, and 53 Arabs and crew. The slaves were stowed on two decks, squatting side by side, in such a position as neither to allow of their standing up nor lying down, nor of moving for the purpose of obeying the calls of nature; indeed, the stench in the hold showed plainly that these poor creatures were compelled to squat in their own excrement. They had been only three days from their last port, and, therefore, might be expected to be in exceptionally good condition. Some of them were, however, much emaciated, and 53 were suffering from a most virulent and loathsome description of itch, which gave us some trouble, from the necessity which it entailed of isolating them as much as possible. Notwithstanding every care from the medical officers of the ship, three have died since they were received on board, and, from the wretched state of the dhow's "tween decks," which appeared to me to be a pest-house, in which no human being could live for many hours, I can only conjecture that the majority of her cargo would have shared the same fate before reaching any port in Madagascar had we not fallen in with her, as her passage, judging from the winds we experienced, would have lasted some five or six days longer.

3. This dhow sailed originally with her cargo from Moma River, latitude 14° 45' S., longitude 39° 19' E.; but after getting to sea was found to be so leaky as to make it necessary to put into the M'Cupee River, latitude 15° 32' S., longitude 40° 31' E., for repairs, whence she sailed three days previous to capture. The "Thetis's" boats, with a Portuguese gunboat, had lately made a complete search of the Moma River and its branches, under my immediate superintendence, without finding any dhows. I am now informed, however, by the Arab dealers, that the dhow now captured was in the river at this time. Of course, if we had found her in the Moma she would have been empty, and, therefore, as it has turned out, it is well that we failed in doing so; but it only shows the difficulty that exists, even when acting upon information, of finding a dhow when concealed in one of these rivers, whose banks are lined with mangrove, and intersected everywhere by creeks, many of which are too narrow to use a boat's oars in, and yet quite large enough to receive a dhow with her mast down. In such cases, the co-operation of the villagers is a necessity in order to ensure success, and, in the present instance, all, with one exception, told the same story, namely, that there was no dhow in river, and the last which had visited them had been wrecked on the bar some three or

four months since; the exception was a man who acknowledged that a dhow was in the river, but as he wanted his reward for information before he had actually shown us her whereabouts, we concluded he was not telling the truth, and only offered him a liberal reward for actual results, but nothing for anything short of this, and this he declined.

4. The slave-traders captured are chiefly Comoro men, who acknowledge to have no settled residence, their occupations being to buy a cargo in one place and to accompany it in a dhow to another where there is a good market for it. The smaller dealers appear to confine their operations to slaves, a very small successful venture in which enables them to live in idleness for a considerable time; but one who appeared to be a man of superior stamp to the rest, and who owned to no less than eighty-five of the slaves on board, informed us frankly enough that he had made one other run in which he had successfully landed thirty slaves in Madagascar, but that he usually trades in rice. This man, on examination, entered into some particulars relative to the manner in which slaves are collected. The plan adopted by the dealer is to go to Moma or some other slaving station, and obtain leave from the Chief of the district to carry on the trade; after which the coast natives are hired to go into the interior and bring in as many slaves as they can catch, the dealer in the meanwhile resting quietly on the coast. On the return of the kidnappers a bargain is made with them for the slaves, according to quality, and a rupee a-head is paid to the Chief; the dealer is then at liberty to proceed as soon as he can get a dhow.

5. It should be noticed that all this goes on in a country nominally under Portuguese rule, and the Chief with whom these transactions are openly made is, although not actually appointed by Portuguese authority, perfectly well known to them and to everyone else in the country. The most effectual remedy for this state of things would apparently be the establishment of some legal trade which might eventually supersede the traffic in slaves; but not only is this not encouraged in such places as the Moma, where a fine though undeveloped country exists in the immediate vicinity, but, owing to the absence of a Portuguese Custom-house, all trade is here illegal, without going through a roundabout process of calling previously at some other port, a process which is practically prohibitive as regards places where no trade has been already established.

6. The Chief of the Moma district, Moussa, is much feared by the people, and was at the time of our visit to those parts openly talked of as encouraging the Slave Trade. Probably the Portuguese Government have no real authority over this man and his illegal doings; but, if not, their sovereignty of the coast serves only to perpetuate the Slave Trade by its preventing those who have the power to stop it from exercising that power in their so-called territorial waters.

7. The "Thetis," after leaving a launch and pinnace and two cutters to cruise on the coast of Madagascar, proceeded to Zanzibar, where the dhow and 241 slaves were condemned in the Vice-Admiralty Court this day.

I have, &c.
(Signed) TH. LE H. WARD.

No. 170.

Captain Sullivan to Rear-Admiral Macdonald.

Sir, "London," Zanzibar, October 26, 1875.
I HAVE the honour to report the capture, on the 29th ultimo, by the boats of Her Majesty's ship "London," of a dhow called "Asmeen" or "Salemti," on the ground of her being engaged in, or destined for, the Slave Trade.

2. The dhow was boarded off Songa Island, near Monfia, and a search was instituted which resulted in the discovery of ten sets of slave irons concealed in a canvas wrapper and stowed under some other cargo in the hold, and about ten fathoms of chain, such as is used for connecting the slaves in gangs, which were hidden in a bag of rice found in a locker of which the Nakhoda had the key.

3. The case came before the Consular Court at this place on the 15th instant, and a decree of condemnation on the dhow and part of her cargo was pronounced.

From the evidence it appeared that she was the property of a British Indian subject residing at Kilwa Kivingi, and was on a trading voyage from Zanzibar to Kilwa and Kivinga. It is believed that the irons, &c., belonged to three Arab passengers, two of

whom landed at Monfia, the third being taken in the dhow, and after the condemnation handed over to the Sultan's authority.

4. The dhow, which measured nearly 177 tons, has been broken up and sold in separate parts in accordance with the decree of the Consular Court.

I have, &c.

(Signed) GEO. S. SULIVAN.

No. 171.

Captain Sullivan to Rear-Admiral Macdonald.

Sir,

"London," Zanzibar, November 5, 1875.

I HAVE the honour to report that a dhow named "Simesa," with eight slaves on board was captured on the 24th ultimo by the steam pinnace of this ship under the command of Sub-Lieutenant F. J. Grassie.

2. The slaves had been shipped at Kokotoni, and, at the time of her capture, the dhow was on her way to Nangapani Point to embark nineteen more, the whole cargo being destined for Pemba. Both the owners of the dhow and slaves were on board, but the Nakhoda succeeding in escaping by jumping overboard and swimming ashore when the pinnace was first sighted.

3. On the 25th October the case came before Her Majesty's Consul-General, and, no defence being offered, a decree of condemnation was pronounced.

4. The dhow measured 52.87 tons, and from her appearance had probably been some time employed in the same trade.

I have, &c.

(Signed) GEO. S. SULIVAN.

Inclosure 1 in No. 171.

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.	Owner, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where Shipped.		
1875 Oct. 24	Off Ossamenabe Point	Simasa ...	Fungoa ...	Magani; Zambar	None ...	Dhow ...	4	Nil	53 3/8		Kokotani	Pemba.	Zanzibar.	1875 Oct. 24	Nil	...	6	2	Kokotani.	Zanzibar	...	Condition good; deaths nil, Emancipated 8.

"London," at Zanzibar, October 30, 1875.

(Signed) GEO. L. SULLIVAN, Captain.

No. 172.

*Captain Sullivan to Rear-Admiral Macdonald.**"London," Zanzibar, December 1, 1875.*

FORWARDED for the information of the Commander-in-Chief, remarking that the cases reported on belong to my predecessor's time, but owing to the Decrees not having been received at the date of his leaving the usual report was in consequence delayed.

(Signed) T. B. M. SULLIVAN.

Lieutenant Annesley to Captain Sullivan.

Sir,

"London," Zanzibar, November 30, 1875.

I HAVE the honour to report, for the information of the Commander-in-Chief, the capture by the boats of Her Majesty's ship "London" of three dhows engaged in the Slave Trade, and under the following circumstances.

Case No. 34, 1875. "Katiri Sham," 113 tons.

This dhow was seized at Kish-Kash by Lieutenant Mathews on the 23rd October, on suspicion of having run a cargo of slaves about three weeks previously.

The evidence against her was partly circumstantial and partly derived from the confession of her own captain and crew, who acknowledged to having shipped ten slaves at Tanga on the 1st October.

These slaves were the property of the owner of the dhow, a Beloochi, living at Pemba, and were disembarked near Funds Gap. Two of them (women) were sold at once to an Arab named Mohammed bin Rashid, but no information could be obtained as to the disposal of the others.

After her seizure the dhow was taken to Mesal Island, where she was left in charge of a prize crew, pending the result of proceedings in the Vice-Admiralty Court.

Owing however to the filthy state of the dhow, and her being overrun by rats, the men could not live on board, and they were therefore removed by Sub-Lieutenant Grassie.

The same night that this was done the dhow was plundered of her cargo, and set on fire, it is supposed, by some of her own crew, and an Arab of Chak-Chak, called Bin-Saaidi.

Her Majesty's Consul-General having heard the case, pronounced a Decree of condemnation on the vessel.

Case No. 36, 1875. Name unknown, 36 tons.

This dhow was boarded by Lieutenant Mathews on the 2nd of November off Chak-Chak, and from the evidence elicited from her crew, as well as from the state of her hold and the presence of two large cooking pots on board, was seized as being engaged in the Slave Trade. It was afterwards discovered that the dhow had shipped nine slaves at Tumbatu, and had landed them on an island to the northward of Mesal Island, from whence they were taken to Pemba in canoes.

They, as also the dhow, were the property of a man named Jumah, residing at Pamba, and were shipped by a Shéhari Arab named Bin-Salim. A Decree of condemnation has been pronounced by the Consular Court in this case.

Case No. 37, 1875. "Kasumba," 37·8 tons.

This dhow was seized on the 3rd of November by Lieutenant O'Neill, near the Island of Karangi in the Pemba Channel. On boarding her, a negro came forward and said he was the slave of a man named Jumah of Tanga, who had purchased him from a Pemba Arab. That he had escaped from the former, but had been captured and put on board the dhow for re-shipment to Pemba. A passenger on board stated that he was the owner of the dhow, but shortly after contradicted himself, and said the captain had induced him to say so, as the dhow having previously been engaged in running slaves, he was afraid to name the real owner.

Lieutenant O'Neill then went to Tanga, where he succeeded in getting hold of the son of the real owner (Mawiage-binta-Jumah, a Pemba woman). From this man, who probably with an idea that by doing so he would free the vessel, volunteered his evidence. He learnt that the dhow had recently run two cargoes of slaves, but that her present trip was purely for legitimate trade. Three of the crew then came forward and corroborated this man's statement. The case came before Her Majesty's Consul-General on the 13th instant, and a decree of condemnation was pronounced against the dhow, the slave also being liberated.

These cases should have been reported by your predecessor, but the Decree had not been received at the date of his leaving.

I have, &c.
(Signed) WM. M. ANNESLEY.

Inclosure in No. 172.

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.			Owners, and of what Place.	Men.	Guns.	Tons.	From.	Bound.				Belonging.	Men.	Women.	Boys.			Girls.	Where Shipped.
1875 Oct. 28	Pemba ...	Katiri Shaum	Kamisi...	Shahar Dati; Kiah Kaab	Arab ...	Dhow ...	9	Nil	113-22	Tanga ...	Fundo ...	Kiah Kaab	Cocoa nuts ...	Unknown ...	Unknown	Zanzibar ...	Dhow was discovered on 27th October on fire, which did so much damage as to render her unfit for further use. Slaves had been landed.
Nov. 2	Pemba ...	Unknown	Kimka ...	Jumati bin Sali; Pemba	None ...	Dhow ...	4	Nil	86-2	Tumbata.	Pemba ...	Pemba ...	Salt ...	Unknown ...	Unknown ...	...	...	...	Zanzibar ...	Dhow destroyed, being very old, leaky, and unseaworthy. Slaves had been landed.

"London,"

1875.

(Signed)

T. B. M. SULLIVAN, Captain.

PORTUGAL.

No. 173.

The Earl of Derby to Mr. Cobbold.

Sir, *Foreign Office, March 29, 1875.*
I TRANSMIT to you herewith a copy of a despatch from the Acting Consul-General at Zanzibar,† covering copy of a report addressed to him by Vice-Consul Elton of certain operations for the suppression of the Mozambique Slave Trade, undertaken by the Portuguese authorities in that Colony, in co-operation with Captain Ward, of Her Majesty's ship "Thetis."

I have to request that you will communicate the substance of Captain Elton's report to the Portuguese Government, with the expression of the gratification with which Her Majesty's Government have learnt the successful operations of the Portuguese forces against the slave-traders in the Kivolani River, and further that you will take the same opportunity of pointing out to them the beneficial effects which cannot fail to result from a joint action on the part of the Portuguese and British naval forces in Portuguese territorial waters with the view to the suppression of the Slave Traffic, which has been admittedly carried on for many years past from the Mozambique territory almost with impunity.

I am, &c.
(Signed) DERBY.

No. 174.

The Earl of Derby to Mr. Cobbold.

Sir, *Foreign Office, March 31, 1875.*
WITH reference to your despatch of the 4th November last, I have to acquaint you that I have received a despatch from Her Majesty's Consul at St. Vincent, covering a return of the number of libertos in the Province of Cape Verde who have been freed in virtue of the Decree of the Portuguese Government of October 31 last, and I have to request you to express to the Government of His Most Faithful Majesty the gratification of that of Her Majesty at the issue of this Decree, which has removed the last remains of slavery from the Cape Verde Islands.

I am, &c.
(Signed) DERBY.

No 175.

Mr. Cobbold to the Earl of Derby.—(Received May 1.)

My Lord, *Lisbon, April 14, 1875.*
IN obedience to the instructions contained in your Lordship's despatch of the 31st ultimo, I have addressed a note dated the 9th instant, copy of which I have the honour to inclose herewith to the Portuguese Government, expressing the gratification of that of Her Majesty at the issue of the Decree of the 31st of October last, which has removed the last remains of slavery from the Cape Verde Islands.

I have, &c.
(Signed) T. CLEMENT COBBOLD.

Inclosure in No. 175.

Mr. Cobbold to Senhor Corvo.

M. le Ministre,

Lisbon, April 9, 1875.

I DID not fail to transmit to my Government copy of the Royal Decree, dated the 31st of October last, declaring free from the date thereof all libertos in the Cape de Verde.

The Earl of Derby having received from Her Majesty's Consul at St. Vincent a return, furnished by his Excellency the Governor-General, showing the total number of freedmen thus liberated, I have been instructed by his Lordship to express to His Most Faithful Majesty's Government the gratification of Her Majesty's Government at the issue of this Decree, which has removed the last remains of slavery from the Cape Verde Islands.

I avail, &c.
(Signed) T. C. COBBOLD.

No. 176.

Mr. Cobbold to the Earl of Derby.—(Received May 2.)

My Lord,

Lisbon, April 15, 1875.

I HAVE the honour to transmit herewith to your Lordship translation of a note from the Portuguese Minister of Foreign Affairs, in reply to mine of the 24th of November and the 12th of December last (copies of which were inclosed in my despatches of the 24th of November and 14th of December of last year), relative to the capture of dhows on the north-west coast of Madagascar.

His Excellency, in this note, gives me the full details of the proceedings of the Governor-General of Mozambique, as reported by Captain Elton to Captain Prideaux. I have consequently considered it unnecessary to communicate the substance of Captain Elton's report, and have addressed a note to the Portuguese Government, expressing the gratification of that of Her Majesty at the successful operations of the Portuguese forces against the slave-traders in the Kivolani River, and further pointing out to them the beneficial effects which cannot fail to result from a joint action on the part of the Portuguese and British naval forces in Portuguese territorial waters, with the view to the suppression of the Slave Traffic; for this purpose I have embodied the views of Captain Ward and Captain Elton, as stated in the latter gentleman's letter of February 5 to Captain Prideaux, as to the most speedy and effectual means for the suppression of the Slave Traffic between the Mozambique coast and Madagascar.

Copy of this note I have the honour to inclose herewith.

Senhor Corvo has requested me to ask Her Majesty's Government to convey to Captain Ward, of Her Majesty's ship "Thetis," the thanks of His Most Faithful Majesty's Government for the readiness and alacrity with which he was willing to assist the expedition to Kivolani.

I have, &c.
(Signed) T. CLEMENT COBBOLD.

Inclosure 1 in No. 176.

Senhor Corvo to Mr. Cobbold.

(Translation.)

Sir,

Lisbon, April 6, 1875.

I RECEIVED in due time the note which you addressed me on the 24th of November of last year, relative to the capture made on the 11th of the preceding month of August, to the north-west of the coast of Madagascar, of a dhow with slaves on board, which had sailed from a place in the Province of Mozambique, called Kivolani, about five hours' distance from the capital.

In that note you expressed, in the name of Her Britannic Majesty's Government, the hope that His Majesty's Government would not fail to take into its most serious consideration the negligence which appeared to have been shown by the authorities at Mozambique, with respect to the adoption of effectual measures to prevent that abominable traffic within the limits of the territorial waters of that province.

I subsequently received your note, dated the 12th of December, wherein you

acquainted me with the capture, on the same coast of Madagascar, of another dhow with slaves on board, and its condemnation by the Vice-Admiralty Court at Zanzibar, as a further proof that the Slave Trade continued to be carried on from the Portuguese possessions on the East Coast of Africa.

With reference to the contents of the two notes above mentioned, I have the honour to state to you that His Majesty's Government has just received from the Governor-General of the Province of Mozambique despatches, dated the 19th and 31st of January last, wherein the said Governor-General reports what had lately taken place there.

Having been informed on the 15th of that month that some dhows were landing in the River Kivolani arms and gun-powder by contraband, and were making preparations for shipping slaves, he dispatched to that port on the 16th the gun-boat "Tete," commanded by the Second Lieutenant João Maria da Costa.

The measures adopted by that officer in command for the purpose of seizing the suspected vessels proved however fruitless, because, in addition to the loss of lives, other circumstances occurred which compelled him to return on the 18th; and, therefore, the Governor-General gave orders for the immediate departure for Kivolani of the vessels and of the disposable force of the naval station, and, accordingly, early in the morning of the 19th the steamers "Sena" and "Tete" and the yacht "Inhamissengo" sailed with the forces which were considered necessary.

On the 20th, however, in the evening, alarming reports about this expedition began to be put in circulation, and it was even asserted, although it was not known from what source such an assertion came, that the steamers, having gone on shore, had been taken by the Moors, and that the military forces had been completely defeated.

At this conjuncture, as the steamer "Quilimane" was undergoing repairs, and the steamer "India," which had only arrived from Macao on the eve, was unable to start before twenty-four hours, the Governor-General thought it his duty to inform the Captain of Her Britannic Majesty's corvette "Thetis," on the occasion of the visit paid to him by that officer on the 21st, the day after his arrival, of what had occurred, mentioning the steps he had taken for the suppression of the Slave Trade, without, however, concealing from him the unpleasant rumours which were current, and the anxiety which they caused him.

The said Captain immediately offered, with the greatest willingness and kindness, to render every assistance in his power, and he added that if the Governor-General would allow him to go to Quivolane, and take with him a Portuguese officer and a pilot acquainted with the coast, he would start within two hours.

This obliging offer having been accepted, and the first Lieutenant, Augusto de Castilho and the pilot having gone on board, the corvette "Thetis" steered towards the bar at noon precisely.

At the close, however, of that same day, the 21st, and in the morning of the next, the steamers "Sena" and "Tete," and the yacht "Inhamissengo," returned to the port of Mozambique, bringing the welcome news of the success of the expedition: eight large dhows and two launches had been burnt, and the place which was built upon the banks of the river, and was chiefly inhabited by Moorish smugglers, was completely destroyed.

Now while this was going on, the Governor-General received, by the mail which arrived on the 18th, a copy of your note above referred to of the 24th of November, and hence you see that the charge of neglect against the authorities at Mozambique, in not adopting effectual measures against the inhuman traffic in slaves, cannot in any way be applied to the present Governor-General, who assumed his office in August of last year, and to whose activity the prompt extirpation of that den of traders in human flesh is to be ascribed; and His Majesty's Government trusts that the said Governor-General will continue, in the same zealous manner, to carry out the instructions which he received.

The letter of Captain Ward, of Her Majesty's ship "Thetis," informing the Governor-General of his having communicated with the yacht "Inhamissengo," and of his return to the anchorage when he learnt the successful result of the expedition, as well as the reply of the first authority of the Province, expressing his profound acknowledgment, form part of the documents now received, and I beg, therefore, on this occasion to request that you will be so good as to ask your Government to convey to Captain Ward the thanks of His Majesty's Government for the readiness and alacrity with which he was willing to assist the said expedition.

I avail, &c.

(Signed) JOAO DE ANDRADE CORVO.

Inclosure 2 in No. 176.

Mr. Cobbold to Senhor Corvo.

M. le Ministre,

Lisbon, April 15, 1875.

HER Majesty's Government has received a despatch from the Acting Consul-General at Zanzibar,* covering copy of a Report addressed to him by Vice-Consul Elton of operations for the suppression of the Mozambique Slave Trade undertaken by the Portuguese authorities in that Colony, in co-operation with Captain Ward of Her Majesty's ship "Thetis."

This Report is similar to that of the Governor-General embodied in your Excellency's note to me of the 6th instant.

I have been instructed by the Earl of Derby to express the gratification with which Her Majesty's Government have learnt the successful operations of the Portuguese forces against the Slave Trade in the Kivolani River, and further to point out to His Most Faithful Majesty's Government the beneficial effects which cannot fail to result from a joint action on the part of the Portuguese and British naval forces in Portuguese territorial waters, with the view to the suppression of the slave-traffic which has been admittedly carried on for many years past from the Mozambique territory almost with impunity.

Captain Elton, in a later Report, states that Captain Ward has operated with success against the Arabs and Mujoges on the Umfusi and Kivolani, and has destroyed two large dhows of 192 and 109 tons measurement, the owners of which were evidently only awaiting the next spring tides to run across to Madagascar with a large number of slaves who were collected in the vicinity, but driven inland on the first alarm.

Captain Ward has strongly urged upon the Governor-General the advantages to be obtained by availing himself of the present opportunity and the services of his boats to destroy the "matériel" at the notorious starting points of the Madagascar Slave Trade, and pointed out that, by vigorous and combined action on the African seaboard, immediate results would be obtained.

Captain Ward's observation, and Mr. Elton's experience of the coast, convince them that the only effectual and speedy means for the suppression of the daily increasing slave-traffic between the Mozambique coast and Madagascar, is the destruction of the ports of collection and shipment, and their "matériel;" and for this purpose it would be necessary for all local Governors, on receiving any information regarding the shipment of slaves, to be at liberty to avail themselves of the services of any British men-of-war within reach, and that the Governor-General should be authorized by His Most Faithful Majesty's Government to make special arrangements by which Her Britannic Majesty's ships could act in concert with the local authorities.

I have duly transmitted to my Government the thanks of His Most Faithful Majesty's Government to Captain Ward of Her Majesty's ship "Thetis," as desired in your Excellency's note of the 6th instant.

I avail, &c.
(Signed) T. C. COBBOLD.

No. 177.

The Earl of Derby to Mr. Cobbold.

Sir,

Foreign Office, May 10, 1875.

I APPROVE the note which, as reported in your despatch of the 15th ultimo, you addressed to the Portuguese Minister for Foreign Affairs respecting the Mozambique Slave Trade.

I am, &c.
(Signed) DERBY.

No. 178.

The Earl of Derby to Mr. Cobbold.

Sir,

Foreign Office, May 17, 1875.

WITH respect to my despatch of the 10th instant, I transmit to you, for communication to the Portuguese Government, a copy of a despatch from Her Majesty's

* No. 35.

Consul-General at Zanzibar,* reporting a third capture made by Her Majesty's ship "Thetis," under the temporary arrangement made with Captain Ward by the Governor-General of Mozambique.

I am, &c.
(Signed) DERBY.

No. 179.

The Earl of Derby to Mr. Cobbold.

Sir,

Foreign Office, May 17, 1875.

WITH reference to your despatch of the 15th ultimo, recording a note which you had addressed to the Portuguese Government respecting the great facilities which would be afforded for the suppression of the Mozambique Slave Trade if Her Majesty's cruisers were allowed to act for that purpose in Portuguese waters, I now transmit to you copies of a report from Captain Ward,† of Her Majesty's ship "Thetis," giving an account of the recent operations of the boats of his ship in the neighbourhood of Mozambique.

In communicating this report to the Portuguese Government you will call their attention to the paragraph in which Captain Ward remarks how much more successful his operations would have been had he been allowed further liberty of action in Portuguese waters.

I am, &c.
(Signed) DERBY.

No. 180.

Mr. Cobbold to the Earl of Derby.—(Received May 18.)

My Lord,

Lisbon, May 12, 1875.

I HAVE the honour to transmit herewith to your Lordship translation of Law dated the 29th ultimo, and published in the Official Journal of yesterday, declaring all "libertos" free one year after the date of the publication of this Law in the Transmarine Provinces.

Art. 2 provides for their public tutelage until the 29th of April, 1878.

Art. 5 regulates the conditions by which those under tutelage are bound to contract their services for two years.

Art. 22 only allows of the conveyance of colonists and servants by vessels which shall have been expressly registered for the purpose; and Article 25 provides that no contracts will be allowed if it should be proved in any manner that they are made use of for purposes of Slave Trade.

I have, &c.
(Signed) T. CLEMENT COBBOLD.

Inclosure in No. 180.

Extract from the "Diario do Governo" of May 11, 1875.

Law of 29th April, 1875.

(Translation.)

DON LEWIS, by the Grace of God, King of Portugal and of the Algarves, &c.

We make known to all Our subjects that the General Cortes have decreed, and that We sanction, the following law:—

Chapter I.—*Of the Status of Liberty which is accorded to Freedmen ("Libertos"), and of the Tutelage to which they are subject.*

Article 1. One year after the date of the publication of this law in the transmarine provinces, the servile condition specified in the Decree, having the force of law, of the

* No. 55.

† Inclosure in No. 155.

25th of February, 1869, is to be considered abolished, and those to whom it refers are to be declared free.

Art. 2. All the individuals thus acquiring the status of freedom shall be subject to a public tutelage in accordance with this law.

§ 1. An exception is made in favour of those professing any art or trade which they may exercise, and knowing how to read and write, and of those engaged in public or private tuition.

§ 2. The public tutelage will cease, de jure, on the 29th of April, 1878, in virtue of the Decree (having the force of law) of April 29, 1858.

Art. 3. In each of the provinces of Angola, Mozambique, and St. Thomas and Prince, there shall be a Magistrate, to be called the Curator-General, who is to be appointed by the Government, and whose duty it will be to exercise the public tutelage mentioned in the foregoing Article, and also to discharge any other functions conferred upon him by this law, or which may be laid down in the regulations to be drawn up by the Government.

§ 1. The decisions given by the General Curators are subject to the revision of the Governor of the respective Province in Council.

§ 2. Their salaries shall be 1,200,000 reis each, and they are placed, for all legal purposes, on the same footing as the Crown and Finance solicitors in the transmarine provinces.

Art. 4. The labour of all the individuals referred to in the 2nd Article is declared to be free, in order to enable them to contract for any conditions, and to receive the wages agreed upon.

Chapter II.—*Of Contracts for the Labour of any Individuals subject to Public Tutelage.*

Art. 5. All individuals that shall remain subject to public tutelage in virtue of this law are bound to contract their services for two years, and to submit such contracts to the Authorities.

§ 1. These contracts are to be made in preference with their former masters, should the latter be willing, but as regards everything else, they shall be subject to the conditions laid down in this law.

§ 2. The General Curator shall exercise a special intervention in these contracts, and he may prohibit them, should there be any reasons for which he thinks he ought not to allow them to be made.

§ 3. In case contracts should not be made with their former masters, they must be made with other persons.

§ 4. The regulations shall specify the special conditions which, in addition to those declared in this law, must be observed in the respective contracts, as far as regards the sex and the several conditions of minors and adults.

Art. 6. The contracts may be made as follows:—

1. Solely for the performance of labour.
2. For the performance of labour and for the purpose of colonisation by means of the concession of land.
3. Solely for the purpose of colonisation by means of the concession of land.
4. For service in their own province.
5. For service in another province.

Art. 7. The contracts referred to in the foregoing Article must be made in the presence of the Public Authority, who may be authorized for the purpose by the General Curator, and they shall be properly registered.

§. Whenever the contracts are made for another province, they must likewise be submitted to the Authority there, and also be properly registered.

Art. 8. The contracts may be made with the sole stipulation for wages, or else for wages, food, and clothing.

Art. 9. The Schedules of the Regulations for each province shall specify the minimum of wages, rations and clothing which are to be given to these "servants" or "colonists" by the "masters" or "owners" who may have engaged their services, as well as the days of labour and the hours of work every day, with reference to the different trades and to the conditions of sex and age.

Art. 10. No contracts containing any conditions as to remuneration and guarantees, which may be inferior to those laid down in the respective regulations, shall be approved.

Art. 11. All contracts involving concessions of lands shall be made in accordance with the enactments of the Civil Code.

Art. 12. In case the contracts involving the concession of lands should also contain a clause for the performance of servile labour, the duration thereof shall not be more than one half of the time available for work, in accordance with the regulations, and not for more than two years; and moreover no certain price is to be stipulated for the sale of the produce, or that the latter shall only be sold to the owner.

§ In the regulations for each province the minimum of the concession of lands that may be stipulated for each colonist with or without a family shall be duly fixed.

Art. 13. No contracts can be made with colonists so as to separate them from their wives or from their children up to the age of fifteen years.

Art. 14. All contracts involving the performance of personal service cannot be transferred to a third party without the consent of the servant, or of the individual hired, except in the cases which are especially sanctioned in this law. In all cases, however, in which the transfer may be made, this shall be done with all the formalities required for the primitive contract, and it shall be subject to the same conditions.

Art. 15. Contracts cannot be made by any other persons but the parties themselves, or else by agents duly authorized by the Governor of the Province in Council, under the conditions which may be laid down in the regulations.

Art. 16. Contracts involving the performance of personal service shall not be allowed, unless the owner shall prove before the Authority to whom it appertains to sanction the contract, that he is a land-farmer, or else the owner of a duly-organised industrial establishment. Contracts for domestic service are excepted from this rule.

Art. 17. The advances of wages to be discounted afterwards shall not exceed the term of two months in each year.

These advances are to be considered as paid at the end of twelve months from the date thereof, should they not already have been paid off, and the rate of discount thereof shall not be more than one-twelfth part per month.

Art. 18. No contracts for the performance of personal service can be prolonged until after the expiration of the term thereof.

§ 1. Upon the expiration of the term of the obligatory contracts, to which the 5th article refers, the rules laid down in this law shall continue to be complied with, as far as they may be applicable, in the manner prescribed by the regulations of the Government, both as regards the free renewal of any contracts for colonists and servants, and also as regards any contracts that may be newly made.

§ 2. The rule laid down in the 1st paragraph of the 5th article is not applicable to these contracts.

Art. 19. The organisation of companies of labourers for the performance of agricultural or industrial labours for those who cannot or do not wish to make contracts for years is hereby sanctioned.

§ 1. All labourers contracting in this manner cannot do so for any longer period than that laid down in the 5th Article.

§ 2. The regulations shall fix the schedule of the minimum price of wages to be agreed upon, as well as the other conditions which are indispensable in such contracts.

§ 3. This schedule shall be revised every year.

§ 4. The conditions for the labour thus performed shall be the same as those prescribed for the other contracts.

§ 5. The regulations made in each province for the execution of this article shall be submitted for approval to the Government of the Metropolis.

Chapter III.—*Of Contracts for the performance of Personal Service and Colonisation out of the limits of the respective Province.*

Art. 20. The contracts for the performance of personal service and colonisation out of the respective province shall be subject to the conditions which have been laid down.

Art. 21. These contracts may be made either by the masters or owners themselves, on their proving the conditions mentioned in the 16th article, or else by agents especially authorised for the purpose, in accordance with the 15th article, who shall give due security.

§. The contracts referred to in this Article shall be made with all the formalities which have been laid down, and the said agents must render an account to the Curator-General of the Contracts which they may have thus made.

Art. 22. The conveyance of colonists or servants shall only take place in vessels which shall have been expressly registered for the purpose, after due security shall have been given either by bond, or by cash to be kept in deposit, as may be laid down in the Regulations, the ship, owner, and captain being responsible *in solidum*.

Art. 23. The contracts shall always contain a stipulation rendering the payment of the return-passage obligatory, in case the colonists and their families should wish, upon the expiration of the period of the contract, to return to their native place.

Art. 24. The Government may, should they deem it expedient, authorize the Governor of the Province of St. Thomas and Prince to contract colonists in any other territory on account of the Province, and such contracts may be transferred to private individuals under the same conditions.

Art. 25. These contracts will not be allowed if it should be proved in any manner that they are made use of in order to carry out the Slave Trade.

Art. 26. The shipment of negro labourers under contract will not be allowed until the Regulations mentioned in this Law shall have been drawn up.

Chapter IV.—*Of Vagrancy and its Penalties.*

Art. 27. Any of the individuals referred to in Article 1 who shall be judged to be vagrants under the conditions specified in the 256th Article of the Penal Code shall be subject to labour for a period of not more than two years in any Establishments of the State which may be especially founded, or else in the fortresses or in the public works of the Province, and they shall receive the wages which may be fixed by the respective Governor in Council.

§ 1. They may, however, at any time contract for their services to any private individuals, in which case they will be discharged from the public service.

§ 2. A public authority is not at liberty to transfer to any private persons the services of the individuals in question, unless it be in accordance with the provisions of this Law in the cases specified in the 19th and 24th Articles, or else in consequence of any contracts into which they may have freely entered, in accordance with the conditions prescribed.

Art. 28. All those disturbing, or attempting to disturb, the labour of the servants or colonists, or enticing them to abandon the same, shall be liable to the penalties laid down in the Penal Code.

Art. 29. Any individuals who may have engaged their services shall not be hindered by their masters or owners from having recourse to the local protecting authorities.

Art. 30. All those hindering them therefrom, or attempting to hinder them, shall be punished in accordance with the Penal Code, and, moreover, the contracts shall be considered null and void should the colonists desire it.

In this case the master or owner will not be entitled to any compensation for the remainder of the time which may be wanting for the expiration of the contract.

Art. 31. The General Curator will watch over the execution of the contracts, and he will by the proper means cause any contracts, the clauses of which are not complied with, to be annulled.

Chapter V.—*Of the Indemnifications to be accorded for the Status of Freedom.*

Art. 32. The Government shall order a strict inquiry to be made in order to ascertain:—

1. The manner in which the registration of the ("libertos") freed men has been carried out in the several provinces in virtue of the Decree of the 14th of December, 1854, and of any subsequent legislation.

2. Who, among those that have been registered, are to be found under the conditions specified in the 2nd number of the 1st Article of the Decree of the 24th of July, 1856.

3. What is the average in each province of servile labour?

Art. 33. In order that the right to indemnification may be recognized, it will be necessary for each of the parties interested to prove before the Board of Government the number of "libertos" (freedmen) in his service, whence they originally came, the date of their registration, their ages at present, as well as the labours in which they were engaged at the date of this Law; and also that he has paid the taxes imposed upon every "liberto" (freed man) or slave whose services he enjoyed.

Art. 34. The mode of procedure in making up the value of the indemnification mentioned in the 33rd Article is to be administrative, and the question is to be finally decided by the Government of the Province in Council.

§ The conditions and formalities of the proceedings will be prescribed in the Government Regulations.

Art. 35. Both the indemnification and its mode of payment can only be determined

in virtue of a law, after the conditions mentioned in the foregoing articles shall have been complied with.

Art. 36. From the date of the publication of this law in each of the transmarine Provinces, all slaves or "libertos" (freedmen) who may be brought into the said Provinces shall be considered to be free, in virtue of the said law, independent of any declaration.

§ The Curator-General will watch *ex officio* for the complete execution of this enactment.

Art. 37. The General Curators shall render an account every half-year to the Governors of their respective Provinces as to the manner in which this present law is carried into execution, and the said Governors shall do the same to the Government.

Art. 38. The Government shall draw up the General Regulations for the execution of this law.

Art. 39. All legislation to the contrary is hereby revoked.

We command, therefore, &c., &c.,

The Minister and Secretary of State for Foreign Affairs, and, *ad interim*, for Marine and Colonies, shall cause the said law to be printed, published, and circulated.

Given at the Palace of the Ajuda, April 29, 1875.

(Signed) THE KING.

(Countersigned) JOAO DE ANDRADE CORVO.

No. 181.

The Earl of Derby to Lord Lytton.

My Lord,

Foreign Office, May 28, 1875.

I HAVE to inform your Lordship that a party of missionaries left this country on the 22nd instant, on their way to the Portuguese possessions on the East Coast of Africa, with the view of proceeding to the Lake Nyassa, and there establishing a mission which is to be called "Livingstonia."

The party will be under the superintendence of Mr. E. D. Young, who was for two years with the late Dr. Livingstone in the Nyassa district, and it is to be hoped that their efforts may be instrumental in promoting commerce and civilization, and thus leading to the suppression of the Slave Trade which has so long existed in the Nyassa district. I may add that the mission has been promoted at a cost of 16,000*l.* by a body of Scotch gentlemen in memory of the late Dr. Livingstone, and I have to request that you will bring these facts to the notice of the Portuguese Government, and request them to instruct their authorities in the Mozambique to give their good offices and assistance in furthering the objects of Mr. Young's expedition.

I have been given to understand that Mr. Young has already received, through the Portuguese Minister of the Colonies at Lisbon, and also through the Portuguese Consul-General in London, assurances of favour and support on the part of the Portuguese authorities at Quillimane and Mozambique, but I, nevertheless, think it right that you should make an official application on Mr. Young's behalf as an evidence of the interest which Her Majesty's Government take in the success of his mission.

I am, &c.

(Signed) DERBY.

No. 182.

Lord Lytton to the Earl of Derby.— (Received June 16.)

My Lord,

Lisbon, May 31, 1875.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch to Mr. Cobbold, dated the 17th instant, and to inclose herewith copy of a note which, in conformity with the instructions therein contained, I have addressed to Senhor Corvo, whom I have also furnished with a copy of Captain Ward's report of the operations of the boats of Her Majesty's ship "Thetis," in the Delta of the Umfoussi River.

I have, &c.

(Signed) LYTTON.

Inclosure in No. 182.

Lord Lytton to Senhor Corvo.

M. le Ministre,

Lisbon, May 31, 1875.

WITH reference to the note addressed by Mr. Cobbold to your Excellency under date of the 15th of April last, relative to the joint operation of the Portuguese Colonial and British Naval authorities for the suppression of the Mozambique Slave Trade, I have now the honour, in accordance with instructions received from Her Britannic Majesty's Principal Secretary of State for Foreign Affairs to transmit herewith to your Excellency, for the information of the Government of His Most Faithful Majesty, copy of a very interesting report by Captain Ward to Rear-Admiral Cumming, describing the recent operations of the boats of Her Majesty's ship "Thetis," in the neighbourhood of Mozambique.

The Portuguese Government will doubtless be pleased to learn the very satisfactory result of these operations which were undertaken by especial permission of the Governor-General of Mozambique; and I am requested by the Earl of Derby to call the obliging attention of your Excellency more particularly to that passage in Captain Ward's above-mentioned report which, for this purpose, I have marked, and in which he expresses the opinion that the success of those operations would have been complete had he been allowed further liberty of action in Portuguese waters.

It would appear that the number of mouths belonging to the Umfoussi and Moma Rivers, and the peculiar nature of an imperfectly surveyed coast, abounding in shoals and creeks, render it perfectly easy for slave-trading dhows to evade the vigilance of cruisers stationed off the coast. And although the three or four places from which this trade emanates are well known and could be effectually cleared out in the same manner as the Delta of the Umfoussi has been cleared by the boats of the "Thetis," there seems to be no possibility of accomplishing that result without the constant employment of a force greater than any now at the disposal of the Portuguese authorities in these waters.

Your Excellency will observe, however, that adequate native assistance can, in the opinion and according to the experience of Captain Ward, be always obtained by judicious treatment; that this officer has recorded his conviction that results no less satisfactory than those which have been effected by him, with the permission of the Portuguese Governor-General, on the Delta of the Umfoussi, would have been secured in the Moma River had he been permitted to investigate that stream to the south of Angoxa, where he had information of the recent arrival of six dhows for slave trade purposes, and that he has assured Her Britannic Majesty's Government that were the boats of British cruisers allowed to act freely in Portuguese waters the export of slaves from Mozambique would be practically at an end.

In respectfully recommending these facts and opinions to the friendly consideration of the Government of His Most Faithful Majesty, with a view to the more speedy attainment of an object so sincerely desired by our two Governments, and so worthy of their cordial and constant co-operation, I avail, &c.

(Signed) LYTTON.

No. 183.

The Earl of Derby to Lord Lytton.

My Lord,

Foreign Office, June 26, 1875.

I APPROVE the note which your Lordship addressed to the Portuguese Minister for Foreign Affairs, relative to the recent operations of the boats of Her Majesty's ship "Thetis," in the neighbourhood of Mozambique, and of which a copy was inclosed in your despatch of the 31st ultimo.

I am, &c.
(Signed) DERBY

No. 184.

The Earl of Derby to Lord Lytton.

My Lord,

Foreign Office, July 5, 1875.

I TRANSMIT to you herewith, for your information, an extract from a despatch from Her Majesty's Consul at Mozambique,* respecting the extent to which the Slave Trade is still carried on in the Mozambique, and the necessity which, in his opinion, exists for further powers being granted to Her Majesty's naval officers by the Portuguese Government.

I do not, however, consider that there will be any occasion for your Lordship to make any communication on the subject to the Portuguese Government until further information has been received from Captain Elton.

I am, &c.
(Signed) DERBY.

No. 185.

The Earl of Derby to Lord Lytton.

My Lord,

Foreign Office, July 30, 1875.

I TRANSMIT herewith, for your Lordship's information, printed copies of recent despatches from Her Majesty's Consul at Mozambique, relating to Slave Trade in that Colony.†

I am, &c.
(Signed) DERBY.

No. 186.

Lord Lytton to the Earl of Derby.—(Received September 2.)

My Lord,

Lisbon, August 17, 1875.

WITH reference to your Lordship's despatch of May 28th, I have the honour to inform your Lordship that, in accordance with the instructions therein contained, I addressed a note to Senhor Corvo on the 3rd of June last, acquainting him with the departure from England of a party of missionaries, under the superintendence of Mr. Young, for the Lake Nyassa, and with the other facts stated in your Lordship's despatch above mentioned, and, at the same, requesting his Excellency to cause instructions to be issued to the Mozambique authorities to afford their good offices and assistance to Mr. Young's expedition.

Not having received any reply from the Portuguese Government, I have again written to Senhor Corvo requesting him to favour me with a reply to my note above referred to of June 3.

I have, &c.
(Signed) LYTTON

No. 187.

Lord Lytton to the Earl of Derby.—(Received September 2.)

My Lord,

Lisbon, August 17, 1875.

I HAVE the honour to acknowledge the receipt of your Lordship's despatches dated respectively the 5th and 30th of July, and to inform your Lordship that, in obedience to the instructions contained in your Lordship's despatches above referred

* No. 205.

† Nos. 210 and 211.

to, I addressed a note yesterday to the Portuguese Government, communicating to them a copy of the inclosure in each of those despatches with reference to the Slave Trade in Mozambique.

I have, &c.
(Signed) LYTTON

No. 188.

The Earl of Derby to Lord Lytton.

My Lord, *Foreign Office, September 15, 1875.*
WITH reference to my despatch to your Lordship of the 28th May respecting the "Livingstonia" Mission on the Lake Nyassa, I have to call your attention to the remarks made by Her Majesty's Consul at Mozambique in his despatch of the 20th July (of which you will find a copy in the printed inclosure to my other despatch of this day's date) respecting the heavy Customs dues to which all the articles imported for the use of the Mission will be liable on arrival at the Mozambique.

Her Majesty's Government have no right to claim that these articles should be exempted from Customs duties, but I have, nevertheless, to request your Lordship to suggest to the Portuguese Government that the remission of the duties properly leviable would, in this instance, be a welcome proof of their friendliness towards a mission which may do much to benefit their Possessions on the East Coast of Africa, and to the success of which Her Majesty's Government look forward with the greatest interest.

I am, &c.
(Signed) DERBY.

No. 189.

The Earl of Derby to Lord Lytton.

My Lord, *Foreign Office, September 15, 1875.*
IN the despatch of the 24th of July, from Her Majesty's Consul at Mozambique Captain Elton calls attention to the assistance rendered by Senhor d'Adrião, who has till recently been in charge of the naval station at Mozambique, and to the efforts made by him in the suppression of the Slave Trade; and I have now to request that you will express to the Portuguese Government the appreciation of Her Majesty's Government of the services rendered by Senhor d'Adrião.

I am, &c.
(Signed) DERBY.

No. 190.

Lord Lytton to the Earl of Derby.—(Received September 27.)

My Lord, *Lisbon, September 15, 1875.*
IN reply to your Lordship's despatch of May 28th, and with reference to mine of the 17th of August, I have now the honour to transmit herewith to your Lordship translation of a note from Senhor Corvo, dated 8th instant, wherein his Excellency, in reply to my note of the 3rd of June last, incloses a copy of the "Portaria," sent on 28th June last to the Governor-General of Mozambique.

In this document the Portuguese Governor is directed to afford every assistance which the party of missionaries under Mr. Young may stand in need of, and to give them every facility, should they pass through Portuguese territory on their way to Lake Nyassa, and moreover to issue instructions to this effect to his Lieutenant-Governors.

I have, &c.
(Signed) LYTTON.

Inclosure 1 in No. 190.

Senhor Corvo to Lord Lytton.

(Translation.)

Excellency,

Lisbon, September 8, 1875.

IN reply to the note which your Excellency addressed to me on the 3rd of June last, and to the subsequent request made by your Excellency on the 16th of August, with respect to the issuing of the necessary instructions to the authorities of the Province of Mozambique to afford their good offices to Mr. Young and to the missionaries who accompany him, I beg to state to your Excellency that on the 28th of that month of June a "Portaria" was sent to the Governor-General of the said Province, wherein he was enjoined to render every assistance to Mr. Young and his companions, as your Excellency will see from the copy thereof which I have the honour to inclose herewith to your Excellency.

I avail, &c.

(Signed) JOAO DE ANDRADE CORVO.

Inclosure 2 in No. 190.

Portaria.

(Translation.)

WHEREAS some missionaries have left England under the direction of Mr. E. D. Young for Lake Nyassa, for the purpose of establishing a Mission in the neighbourhood, which must greatly tend to facilitate lawful trade, and also to prevent the Slave Trade, His Majesty the King, in view of the representation made to him on the part of Her Britannic Majesty's Government, as contained in the note from their Minister here under date of the 3rd of June, is pleased to enjoin upon the Governor-General of the Province of Mozambique, that, should the said missionaries pass through Portuguese territory, any assistance they may stand in need of is to be rendered unto them, and especially that facilities should be given them for their journey to their place of destination, and for this purpose he, the Governor-General, will issue the necessary directions to the Governors of the districts, which communication is hereby made to the said Governor-General for the proper purpose through this Department of State for Marine and the Colonies.

At the Palace, June 28, 1875.

(Signed) JOAO DE ANDRADE CORVO,

No. 191.

Lord Lytton to the Earl of Derby.—(Received October 8.)

My Lord,

Lisbon, September 30, 1875.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 15th instant, and to inclose herewith, for the information of your Lordship, a copy of note which, in accordance with the instruction contained therein, I have addressed to the Portuguese Minister for Foreign Affairs, requesting the remission of duties on the outfit of the "Livingstonia Mission."

I have, &c.

(Signed) LYTTON.

Inclosure in No. 191.

Lord Lytton to Senhor Corvo.

M. le Ministre,

Lisbon, September 30, 1875.

WITH reference to the note which I had the honour to address to your Excellency under date of 3rd June last, and to your Excellency's reply of the 8th instant, on the subject of the Livingstonia Mission to the Lake Nyassa, I now beg leave to inform your Excellency that my attention has been called by Her Britannic Majesty's Principal Secretary of State for Foreign Affairs to the heavy disadvantage and inconvenience to which the resources of this Mission may possibly be exposed by liability at starting to

the onerous Customs duties and local imposts at present levied upon all articles imported into the Portuguese Colony of Mozambique.

It is seriously feared by Her Majesty's Government that the resources of the "Livingstonia Mission" will be grievously crippled and embarrassed if, at the outset, full duties are levied upon the whole of its preliminary outfit,—steamers, boats, merchandize, provisions, &c.

Her Majesty's Government, fully conscious that they have no right to claim the exemption of these articles from Customs duties, have, nevertheless, instructed me to lose no time in requesting your Excellency to be so good as to bring under the prompt and friendly consideration of the Cabinet of Lisbon the strong feeling entertained by them that the remission of duties leviable in Mozambique upon the articles absolutely requisite for the outfit of the "Livingstonia Mission" would be, in this particular instance, an appropriate and warmly appreciated proof of the friendliness of the Government of His Most Faithful Majesty towards a Mission which may do much to benefit the Portuguese possessions on the East Coast of Africa, and to the success of which Her Majesty's Government look forward with the deepest interest.

Allow me to add that it will be to myself a cause of no small satisfaction should the courtesy of your Excellency enable me to inform my Government that the Portuguese Government is disposed to make such arrangements as will secure to the outfit and gear of the "Livingstonia Mission" a passage into and through the Colonial Dominions of His Most Faithful Majesty on the East Coast of Africa free of duty and examination, by addressing instructions to that effect to the Custom-house at Quillimane (where the expedition will probably have its basis) and such other Custom-houses as it may be found advisable to include in the arrangement which, on behalf of Her Majesty's Government, I have thus the honour to suggest to your Excellency's obliging consideration.

I avail, &c.
(Signed) LYTTON

No. 192.

Lord Lytton to the Earl of Derby.—(Received October 8.)

My Lord,

Lisbon, September 30, 1875.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch, and to inclose herewith copy of a note which, in accordance with the instruction therein contained, I have addressed to the Portuguese Minister for Foreign Affairs, requesting His Excellency to convey to his colleagues in the Government of His Most Faithful Majesty, and also to Senhor Adrião and the Governor of Mozambique, an expression of the high appreciation with which the services rendered by Senhor Adrião towards the suppression of the Slave Trade at Mozambique, are appreciated by Her Majesty's Government.

I have, &c.
(Signed) LYTTON.

Inclosure in No. 192.

Lord Lytton to Senhor Corvo.

M. le Ministre,

Lisbon, September 30, 1875.

THE attention of Her Majesty's Government having been called by Her Majesty's Consul at Mozambique to the efficient assistance received by him from Senhor Adrião, who has been until recently in charge of the naval station at Mozambique, I am instructed to lose no time in expressing to your Excellency the high appreciation with which the services rendered by this officer towards the suppression of the Slave Trade are appreciated by Her Majesty's Government.

Requesting you, M. le Ministre, to be so good as to convey to your Excellency's colleagues in the Government of His Most Faithful Majesty, and also to Senhor Adrião and the Governor of Mozambique this expression of the feelings entertained in regard to the services of that officer by the Government of Her Britannic Majesty.

I avail, &c.
(Signed) LYTTON.

No. 193.

The Earl of Derby to Lord Lytton.

My Lord,

Foreign Office, October 14, 1875.

I TRANSMIT herewith, for your information, copies of the recent correspondence on Slave Trade matters with Her Majesty's Consul at Mozambique, and I have to request you to make known to the Portuguese Government the general tenor of the report contained in Captain Elton's despatch of the 16th August.

I am, &c.
(Signed) DERBY.

No. 194.

Lord Lytton to the Earl of Derby.—(Received October 29.)

My Lord,

Lisbon, October 21, 1875.

WITH reference to my despatch of 30th ultimo, I have now the honour to inclose translation of a note dated the 9th instant, wherein Senhor Corvo, in reply to mine of the 30th ultimo, expresses the gratification of the Portuguese Government on learning that the services of Lieutenant Adriaõ, the Portuguese Senior Naval Officer at Mozambique for the suppression of the Slave Trade, are duly appreciated by Her Majesty's Government.

Senhor Corvo adds that the contents of my note above referred to will be communicated to the Governor of Mozambique.

I have, &c.
(Signed) LYTTON.

Inclosure in No. 194.

Senhor Corvo to Lord Lytton.

(Translation.)

Excellency,

Lisbon, October 9, 1875.

I HAVE the honour to acknowledge the receipt of the note which your Excellency addressed to me on the 30th ultimo, conveying to me the thanks of your Government for the effectual assistance rendered to the British Consul in Mozambique by the First Lieutenant of the Portuguese Navy, Senhor João Carlos Adriaõ, lately in command of the Portuguese Naval Station in that province, for his services in the suppression of the Slave Trade.

I shall communicate to the Marine Department the contents of your note, in order that the person interested and the Governor-General of the Province of Mozambique may become acquainted therewith; and it is very gratifying to His Majesty's Government to learn that the assistance and services rendered by that officer should have been so highly appreciated by Her Britannic Majesty's Government.

I avail, &c.
(Signed) JOAO DE ANDRADE CORVO.

No. 195.

The Earl of Derby to Lord Lytton.

My Lord,

Foreign Office, November 4, 1875.

I TRANSMIT to your Lordship, as showing the extent to which the traffic in slaves is carried on from Portuguese territories, a copy of a letter from the Admiralty,* inclosing a despatch from the Senior Naval Officer on the East Coast of Africa, reporting the capture by Her Majesty's ship "Thetis" of a slave-dhow, with 250 slaves on board, between Mozambique and Cape St. Vincent.

Your Lordship will make such use of the information contained in this letter as you may think fit in your communications with the Portuguese Ministers on the subject

of the Slave Trade carried on from the Portuguese possessions on the East Coast of Africa.

I am, &c.
(Signed) DERBY.

No. 196.

The Earl of Derby to Lord Lytton.

My Lord,

Foreign Office, December 2, 1875.

I TRANSMIT herewith, for your Lordship's information, copies of two despatches from Her Majesty's Consul at Mozambique relative to a school for negroes recently opened by the Bishop of that Province.*

I am, &c.
(Signed) DERBY.

No. 197.

The Earl of Derby to Lord Lytton.

My Lord,

Foreign Office, December 2, 1875.

IN transmitting to your Lordship herewith, for your information, copy of the monthly Slave Trade Report by Her Majesty's Consul at Mozambique,† I have to request that you will make such use of the information contained in it as may be best calculated to induce the Portuguese Government to sanction a continuance of the joint action of the British and Portuguese naval forces in Portuguese waters for the suppression of the Slave Trade, and also to inaugurate a more liberal policy as regards the opening of the territories over which they claim sovereignty to foreign trade.

I am, &c.
(Signed) DERBY.

No. 198.

The Earl of Derby to Lord Lytton.

My Lord,

Foreign Office, December 3, 1875.

I TRANSMIT herewith, for your Lordship's information, copies of a despatch and of its inclosure from Her Majesty's Consul at Mozambique,‡ relative to the practical working in that Colony of the "Portaria" of October 25, 1870; and I have to request that you will call the attention of the Portuguese Government to this subject.

You will point out to them that, apart from the inconsistency of the provisions of the "Portarias" of the 25th of October, 1870, and the 29th April, 1875, the fact that Portuguese subjects are still allowed to purchase slaves, whether with the view to their manumission, or for the purpose of utilizing their services, cannot fail to act as a direct encouragement to the slave dealers, who will always be ready to supply slaves so long as the market for them remains open.

I am, &c.
(Signed) DERBY.

No. 199.

The Earl of Derby to Lord Lytton.

My Lord,

Foreign Office, December 10, 1875.

I TRANSMIT herewith, for your Lordship's information, copies of a despatch and its inclosure from Her Majesty's Agent and Consul-General at Zanzibar,§ reporting the

* Nos. 220 and 227.

‡ No. 228.

† No. 222.

§ No. 118.

circumstances under which he has sent four slave-dealers from that island to Mozambique with a view to their trial and punishment by the local authorities there.

I am, &c.
(Signed) DERBY.

No. 200.

Lord Lytton to the Earl of Derby.—(Received December 31.)

My Lord,

Lisbon, December 23, 1875.

IN reply to your Lordship's despatch of 15th September, and with reference to my despatch of the 30th September, I have now the honour to transmit herewith to your Lordship translation of a note dated the 10th instant, but received yesterday night from Senhor Corvo, relative to the Livingstonian mission.

In this note his Excellency informs me, in reply to the note which I addressed to him on the 30th September, a copy of which was inclosed in my despatch above referred to of the same date, that, on the 30th November last, a "Portaria" was issued to the Governor-General of Mozambique, instructing him to afford every facility to the Mission placed under the direction of Mr. Young, and referring him to the contents of my note upon this matter, which was communicated to him.

I have, &c.
(Signed) LYTTON.

Inclosure in No. 200.

Senhor Corvo to Lord Lytton.

(Translation.)

Your Excellency,

Lisbon, December 10, 1875.

WITH reference to the note which your Excellency was pleased to address to me on the 30th of September last, requesting that every possible facility should be accorded to the Livingstonian Mission sent to explore Lake Nyassa, I have the honour to inform your Excellency that on the 30th of November last a Portaria was issued to the Governor-General of the Province of Mozambique, instructing him in view of the contents of your note above-mentioned (copy of which was forwarded to him) to afford every facility to the Mission under the direction of Mr. Young.

I renew, &c.
(Signed) JOAO DE ANDRADE CORVO,

PORTUGAL. (*Consular*)—*Mozambique*.

No. 201.

Mr. Bourke to Consul Elton.

Sir,

Foreign Office, May 28, 1875.

I AM directed by the Earl of Derby to inform you that Mr. E. D. Young, who served with the late Dr. Livingstone in the Nyassa District for more than two years, has left England in charge of a party of Missionaries attached to the Scotch "Livingstonia" Mission, to form a Settlement at the southern end of Lake Nyassa, and to launch a steamer for the navigation of the lake.

It is hoped that Mr. Young's Mission, which is promoted by a body of Scotch

gentlemen, may be instrumental in promoting commerce and civilization, and thus leading to the suppression of the Slave Trade, which has so long been carried on in the Nyassa District; and as Mr. Young's duties will take him through portions of the Mozambique territory, and the basis for his supplies will be at Quillimane, I am to instruct you to afford Mr. Young such support and assistance as you properly can in furtherance of the objects of his Mission. You will also take an opportunity of informing the Governor-General of Mozambique that Her Majesty's Government will watch with interest the progress of Mr. Young's enterprise, and are anxious for its success.

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

No. 202.

Mr. Bourke to Consul Elton.

Sir,

Foreign Office, May 28, 1875.

I AM directed by the Earl of Derby to transmit to you a copy of a Law, dated the 29th ultimo, which has been issued by the Portuguese Government, declaring that one year after its publication in the Portuguese Colonies, the condition of Slavery specified in the Decree of the 25th of February, 1869, is to be considered abolished, and those to whom it refers are to be declared free.

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

Inclosure in No. 202.

Extract from the "Diario do Governo" of May 11, 1875.

(Translation.)

Law of the 29th April, 1875, respecting Libertos.

[See Inclosure in No. 180.]

No. 203.

Consul Elton to the Earl of Derby.—(Received June 27.)

*"Thetis," off Mayotte, East Coast of Africa,
May 12, 1875.*

My Lord,

I HAVE the honour to report that I relinquished my appointment as First Assistant to Political Agent and Vice-Consul at Zanzibar on the 24th April, and on the 26th April left in Her Majesty's ship "Thetis" for Mozambique viâ the Island of Johanna, which Captain Ward was instructed by the Lords Commissioners of the Admiralty to visit for the purpose of informing Sultan Abdullah that the most serious consequences would result to him if any resumption or encouragement of the Slave Trade was favoured within his territory or under his flag, and at Dr. Kirk's request further to insist upon the punishment of one Moheddin bin Seyed Hassan, owner and master of the dhow "Amanet Allah," captured off Marambitzi, on the East Coast of Madagascar, by Her Majesty's ship "Rifleman," and condemned in the Vice-Admiralty Court at Zanzibar as engaged in the Traffic of Slaves under the Johanna flag.

Owing to the south-west monsoon Johanna was not reached before the 2nd instant, and on anchoring the Sultan was found to be absent on the south side of the island. His Highness, however, on hearing of the "Thetis'" arrival, immediately returned to his town of Moussamoudo, and on the 6th an interview took place, at which, by request of both the Sultan and Captain Ward, I attended and gave my assistance as interpreter.

Your Lordship will be pleased to hear that Sultan Abdallah professed his sincere adhesion to the policy pursued by Her Majesty's Government in connection with the suppression of the Slave Trade, and disclaimed any personal connection with, or knowledge of, the landing of any slaves at Johanna, and also explained the penalties to which his subjects were liable for such abuse of his flag; but, he added, "the population of my island has been greatly reduced, and many of my people have emigrated to Madagascar

and the adjoining islands. I cannot be responsible for the action of such emigrants, no means being at my disposal for their control."

Captain Ward then urged upon His Highness the importance of impressing on his subjects the fact that Johanna men, whether colonists abroad or wanderers, could not return to Johanna with impunity after being actively concerned in the Traffic, whether to enjoy ill-gotten gains, or merely to hide from pursuit and screen from punishment, and after carefully explaining that Moheddin had been convicted on clear evidence before the Vice-Admiralty Court at Zanzibar of complicity in the Slave Trade, ended by demanding (as the man was a Shereef, or lineal descendant of Mohammed, and of some position and influence amongst his co-religionists) his public punishment as a practical proof of good faith, and as an effectual means of deterring others from engaging in similar practices. In reply the Sultan explained that had he at first fully understood that the Vice-Admiralty Court had legally convicted the prisoner, he would at once have punished him, and was now, as Captain Ward would presently see, fully prepared to pass and to carry into effect a severe sentence.

After some discussion as to the terms of the punishment to be inflicted, Moheddin was sent for from the house in which he was confined, and condemned to a fine of 500 dollars, or in default of payment to two months' rigorous imprisonment, then, after being heavily ironed before us, was led round the town preceded by a crier, who proclaimed the offence and the punishment, which everyone was warned would be visited on future culprits with double severity, and with this sentence Captain Ward expressed his concurrence and satisfaction.

Subsequently a Proclamation was affixed on the walls of the principal mosque, detailing Moheddin's offence, conviction, and punishment, and publishing a warning to future offenders.

I would in conclusion of this report on a negotiation and its results, with which I was not officially concerned or connected, venture to express my belief that very excellent results will be derived from Captain Ward's visit to Johanna, and the plain energetic manner in which, with all courtesy, he has enforced upon Sultan Abdallah the absolute and urgent necessity, in his own interests, of the distinct discouragement amongst his subjects, both at home and abroad, of any connection with the Traffic in Slaves now so extensively carried on between East Africa and Madagascar.

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

No. 204.

Consul Elton to the Earl of Derby.—(Received June 27.)

My Lord,

"*Thetis*," off *Mozambique*, May 14, 1875.

I HAVE the honour to inclose a Memorandum on the Island of Johanna; it will, I think, be found to contain some useful information, and should be read with the Report published in Sir H. B. E. Frere's Blue Book of 1873.

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

Inclosure in No. 204.

Extract from Memorandum by Consul Elton respecting the Island of Johanna.

BOTH Sultan Abdallah and Sheikh Hussein Maldy, the Sultan's principal adviser, the oldest inhabitant of the island, a respected Shereef and Mualim, assert that the present ruling classes of Johanna descend from the Shirazis, who, emigrating from Kilwa Kiswani, occupied Comoro, Angoxa, and Johanna at the same period about 300 years ago. As, however, Peldraves Cabral's arrival at Kilwa in 1500, A.D., overthrew the Shirazi dynasty, I should be inclined to place the date of occupation as coincident with the Portuguese inroads on the East Coast, which, by paralysing all trade, drove both Arab and Shirazi settlers from that Island in search of new Colonies as early as 1505.*

Burton states that the second Persian emigration to the coast took place early in our 11th century, headed by Ali, son of Sultan Hasson (who governed Shiraz), by an

* Shirazis of Kilwa Kiswani. *Vide* Burton, "*Zanzibar*," vol. i, p. 412 *et seq.*; vol. ii, chap. xi.

Abyssinian slave, who finding himself despised by his six brethren, fled with wife and family in two ships from Hormuz to East Africa. At Makdishu and Brava, finding Arabs of another faith, Sunnis, he went to Kilwa Kisiwani, bought land with cloth, took the title of Sultan, and eventually conquered Mafia and the adjoining islands with the assistance of his son Ali Bumale, founding a dynasty which lasted for 541 lunar years; indeed, until the arrival of Vasco de Gama in 1502, who exacted tribute from Sultan Ibrahim, who was subsequently deposed in 1505 by D. Francisco d'Almeida, the first Viceroy of Portuguese India, who burnt the city.

A second local tradition, however,* asserts that Sheikh Yusuf from Shangaya headed this (or probably a later) Shirazi emigration, that he bought land from the head men, built a fort, won the savage's daughter, slew his father-in-law, and established the dynasty.

The Shirazi immigrants on arrival in Johanna found their position beset with difficulties. Malagash incursions devastated the island, and by carrying away large numbers of the aboriginal inhabitants as slaves, put a stop to all agricultural enterprise; hence the Shirazi, after failing signally in the offensive, were compelled to act on the defensive. To such a strait were they eventually reduced that Saddle Island, off the west extremity of the island, was converted into a fortified position of refuge, the ruins of which exist at the present day; and here the privileged class, the Shirazi, fled for shelter on the approach of the Malagash, who now ran riot throughout the island, filling up their craft with slaves and booty, and meeting with little or no resistance.

Subsequently to a fresh immigration, the walled towns of Moussamoudo, Whani, and Demoni were built, and some check put to the periodical inroads. Yet, under the double pressure of labour enforced by the Shirazi, added to the wholesale kidnapping of the Madagascar people, the original islanders dwindled down to inconsiderable numbers, and scarcity of labour then for the first time led to the introduction of slaves from the mainland of Africa; and as an evident consequence, by the establishment of an excessive servile population this new policy drove the Shirazi, who had degenerated through inter-marriages and servile concubinage, to a yet stronger realization of the danger and weakness of their position, and forced them to take serious counsel as to the best means of strengthening it.

Ultimately, it was decided by a conclave of Chiefs to send a deputation to Hadramant, Sheker, and the South Coast of Arabia, as well as to Oman, to represent the critical position in which the Shirazi were situated, and to describe the advantages of the fertile island which they occupied, and furthermore to offer to any reputed Shereefs (or lineal descendents of Mahommed) who would emigrate and settle, alliances with their daughters, dowried with both position and land. This deputation was attended with success. Many Shereefs responded to the triple and tempting prospect of wives, power, and property; and from the marriages principally between such Shereefs and the ancient Shirazi stock descends the present governing race of Johanna.

The last Malagash incursion took place some sixty years ago, within the memory of Hussein Maldi, who was then a boy, and since that date not a single inhabitant has been conveyed away forcibly as a slave (so the same informant asserts), although slaves have been frequently introduced from the mainland into the island.

It was not, however, without internecine warfare and a struggle for supremacy that the Shereefs and Shirazis amalgamated into "Johannese." Demoni was formerly the chief town, Pomoni, Saddle Island, Moussamoudo, and Whani being held by Walis (or governors). The ruler of Demoni, a Shereef, having given great cause for dissatisfaction by the privileges and favour granted to his own class exclusively, excited the indignation of the Shirazi, who, headed by the Wali of Moussamoudo, (the Shereef's own relative by marriage,) rose in revolt, killed him, and subsequently elected their Chief to supreme power, whose grandson is the present Sultan.

No. 205.

Consul Elton to the Earl of Derby.—(Received June 27.)

(Extract.)

Mozambique, May 21, 1875.

I HAVE the honour to report upon Slave Trade suppression, East Africa, to your Lordship, under flying seal through Her Majesty's Agency and Consulate-General, Zanzibar.

* Burton, vol. ii, p. 262.

Previous communications, under flying seal, render it unnecessary to enter upon matters concerned with Johanna and Her Majesty's ship "Thetis;" I therefore at once pass to the operations of Captain Crohan, commanding Her Majesty's ship "Flying Fish," who arrived at this port on the 19th instant, having on board forty-two captured slaves, mostly children of tender age with four or five women, part of a cargo of slaves run from the Mozambique coast to Cape St. Andrew. Although the Government of Lisbon have consented to receive in temporary depôt at Mozambique under the arrangements recently negotiated by me with the Governor-General, liberated slaves who may be captured by Her Britannic Majesty's cruisers in the Mozambique channel, for transmission to Natal, and the Governor-General was ready to carry out his instructions, yet, in the face of a letter from the Protector of Immigrants, Natal, of 15th April, 1875, stating that the Administrator of the Government requested that liberated Africans should not for the present be forwarded to Natal, except upon previous requisition, both Captains Ward and Crohan agreed it would be better, as all, with the exception of one woman, were in good health and spirits, that such very young children should be conveyed to Zanzibar, where they would be received by one or other of the missions and be better cared for than even in the Colony, excellent arrangements being made on board the "Flying Fish" for their comfort.

The circumstances of the capture were as follows:—In the vicinity of Cape St. Andrew, off Madagascar, on 15th May, a dhow was seen at anchor near the shore by the boats of the "Flying Fish." On the boats approaching, the dhow's nakhoda at once up anchor and ran for the shore, beached his vessel, and commenced to discharge slaves, assisted by the Sakalavas, and, before the arrival of the boats, succeeded in landing all the men and nearly all the grown women. Several shots were fired by the English at both slavers and Sahalavas, but it was computed about 220 slaves were successfully landed, whilst only between 40 and 50 were rescued by our boats, and these were either children too young or women too weak to be thrown into the surf. The dhow was eventually burnt. The Sakalavas, dreading consequences, deserted their village and the "Flying Fish" with the captured people sailed to Mozambique. Neither the nakhoda nor anyone on board was captured, and no flag was found; however, time-expired French papers were discovered, ending 15th October, 1874, for the "Massoura," Ali bin Abdallah, owner, and Mzee, master, of Comoro. And here I would venture to call your Lordship's attention to an abuse which M. de Gasparly, the French Consul at Zanzibar, has fully realized, viz., the prevalence of continued voyages being made by dhows under the French flag, when it is impossible they can return, and evidently have not the slightest intention of returning, to a French port previously to the expiration of their papers. To such an extent is this abuse carried that M. de Gasparly, in order to put a stop to the system, prevented several large dhows from leaving Zanzibar for the Northern Ports, for the sole reason that it was impossible they could return to Mayotte against the monsoon until long after the expiration of their papers, very rightly judging that he did not feel justified in permitting free lances to be abroad for an indefinite time and indefinite purpose with French papers, and no possible check over their movements or acts.

Previously, however, to this capture off Cape St. Andrew, Her Majesty's ship "Flying Fish," on the 4th May, delivered over to the Commandant Supérieur of Mayotte a dhow under French colours, and trading with French papers, as "guilty of fraud." She was detained on the morning of 29th April by Lieutenant Vernon Tisdall, off Bani village, Makumba, West Coast of Madagascar, one of the crew having come forward and asserted he was a slave bought at Mgao, on the mainland (Zanzibar territory), and destined for sale. On examination of each person on board separately before Captain Crohan and three other officers it was clearly proved that eight men were brought on board at Mgao, some in chains, which were discovered, three of whom were subsequently sold at Bani to the Sakalavas for ten bullocks each, the only dissentient witness being the chief quarter-master (who possibly was interested in the venture), and even he allowed seven sailors had been changed at Mgao. Captain Crohan assisted the owner and captain to ship his bullocks, and, as he stated he was bound to Mayotte, conveyed him there, reported the circumstances to the Commandant Supérieur, and, at his request, handed him over both dhow and slaves, with minutes of evidence taken. In his letter of acknowledgment, 5th May, the Commandant Supérieur states that he had received the dhow with ten sailors, captain and master, one woman, fifty-four oxen, and two pieces of cloth, as well as five slaves with the chains used to place them on board, and after stating his intention to proceed against Baraka, concluded by saying—"Je vais m'empreser, M. le Commandant, de faire instruire contre le nommé Baraka, patron du boutre le 'Fatakhier,' afin d'assurer à l'égard de sa présence les poursuites dans les formes prévues par la loi Française." Hearing from Captain Crohan, however, that the Commandant Supérieur of Mayotte verbally expressed

his ignorance of the adoption of any changes with regard to the system of registration of dhows and passengers under the French flag, or even of the proposal of any change, I furnished Captain Ward with a copy of the Duc Decazes' letter to Lord Lyons, of 3rd December last (page 88, Blue Book, Slave Trade No. 1, 1875), and suggested that after leaving his boats on the Madagascar coast, he might call at Nossi-bé, when, in the course of conversation with the Governor there (the Commandant of Mayotte's superior officer) he might take the opportunity of drawing his attention to the active surveillance which the Duc Decazes states the Minister of Marine had again enjoined the authorities at Mayotte to exercise over craft carrying the French flag.

Very large numbers of slaves are collected at the Umfusi and Kirolane, but the recent Portuguese expedition and the action of Her Majesty's ship "Thetis" has frightened away dhow owners for the time, although as much as 800 dollars have been, so report says, offered as freight and refused. The dhow captured off Cape St. Andrew, I believe to have escaped from one of the many creeks of the deltas of these rivers, which will, I fear, continue, as long as Arab settlers are the real dominant power on shore, to supply slaves for years to come, taking advantage of the many occasions when owing to force of circumstances our cruisers are unavoidably absent.

I should not omit to state that the Governor-General provisionally allows commanders of Her Britannic Majesty's ships, on information received of slavers being engaged in shipping slaves in territorial waters to apply to local governors for permission to act, and the local governors are empowered to grant such permission. But such a system, though a step in the right direction, does not meet the exigencies of the situation or place Her Majesty's navy on fair terms with the slave-runner, whose information and experience it is at all times difficult to oppose.

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

No. 206.

Consul Elton to the Earl of Derby.—(Received June 27)

My Lord,

Mozambique, May 25, 1875.

I HAVE the honour to inform your Lordship that the Governor-General, Senhor J. Vasco de Guedes e Menezes, has informed me that the Portuguese Government at Lisbon consent to the reception of freed slaves in temporary depôt at Mozambique, who may be captured in the vicinity, under the arrangements I was previously empowered to propose.

As the Administrator of the Government in Natal does not for the present, however, wish any such people sent to the Colony, I have informed both the Zanzibar Agency and the Senior Naval Officer that for the present captured slaves should not be brought to this port.

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

No. 207.

Mr. Bourke to Consul Elton.

Sir,

Foreign Office, July 1, 1875.

WITH reference to your despatch of the 21st of May, I am directed by the Earl of Derby to state to you that, in view of the request of the Natal Government that for the present captured slaves should not be sent to that Colony, his Lordship approves of your having sent to Zanzibar the women and children captured by Her Majesty's ship "Flying Fish," and taken by Captain Crohan to Mozambique. His Lordship further approves of your having requested Her Majesty's naval officers to avoid for the present taking any captured slaves to Mozambique, as reported in your despatch of this series, of the 25th of May.

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

No. 208.

Consul Elton to the Earl of Derby.—(Received June 27.)

(Extract.)

Mozambique, June 5, 1875.

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

Her Majesty's ship "Thetis" arrived on 15th May from Zanzibar and Johanna, and sailed on 19th for the west coast of Madagascar for the suppression of the Slave Trade.

Her Majesty's ship "Flying Fish" arrived from the west coast of Madagascar on the 19th, having detained a French dhow with five slaves on board, which Captain Crohan handed over to the Commandant-Supérieur of Mayotte, and subsequently captured a dhow at Bani Bay engaged in landing a full cargo of about 150 slaves. Forty-five of the slaves were rescued, but the slaves who were, I regret to report, assisted by the Sakalavas, outsailed our boats and succeeded in landing the remainder.

On the 20th Her Majesty's ship "Flying Fish" left with the slaves on board for Zanzibar.

During the month the "Sena" has been also twice dispatched by the Governor-General to examine the Kivolane and Umfusi Rivers, and reported "no slave dhows there." Large numbers of slaves are, however, known to be held in readiness for sale by the Arabs and half-castes in the vicinity, who await opportunity for shipment at a secure distance inland, where the Portuguese Government exercise no power.

No. 209.

Consul Elton to the Earl of Derby.—(Received July 26.)

My Lord,

Mozambique, June 10, 1875.

I INCLOSE copy of letter received from the agent of the British India Steam Navigation Company, from which your Lordship will see that I can now, if necessary, avail myself of a monthly steamer for the purpose of visiting either Majunga, Nossi Bé, Mayotte, Johanna, and the Comoros, should your Lordship think that any advantage might be derived in the suppression of the Slave Trade from my being empowered to do so, should necessity arise.

The Governor-General informs me that the British India Company will further extend their line by running a monthly annexe to Quillimane, Inhambane, and Delagoa Bay, under contract with the Portuguese Government, within the next six months.

I have, &c.

(Signed) F. ELTON.

Inclosure in No. 209.

*Mr. Smith to Consul Elton.**British India Steam Navigation Company,
Zanzibar, June 3, 1875.*

Sir,

IN accordance with a contract entered into between this Company and the Portuguese Government for carrying mails, I have the honour to inform you that the steam-ship "Medina," Captain Hansard, on her next voyage (leaving about the 1st proximo), will extend the same to Majunga, Madagascar, and thence to Mozambique, returning to Zanzibar by the same route. The length of her stay at Mozambique will be about twenty-four hours.

Will you kindly make this information known?

I have, &c.

(Signed) A. SMITH, *Agent.*

No. 210.

Consul Elton to the Earl of Derby.—(Received July 26.)

My Lord,

Mozambique, June 10, 1875.

I HAVE the honour to forward copy of a letter addressed by me to the Senior Naval Officer, East Coast of Africa.

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

Inclosure in No. 210.

Consul Elton to Captain Ward.

(Extract.)

Mozambique, June 10, 1875.

THE Governor-General of Mozambique has dispatched the "Sena" gunboat three times recently to examine the Kivolane and Umfusi Delta, where you operated with the boats of Her Majesty's ship "Thetis," and on each occasion the same report has come back: "Many slaves collected in the vicinity, but no dhows there."

I have pretty well ascertained that slave dhows have never left this delta, except at spring tides, and I am of opinion that if a vessel were so to time a cruize, just beyond sight of land, off the Delta, so as to be on the track to Madagascar during spring tides in July and August, that it is most probable a full slaver or slavers would be captured. If the vessel were to sail from here three or four days beforehand, ostensibly for Zanzibar, the news would be at Kivolane in twenty-four hours, and a run would be attempted. None can be made, I fancy, this month, as dhows will not go down there yet, although they have been tempted, I believe, by the offer of higher freights.

No. 211.

Consul Elton to the Earl of Derby.—(Received July 26.)

(Extract.)

Mozambique, June 11, 1875.

I AM now enabled to state with confidence that a full cargo of slaves was landed in Johanna, either during the last week in October or the first week in November last year.

The circumstances were as follows:—

A Comoro dhow ran from the mainland (probably from the Delgado district or Mungao) with a full cargo destined for Madagascar, but putting in to Johanna on the way, sold the whole cargo within a day, without incurring the risk of a longer voyage. My informant cannot state that the Sultan himself purchased any of the slaves, but it is probable he had a hand in the matter.

No. 212.

Consul Elton to the Earl of Derby.—(Received August 23.)

(Extract.)

Mozambique, July 20, 1875.

I HAVE the honour to acknowledge the receipt of a despatch of the 28th May, from Mr. Lister, with reference to Mr. E. D. Young and the Livingstonia Mission.

On the 10th instant I called on the Governor-General, and, at his request, subsequently furnished him with a copy of the despatch. His Excellency then readily promised to do all in his power to aid the enterprize, and referred me to a notice relative to Dr. Stewart, already published in the "Boletim Oficial," of which I inclose copy.

Yesterday his Excellency wrote to me as follows:—

"With respect to the Scotch Mission, already new recommendations are made to the authorities of this Province, published in the last 'Boletim Oficial.'"

This Gazette should have been issued on the 17th instant, but is never, in practice, ready for distribution until several days after the proper date. I trust, however, to receive one in time to annex copy.

In accordance with your Lordship's instructions I shall afford Mr. E. D. Young all

support and assistance I properly can in furtherance of the objects of his Mission, and, if necessary, proceed to Quillimane for such purpose. I shall also, by the Cape Mail, endeavour to communicate with both Mr. E. D. Young and Dr. Stewart; the latter, according to the newspapers, is already at Cape Town.

I trust sincerely that a distinct understanding has been arrived at by the Mission with regard to the payment of Customs duties, for, as your Lordship is aware, I am unable to protect myself in any way against the heavy local imposts and their accompanying annoyances, and it will be a heavy drag upon the "Livingstonia" resources if at the outset full duties are levied upon all preliminary outfit—steamer, boats, merchandise, provisions, &c.

P.S.—On receiving the notice with regard to Mr. Young, annexed, I see the Governor-General assumes that that gentleman is placed in charge of the Mission vice Dr. Stewart. I judge, however, although I have no information but that given me by your Lordship, that probably Dr. Stewart is in charge of the Missionary Department and Mr. E. D. Young in charge of the guidance of the expedition, and shall inform his Excellency such is possibly the case.

Inclosure in No. 212.

Extract from the "Boletim Official" of Mozambique.

Circular.

SUA Excellencia o Governador-Geral incumbem-me de recomendar a vossa Senhoria que, apparecendo nesse districto o Doutor Stewart, nomeado chefe de uma Missão Escocesa destinada ao lago Nyassa, se sirva vossa Senhoria prestar toda a protecção e auxilio do que necessitar para o indicado fim o sobredito Doutor Stewart, prestando-lhe vossa Senhoria igualmente todos os esclarecimentos e indicações que lhe possam ser uteis para o desempenho da sua Missão, o que o mesmo excellentissimo Governador-Geral ha por muito recommendado a vossa Senhoria para cumprimento das ordens do Governo de Sua Magestade expedidas em Portaria do Ministerio da Marinha e Ultramar No. 24 de 20 de Fevereiro de ultimo.

Deus guarde, &c.

Secretaria do Governo-Geral de Moçambique, 11 de Maio de 1875.

O Secretario-Geral,

(Assignado)

FRANCISCO DE SALLES DE LENCASTRE.

Illustrissimo Senhor Governador do Districto de Cabo-Delgado.

Identico para os Governadores dos districtos e mais auctoridades a quem competir.

Circular.

Illustrissimo Senhor, *Secretaria do Governo-Geral de Moçambique, 2ª repartição.*

Encarrega-me sua Excellencia o Governador-Geral de dizer a vossa Senhoria que o Senhor Young, que esteve já no lago Nyassa como fallecido Doutor Livingstone, virá em substituição do Doutor Stewart ser o chefe da Missão Escocesa a que se refere o officio Circular desta Secretaria No. 583 de 11 de Maio ultimo, publicado no "Boletim Official" No. 20 deste anno, e no qual o mesmo excellentissimo Senhor mandava recommendar a vossa Senhoria, como novamente recommenda, que se prestem á mencionada Missão não só todos os esclarecimentos e indicações por ella pedidos, mas ainda todo o auxilio e protecção de que necessitar.

Deus guarde, &c.

Secretaria do Governo-Geral, 15 de Julho de 1875.

O Secretario-Geral,

(Assignado)

FRANCISCO DE SALLES DE LENCASTRE.

Illustrissimo Senhor Governador do Districto de Quelimane.

Identico para os Governadores de todos os districtos e mais auctoridades a quem competir.

No. 213.

Consul Elton to the Earl of Derby.—(*Received August 23.*)

(Extract.)

Mozambique, July 21, 1875.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 28th May, transmitting me copy of a Law, dated 29th April, which has been issued by the Portuguese Government, declaring that, one year after its publication in Portuguese Colonies, the conditions of slavery specified in the Decree of the 25th February, 1869, are to be considered abolished, and those to whom it refers are to be declared free; and instructing me to furnish your Lordship with any observations I might have to offer on the state of the slave population in my Consular district, reporting at the same time the date of the publication of this Law.

On the 10th July I read the above despatch to the Governor-General of Mozambique, and showed him the copy of the Law of April 29th, 1875, forming the inclosure. His Excellency assured me he then saw the Law for the first time, and as yet had not received any such document from Lisbon, but on arrival of such document officially, would publish the same as a matter of course in the "Government Gazette."

No. 214.

Consul Elton to the Earl of Derby.—(*Received August 23.*)

(Extract.)

Mozambique, July 24, 1875.

SENHOR D'ADRIAO, who has been in charge of the naval station here, leaves by this mail for Portugal, being relieved by Senhor d'Avila. This officer commanded at the Kivolane affair, and in eight other raids against the slave traders whilst in command at Mozambique, and was an advocate for the co-operation of the British in Slave Trade suppression. I venture to think, my Lord, that if your Lordship would direct Her Majesty's Chargé d'Affaires to mention his name with commendation at Lisbon, it would have a very good effect.

No. 215.

Consul Elton to the Earl of Derby.—(*Received September 27.*)

(Extract.)

Mozambique, August 2, 1875.

IN reference to my despatch of the 21st July, I have the honour to report that, on the 29th of July, the Governor-General of Mozambique, through his Secretary-General, informed me that he had received the Portaria regarding Libertos from the Portuguese Government, and drew my attention to the fact that, in the "Lisbon Government Gazette," immediately following the Portaria and on the same page, was a Decree of the King of Portugal of 29th April (published 11th May) naming the members of a Commission to propose the necessary regulations for the execution of the Law in the various Colonies; and that, therefore, prior to the instructions which may result from the report of this Commission, it did not appear that the Lisbon Government intended immediate publication of the Law.

No. 216.

Consul Elton to the Earl of Derby.—(*Received September 27.*)

My Lord,

Mozambique, August 2, 1875.

IN continuation of my despatch of the 20th of July, I beg to inclose copy of a letter I have this day despatched to Mr. E. D. Young, who by this time should be at the Luabo mouth of the Zambezi.

I shall not fail to keep your Lordship acquainted with all information I obtain with regard to the progress of the expedition and its success.

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

Inclosure in No. 216.

Consul Elton to Mr. Young.

Sir,

Mozambique, July 30, 1875.

AS I notice in the papers your departure from the Cape in the schooner "Harak" on the 26th of June for the Zambezi, I write to inform you that, in obedience to instructions received from the Earl of Derby, I am ready at all times to afford you such support and assistance as I properly can in furtherance of the objects of your mission.

I have already furnished the Governor-General of Mozambique with a copy of Lord Derby's despatch, and his Excellency at once published in the "Mozambique Government Gazette" of 19th June last an official circular notice ordering that all assistance and information should be given you by the Portuguese authorities.

I should have wished to have been able to meet you at Mazaro, but owing to local disturbances on the coast in connection with the suppression of the Madagascar Slave Trade, and the probability of Rear-Admiral Macdonald paying a visit to the port shortly, I cannot for the present be absent from head-quarters; however, when subsequently I may be at Quillimane, if I find your boats on the river, I trust to hear of your successful advance, and should you be still this side of the cataracts and I can spare a few days, I will endeavour to see you.

With most sincere wishes for your success and for the good health of your party, and with the hope that the suppression of the Interior Slave Trade, and the civilization of Inner Africa may be advanced by your subsequent operations, and the example of the prosperity of the future settlement of Livingstonia.

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

No. 217.

Consul Elton to the Earl of Derby.—(Received September 27.)

(Extract.)

Mozambique, August 16, 1875.

MY report of events this month will be necessarily curtailed by my departure for the Moma River this day in Her Majesty's ship "Thetis," in accordance with a request from Captain Ward to accompany him upon a combined expedition for the suppression of the Slave Trade, undertaken at the request of the Governor-General.

By the last mail I received a letter from Rear-Admiral Macdonald, in which his Excellency wrote as follows:—

"I have ordered the Senior Officer of this division, Captain Ward, to proceed to Mozambique in the "Thetis," with directions to concert with you in taking the best measures for the prevention of the Slave Trade to Madagascar, but by no means to interfere with the Portuguese Government in their arrangement of their domestic affairs."

The "Thetis" accordingly arrived at Mozambique on the 9th instant, when I gave Captain Ward all information as to the position of affairs.

On the following day Captain Ward and myself paid a visit to the Governor-General, and I carefully explained to his Excellency that the "Thetis" had arrived, by Admiral Macdonald's orders, solely in consequence of the attitude of the slave-traders subsequently to Sheikh Abderhaman's murder, not in any way to interfere with the internal affairs of the Portuguese Provinces, but in order to promote the suppression of the Slave Trade between the coast and Madagascar. His Excellency at this interview expressed his conviction that the presence alone of the "Thetis" and her boats in the harbour would be of considerable moment in deterring the trade, and his satisfaction at Captain Ward's arrival.

Very heavy southerly gales with rain set in on this day, that must have compelled inaction on the slave dhows as well as on the "Thetis," which was better off in the harbour than in the Mozambique Channel, where a very heavy sea was running.

Subsequently the Governor-General sent Senhor d'Avila to my house at 7 P.M. (14th August), with instructions to beg Captain Ward to undertake operations against Moma and to place a gunboat under his orders. I accompanied M. d'Avila on board the "Thetis" at once, and yesterday (15th) Captain Ward, M. d'Avila, and myself, paid a visit to the Governor-General, who gave his cordial assent to the detail of operations agreed upon in concert by these two officers; hence at the moment I am writing

(9-30 A.M.) the Portuguese gunboat is getting up steam to proceed to the rendezvous off Moma and will be followed by Her Majesty's ship "Thetis" at noon.

I trust your Lordship may approve of this second permission obtained to act in co-operation with the Portuguese in Portuguese territorial waters, which I trust will be productive of good result in stopping the extensive export of slaves to Madagascar now carried on from this coast, and is another proof of *bona fides* on the part of the Governor-General.

I would beg to be allowed to defer entering upon other matters of interest in my present Monthly Report, as I leave in the "Thetis" in two hours' time. I am, however, in concert with Captain Ward, leaving an order to the commander of the mail-steamer, copy of which is inclosed; and it is possible I may be able to write again should the Moma operations be speedily completed, but they will, I fancy, occupy some time, owing to the intricacies of the delta.

Inclosure 1 in No. 217.

Consul Elton to the Governor-General of Mozambique.

Sir,

Mozambique, August 14, 1875.

I HAVE the honour to inclose copy of letter received this morning from Captain Ward, relative to the Slave Trade now openly carried on at the Moma River in Portuguese waters.

I should, at the same time, inform your Excellency that so notorious has Moma become that two dhows have left Nossi Bé recently, to ship slaves there; and one Mahomed Hamis has arrangements completed for loading his dhow, whilst slaves are collected and waiting the arrival of two dhows from Matarana and one from Tambarane, all of which five dhows, according to my information, should by this time be in the river.

The advisability of speedily putting a stop to the operations of this new slave station will at once be seen by your Excellency, and Captain Ward, in the suppression of the Slave Trade, will, I feel assured, readily support any movements your Excellency may direct for such an object.

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

Inclosure 2 in No. 217.

Captain Ward to Consul Elton.

Sir,

"Thetis," Mozambique, August 14, 1875.

IT having been reported to me through the interpreter of Her Majesty's ship under my command that there are five dhows now in the Moma River, about to run a cargo of slaves to Madagascar, and this corroborates the information already received by you, and reported for the information of the Commander-in-chief on the East Indies, I think it advisable to bring this matter to your notice, with a view to your drawing the attention of the Governor-General of Mozambique to it before deciding what steps it will be best for me to take to intercept this traffic.

I have, &c.
(Signed) T. LE HUNTE WARD.

Inclosure 3 in No. 217.

Captain Ward to Consul Elton.

Sir,

"Thetis," Mozambique, August 15, 1875.

BEING about to sail for the Moma River, accompanied by the gunboat "Sena," of the Portuguese Navy, which the Governor-General of Mozambique has placed at my disposal, for the purpose of a combined operation for the suppression of the Slave Trade in that locality, I have the honour to request that you will, if possible, accompany me on this expedition.

Should your duties at Mozambique allow of your complying with this request, I think there can be little doubt that the service on which we are about to engage will enable you to gain valuable information relative to the general working of the Madagascar Slave Trade, and I shall be very glad to avail myself of your services as interpreter in my communications with the Portuguese Commander of the "Sena."

I have, &c.
(Signed) T. LE HUNTE WARD.

Inclosure 4 in No. 217.

Memorandum.

THE Senior Naval Officer on the East Coast of Africa, Captain Le Hunte Ward, being about to proceed on a combined expedition with the Portuguese forces to the south of Mozambique, Her Majesty's Consul accompanying him on duty, both these officers are of opinion that they are justified, in the interest of Her Majesty's service, in delaying the departure of the Union Steamship Company's steamer which will arrive at Mozambique this month, until the afternoon of 25th August, as leaving Mozambique on that date there can be no difficulty whatever in her arriving at Zanzibar before the date of the British India Company's steamer's advertised departure from thence to Aden for the transfer of mails.

(Signed) F. ELTON, *Her Majesty's Consul for Portuguese Possessions, East Africa.*

Mozambique, August 16, 1875.

To the Commander,
Union Steam-Ship Company's Royal mail-steamer,
to arrive on or about 23rd or 24th August.

No. 218.

Mr. Lister to Consul Elton.

Sir,

Foreign Office, October 8, 1875.

WITH reference to your despatch of the 2nd of August respecting Mr. Young's Mission to the Lake Nyassa District, I am directed by the Earl of Derby to transmit to you, for your information, a translation of a Portaria which has been issued by the Portuguese Government instructing the Governor-General of Mozambique to render Mr. Young's party any assistance of which it may stand in need in Portuguese territory.

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

Inclosure in No. 218.

Portaria.

WHEREAS some missionaries have left England under the direction of Mr. E. D. Young for Lake Nyassa, for the purpose of establishing a Mission in the neighbourhood, which must greatly tend to facilitate lawful trade and also to prevent the Slave Trade, His Majesty the King, in view of the representation made to him on the part of Her Britannic Majesty's Government, as contained in the note from their Minister here under date of the 3rd of June, is pleased to enjoin upon the Governor-General of the Province of Mozambique that, should the said missionaries pass through Portuguese territory, any assistance they may stand in need of is to be rendered unto them, and especially that facilities should be given them for their journey to their place of destination; and for this purpose he, the Governor-General, will issue the necessary directions to the Governors of the Districts; which communication is hereby made to the said Governor-General for the proper purpose through the Department of State for Marine and the Colonies.

At the Palace, June 28, 1875.

(Signed) JOAO DE ANDRADE CORVO.

No. 219.

Mr. Lister to Consul Elton.

Sir,

Foreign Office, October 14, 1875.

I AM directed by the Earl of Derby to state to you that his Lordship approves your proceedings in regard to the united action of the Portuguese naval forces and Her Majesty's ship "Thetis" against the slave traders of the Moma River District, as reported in your despatch of the 16th of August.

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

No. 220.

Consul Elton to the Earl of Derby.—(Received October 16.)

My Lord,

Mozambique, September 7, 1875.

AFTER a lapse of some forty years, the Portuguese Government has recently revived the Bishopric of Mozambique, and Father José Caetano Gonçalves, a talented and energetic priest, is appointed to the See, which was originally created in the year 1612, by a Bull issued by Pope Paul V.

This Bishop is a determined opponent of Slave Trade and slave-holding, and has already established a day-school for young negroes, opposite to the British Consulate, which is largely attended, and where both black and white boys are instructed together.

On the 2nd of August I was invited by the Bishop to attend a cursory examination of the progress made by his pupils, at which more than thirty "libertos" proved able to read Portuguese fluently, work simple sums in arithmetic, and recite Christian prayers, and evinced great capacity for instruction, it being remembered that the school has been only established four months.

There were about twenty Portuguese gentlemen present, to whom, in the presence of the boys, the Bishop, at the conclusion of the examination, eloquently addressed a short but effective speech, of the strongest Abolitionist type, which was well received, and therefore not, as I was able to judge, either an over-zealous or an ill-timed exhortation.

In Mozambique, my Lord, the establishment of such a school, the presence of an anti-slavery Bishop, the fact of such an examination being held, such a speech being delivered and listened to with approbation, are, I venture to think, important events tending directly to aid Her Majesty's endeavours to suppress the East Coast traffic, and, therefore, worthy of special mention.

There is, however, a considerable local party directly opposed to all negro education and the extension of freedom; but I can see that day by day this party is surely, but slowly, losing ground, and I trust before long that the Bishop's personal influence and example may cause considerable defection amongst its supporters.

Want of funds for the payment of teachers is the great difficulty in the extension of these liberal views, and has already led to the rejection of scholars, and I would venture, with all respect, to suggest to your Lordship that the benevolence of any of our Catholic nobility or gentry bestowed upon the Bishop of Mozambique's school for negroes would be most opportune in the advancement of a clearly direct means towards the speedier abolition of the East Coast Slave Trade, and the promotion of the civilization of the African races.

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

No. 221.

Consul Elton to the Earl of Derby.—(Received October 16.)

My Lord,

Mozambique, September 8, 1875.

HER Majesty's ship "Thetis" left Mozambique on 16th August, on a combined examination of the Moma and Kisungo rivers, in concert with the Portuguese gun-boat "Sena," returned to Mozambique on the 28th, and left, on the arrival of the mail-steamer

“Medina,” yesterday, 7th September, for Madagascar, to pick up boats, purposing to return here early in October for mails.

All were well on board, and not a single case of fever has followed the boat expeditions into the rivers, which were of important utility in the suppression of the Madagascar Slave Trade.

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

No. 222.

Consul Elton to the Earl of Derby.—(Received November 15.)

(Extract.)

Mozambique, September 13, 1875.

I HAVE the honour to inform your Lordship of the progress made in the suppression of the Madagascar Slave Trade, which I believe for the moment is at a standstill within that section of the East Coast lying between Mazemba River to the south and the Bay of Ferman Veloso to the north, owing to the recent operations and local disturbances.

Expedition of Her Majesty's ship “Thetis” and Portuguese Gun-boat “Sena” to the Moma and Kisungo Rivers.

I left Mozambique at noon on the 16th August, as previously arranged with Captain Ward, and on the following afternoon Her Majesty's ship “Thetis” anchored off the Moma River about seven miles from shore. At daylight on the 18th, the Portuguese gun-boat “Sena” (Senhor Valssassina commanding), placed under Captain Ward's orders by the Governor-General of Mozambique, having joined company, the bar was crossed by the “Sena,” and the steam cutter, pinnace, first and second cutters, and galley of the “Thetis,” without much difficulty, the weather being remarkably fine after the late heavy blow from the southward, and the 18th, 19th, and 20th were spent in examining the various branches of the river, which was ascended for about ten miles, the “Sena” being anchored in the first reach near the mouth, with a guard of twenty-five marines, as a base for the operations of the boats.

No slave dhows were discovered in the river, but it was subsequently ascertained from several independent sources of information, and confirmed at Mozambique, that two dhows from Matarana, being delayed by the heavy weather, only succeeded in crossing the Mozambique Channel after our arrival at Moma, and actually sighted the “Thetis” lying at anchor off the river, when they at once bore up for the mouth of the Angoxa for information, where, hearing of this second combined examination of the rivers south of Mozambique, all idea of procuring slaves was abandoned, and both turned round on their return voyage to Madagascar empty handed, so that the moral effect of the exaggeration of the undefined danger now attending the shipment of slaves on the Mozambique coast that will certainly be spread abroad by the nakhodas of these dhows on their return as an excuse for their failure, will, I apprehend, produce as great a blow as the capture of their dhows would have produced; for the capture upon the Madagascar coast might be ascribed by public opinion variously as due either to accident or ill-luck, whilst now the testimony of the slave-dealers themselves will establish the fact of a concerted and combined expedition being on the move with apparently undefined powers to cruize in territorial waters.

I landed with Captain Ward at Maconi, Moma Island (situated in the river, not the Moma Island of Captain Owen's chart at sea), and Jajani, all considerable settlements, where I carefully explained to the Chiefs the object of our visit, and the understanding established between the English and Portuguese, and between the English and the Seyyid of Zanzibar, for the entire suppression of the export Slave Trade from the East Coast, citing the Kivolane Expedition, the presence of the gun-boat “Sena,” and the Sultan's visit to England, in support of my assertions, which I trust will influence the Makuas of Moma to oppose any shipments of their people that may in future cross from Madagascar in search of slave cargoes. Rahem, the Chief of Jajani, a group of villages on the southern branch of the river, protected by sand-flats and an intricate passage, explained to me that the difficulties of access to his strip of country had invariably saved his tribe from molestation; but that they were all the people of Moussa, and it was the custom of Moussa to arrange through an agent at Angoxa for the delivery of slaves to Arab dhows, who were collected by him in the interior by force, and only brought down from the highlands fringing the northern banks to the mouth of the Moma when the dhows

were seen standing in for the bar. Three months ago a dhow had thus come by arrangement, and slaves were in readiness; but she had struck on the bar, and was totally lost, some of the hands being drowned. No one could interfere with Moussa, who lived at a stockaded town some distance inland.

And I am afraid Rahem is right; Moussa is one of those native Chiefs demoralised by contact with Slave Trade and drink, with enough power and position to sway over all the Costal Makua tribes between Angoxa and the Kisungo, and impracticable to deal with, as there is no inducement to offer to Chiefs in his position to discontinue a means of revenue by which great gains may be made and no loss can possibly be incurred. The nearer these Chiefs, I regret to say, approach to the fortified "comptoirs" which constitute the sole footing of the Portuguese Government on the East Coast, the most unscrupulous, intriguing, and dangerous slave-traders amongst them are, as a rule, to be found.

Legitimate trade could be fostered on the Moma with advantage under a strong Government. The soil is suitable for sugar and coffee cultivation; ground nuts are abundant, salt is manufactured, fine timber trees are numerous, and a considerable trade is carried on in bark canoes between the tribes themselves, who have the instincts of commerce and barter strongly developed, and would eagerly, had they the chance, work to supply small trading craft with produce in exchange for Manchester goods and cottons. Up to the present Slave Trade and wrecking have been favourite pursuits in the river, and the Maison Favre of Marseilles, two years ago, had a vessel driven on the bar during a gale of wind, which was washed high and dry ashore subsequently, and plundered and destroyed, the survivors being kept prisoners for weeks before any news reached Mozambique of the wreck, and when the news did reach, the local Government did not trouble themselves even to send a gun-boat to make either an examination or demonstration in the matter, although at that time three were lying in harbour.

There was a heavy sea on when we returned to the "Thetis" late in the afternoon of the 20th, and on the outer bar a roller broke over the galley in which Captain Ward and I were being towed out by the steam cutter, which washed one of the hands aft, and filled us with water; fortunately, the second and third following breakers just missed us, otherwise I should not have had the honour of writing your Lordship this Report. The second cutter, being towed out by the "Sena," parted her hawser on the inner bar, but it was impossible to turn round for her; we were consequently in fear that she might persevere with oars only, in which case she would have been on the heaviest break after dark; but guns fired from the "Thetis," after the safe arrival of the rest of the party, were at last answered by a rocket from inside the river, which showed she had returned, and in the morning at daylight Captain Ward went in himself with the steam-cutter and brought her safely out, the bar having calmed down considerably.

Although the official permission from the Secretary-General to me relative to this combined expedition confined it to the Moma River, and I gave the despatch to Senhor Valsassina to read, in order to avoid any possible chance of misunderstanding, yet on Captain Ward expressing a desire to visit the Kisungo to the south, Senhor Valsassina at once agreed to proceed there on his own responsibility, and informed Captain Ward and myself that his instructions from the Governor-General were to the purport that his Excellency had such confidence in Captain Ward that should he express a wish to extend the examination of the coast, he, Senhor Valsassina, was, if practicable, to consent to an extension. It was consequently agreed to steam to an anchorage under Casuarina and Epidendron Islands, where the "Thetis" would remain, whilst the "Sena" and "Thetis'" boats examined the Maravoni and the Kisungo Rivers.

In order to make these subsequent operations intelligible, I beg to inclose a sketch map, in which the names of the rivers, islands, &c., as they were found by us to be known to the natives, are inserted in red; Captain Owen's names from the chart in black.

Your Lordship will readily understand the confusion occasioned by finding the Quisungo (north entrance, Owen) to be the Maravoni, connected with the Yusi River to the south, and followed by the Mgoleni, and that the true Kisungo is the fine river marked on the chart as the Tejungo, south of Cape Fitzwilliam, whilst the Quisungo, exaggerated into importance by a large delta on Owen's chart, is, in fact, only represented by three insignificant rivers.

The Maravoni was well known to our pilot. It was for a long time colonized by Mujoges from Angoxa for Slave Trade purposes; but about two years ago the Makuas rose against them, since when the river has never been visited. Here we tried to enter, but found the bar breaking so heavily that it was considered prudent to leave it alone, and proceed to Kisungo, as we thought near at hand. We, therefore, anchored that

night, the 21st, off shore, and at daylight the next morning got under weigh again, the "Sena" towing the "Thetis" boats, with the exception of the steam-cutter, and successively passed the Yusi, Mgoleni, and another small entrance, none, with the exception probably of the Yusi, apparently practicable bars, the pilot insisting that he was taking us to Kisungo. At 2 P.M. Cape Fitzwilliam was recognized, and then it became clear Owen's Tejungo was our destination. The entrance is broad, no bar was breaking, and the passage, 4 fathoms at low tide, is admirably protected by shoals on either side, natural breakwaters, on which the sea breaks heavily. At half-tide the "Thetis" could have been taken in. After passing up the first reach, two palm trees marking the Settlement of Bajoni are sighted, near which the "Sena" anchored about 4 P.M., and we proceeded in boats to the town. One dhow was found laid up, and evidently useless for any purpose, the property of the Chief Hummadi, who has a large number of armed Makua mercenaries under him, and carries on a trade in ivory and produce with the neighbourhood. This is a much finer river than the Moma, and has always been known to the natives as the Mniga (a name given to Bajoni by Owen), and to the Arabs and Mujoges as the Kisungo.

During this expedition Captain Ward and myself visited the Island of Nabico, where the Chief of the river, Balele Mno, resides, and also the Settlements of Kama, under a Myassa or Chieftainess called Masano, on the highlands to the north, explaining, as at the Moma, the objects of our combined visit, but found no active slave-trading by sea was being carried on. The country towards the interior is well wooded; palms, fig trees, mimosa and tamarish trees, thickly covered with orchids, creepers, and monkey-ropes, rise from a dense undergrowth and long "tiger grass," the river running in clear, fresh rapids over broad overlying gigantic slabs and huge boulders rolled down by the floods. Recent traces of elephants were seen, and on the way down I killed a hippopotamus, which cemented our friendship with Bajoni, where we towed it to, astern of the steam launch, hauled it ashore, and gave it to the inhabitants.

The Lomwé are the dominant tribe here, under Balele Mno, to whom both Hummadi and the Myafsa—who is not allowed to marry lest her husband should gain political power—pay tribute; and here arises another difficulty. Wherever the Lomwé are found, they enslave the Makuas—the inferior race, whilst the Moiti, further in the interior, of Zulu extraction, with a military organization, enslave both indiscriminately. Hence an important point to gain in the final suppression of Slave Trade, is to put a stop to a sliding scale of barbarism, which leads people, whilst deprecating Slave Trade strongly as far as their own tribe is concerned, at the same moment to traffic in it with their neighbours as victims, and thus perpetuate the wretched hostility and fear prevailing on this part of the coast that prevents men venturing outside their villages without being prepared for warfare.

At Bajoni I found a Zanzibar Arab, Ali bin Amir, carrying on a legitimate trade for Munji Herchand, a Wannia of Zanzibar, who of his own free will came on board the "Sena" to see me, bringing five slaves, for whom he had written free passes, and who were all willing to remain with their master. Upon this man, as also upon many of the half-caste Arabs and Mujoges, a very great impression has been produced that it is now needless to fight against Slave Trade suppression, owing to the Seyyid's visit to England and Portugal, which they connect in some mysterious manner, best known to themselves, with a secret agreement arrived at between England, Portugal, and Zanzibar, against the Traffic, for the first time brought into action during the present year.

On the 26th we reached the "Thetis'" anchorage at Casnarina, after eleven hours' steaming, the boats in tow of the "Sena," and on the 27th, after re-coaling the "Sena," left for Mozambique, which was reached on the evening of the 28th. On the 30th the "Sena" returned, and on the 31st I waited upon the Governor-General with Captain Ward, who expressed his satisfaction at our proceedings and the excellent understanding which had been maintained on all occasions.

Although no captures were made by this expedition, I believe that its effect, my Lord, will be a salutary warning to those on the coast who hoped, by the murder of Sheikh Abderhaman, to place the Slave Trade party again in the ascendancy, and made no secret of their belief that they would succeed in establishing a terrorism. All they have effected now has been to secure more vigilance on the coast, the presence of Her Majesty's ship "Thetis" in the vicinity, and the renewal of combined operations, whilst the local disturbances and political intrigues that naturally followed the assassination effectually stopped their even reaping any benefit from the few weeks' slack time, when none of our cruisers were nearer than Zanzibar, and during which runs might have been ventured with success.

Both Captain Ward and myself admit our regret that Yudi, the Mazemba, Licungo,

and Mariangoma, were not examined, but many obvious reasons made a second extension of this expedition undesirable, yet I trust that on a future occasion the work may be completed, as the Mariangoma is more than suspected of Slave Trade, and I do not feel satisfied, from subsequent information, with our passing the Yudi River.

Visit to disturbed Districts of Mosembe and Conducia River in "Thetis" boats.

As the "Thetis" was obliged to coal here, Captain Ward was anxious to lay down the exact position of Meza—the Table Mountain—which is erroneously fixed on the chart, but, after my arranging everything for the journey by land from Conducia Bay, a deputation from the neighbouring Sheikhs who happened to be in the town called at the Consulate, and begged me to defer my departure until they had received further news from Mosembe, "where troubles were going on." They were so instant in their manner that both Captain Ward and I did as they wished. This was on the 31st, and on the same afternoon news came that Chicoma, a town on Conducia, had been attacked by the Moita (a useful term applied at Mozambique to any savages whom it may not be desirable more particularly to describe), and burnt to the ground, and nine men killed, whilst the district generally was up in arms.

I distrusted the latter part of this intelligence, and Captain Ward and I, on the 1st instant, steamed round to Conducia Bay in the "Thetis" steam-cutter, with the second cutter in tow, to see for ourselves what was going on, and examine the river. This we ascended for some twenty miles, passing the Ferry of Kiwia, whence slaves used to be sent, after collection, from the Matiban district overland to the Kivolane, in the time of Ali Heri, and sold to the agents for the Madagascar Slave Trade established there previously to the raids in January and February last. From Kiwia the river turns towards Table Mountain, and we slept in the boats that night within a direct distance of perhaps six miles from its base. As no signs of any disturbance had been seen, the following morning Captain Ward and I started with three men through a dense and thickly-wooded jungle plain for the Meza, and succeeded in reaching the forest at the foot of the mountain, where a deep swamp delayed us so long that we reluctantly turned back, not wishing to be late for the Zanzibar mail. On our way we passed through two deserted villages, where the doors were still locked and no burning or pillage had taken place as reported at Mozambique, but not one man was seen all day. Very great natural capabilities for sugar and coffee culture, fine soil, and water-carriage, are available on this river, and we were sorry not to be able to devote more time to its neighbourhood.

On our return we called at Tukoliku, where armed men appeared in considerable numbers, and distrust was evinced until the British flag was recognized, when some people waded out to see us, and from them we learn that the district was quiet under the rule of Shehr Hummadi, and that the attack on Chicoma was combined by the friends of the late Sheikh, assisted by the Portuguese Government with guns and powder, who had sailed from Kisoona, near Mozambique, landed at Chicoma, where there was nobody to oppose them, burnt the fishing town, and killed eight men, described as fishermen, who could not escape.

Subsequently this information has been fully corroborated, and in a letter sent me to Mozambique by Shehr Hummadi, he expressed his ability to keep the country in order, invited Captain Ward and myself to go to the Meza, and begged me to ask the Governor-General to stop the political reprisals of the late Sheikh Abderhaman's party, who, under pretence of capturing his murderers, who were not in the country, but at Moralo, were in reality filibustering the coast.

I informed the Governor-General of my being asked to intercede, but as his Excellency told me he would not negotiate with anyone in the district until the people had fought out matters amongst themselves, I let the matter drop. Subsequently I wrote Shehr Hummadi a letter in Kiswahili, simply stating that Captain Ward and I would, on his return here (Captain Ward's), go to the Meza to fix its position, and that as we were strangers and had nothing to do with politics, he must remember the Kiswahili proverb, "the destroyer of the country is the son of the country—a stranger does not weigh two hundredweight," which, as well as another proverb, "What bites is in your own clothes," appeared applicable to the bad state of affairs, which I regretted.

Conclusion.—Good relations maintained.

In conclusion, I should inform your Lordship that I continue on excellent terms with the Governor-General.

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

P.S.—14th September.—As I finished writing this Report yesterday evening, the nakhoda of a dhow, which had just arrived from Madagascar, brought to the Consulate a note from Lieutenant Walters, of Her Majesty's ship "Thetis," reporting the capture of a slave dhow with 250 slaves on board, on her voyage across the Mozambique Channel, after leaving this port on the 7th instant.

She was the dhow alluded to in my letter to the Governor-General of 14th August, copy of which was forwarded to your Lordship in my last Monthly Report, as owned by Mahommed Hamis, and was hauled up and successfully hidden in a creek of the Moma by Moussa's orders, during our examination of the river, who had slaves in readiness for her.* As soon as our expedition sailed south to Kisungo, she took on board 150 slaves, and sailed for Madagascar, but, leaking considerably, put into the Mkupi River, and, whilst repairing, took in 130 more. When three days at sea from here, she was fortunately taken by Her Majesty's ship "Thetis." Thirty of the slaves had, however, already perished.

Your Lordship will readily see how very opportune this seizure is. The two Matarana dhows were already accounted for, and now the third, Mahommed Hami's, is taken with 250 slaves, a proof that my information was correct, and a blow to the party opposed to our co-operation, who, seeing the expedition come back empty handed, asserted no slaves had ever been shipped from Moma, except in English imaginations. I at once informed the Governor-General of this intelligence, and I am glad to say he regards it as a proof of the necessity for active measures being continued. I shall, therefore, not hesitate to advocate an extended examination of the coast when the "Thetis" returns, or a fitting occasion may arise.

In conclusion, I would beg to record my satisfaction that the arduous and harrassing river work which both the officers and men of Her Majesty's ship "Thetis" have recently performed with such energy and cheerfulness has been, in some measure, rewarded by the capture of this dhow.

F. E.

No. 223.

Consul Elton to the Earl of Derby.—(Received November 15.)

My Lord,

Mozambique, September 15, 1875.

WHATEVER I have been able to effect in the aid of the suppression of the Madagascar Slave Trade from the Mozambique coast is mainly attributable to the knowledge of the Kiswahili language which I attained at Zanzibar, without which I should find it difficult to maintain relations with the people most acquainted with its working, could exercise no check on the informations given me by informers and others, and should be unable to inspire confidence amongst the native tribes with whom I am constantly brought in contact, and it is part of my duty to endeavour to influence.

During the late expedition to the Moma and Kisungo, Captain Ward, when commenting on the difficulties in the way of naval officers acquiring a competent knowledge of this language on board ship, and speaking of the great advantage that would accrue to Her Majesty's vessels on this station if, under the liberal terms offered by the Admiralty, means could be devised for facilitating some special course of study, suggested to me that, in the interests of the public service, it would be productive of aid, both to Her Majesty's navy and to the working of this Consulate, where he had seen for himself that the work was rather heavy to rest altogether upon one man's shoulders, who might at any time in this climate be temporarily incapacitated by illness, if a lieutenant or sub-lieutenant, to be borne on the books of the senior officer's ship, showing an inclination to learn Kiswahili, was attached to the Mozambique Consulate for the purpose of studying that language, and at the same time to work as an assistant, in order to gain a practical insight into the inner machinery of this Slave Trade; after a fixed time the officer so attached to proceed to Zanzibar for final examination before Dr. Kirk, when, if pronounced qualified, he would be recompensed by the allowance given by the Admiralty, and on his return to his ship would undoubtedly be able to render good service to her whilst engaged in the suppression of the Slave Trade on this coast.

Captain Ward showed me the draft of a letter, which I believe he posted by this mail, to Rear-Admiral Macdonald on the subject, and should his suggestion be ultimately adopted by higher authority in due course, I should be glad if the officer who was

* *Vide Rahem's Account of Moussa, ante.*

appointed would reside at the Consulate, where his assistance would no doubt be of considerable help, and I would do my best to assist him in his study of the language.

Amongst other advantages, such an arrangement would permit me to be absent on duty for short periods with more confidence, and I think the measure appears in many ways desirable, not only as aiding the effective work of this Consulate, but also as in aid of the effective working of the suppression of the Slave Trade by Her Majesty's ships, without any increased expenditure to the State. Should it meet with your Lordship's approval, I would venture, with every respect, to suggest that your Lordship may be pleased to intimate such approval to the Lords of the Admiralty.

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

P.S.—To be of real assistance to the Consulate, it would be of advantage if the officer selected had some knowledge of French, without which (unless able to talk Portuguese) but little can be done at Mozambique.

F. E.

No. 224.

Consul Elton to the Earl of Derby.—(Received November 15.)

My Lord,

Mozambique, September 17, 1875.

I HAVE the honour to annex an extract, with translation, from the "Journal de Moçambique," which is interesting as an expression of the local feeling of the Government of this Colony.

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

Inclosure in No. 224.

Extract from the "Journal de Moçambique" of September 8, 1875.

(Translation.)

WHAT works has Portugal accomplished in the application of this great science (colonization) in our provinces beyond the seas, and principally in Mozambique?

The sincere reply is, only we shall meet with silence. We see neither works nor endeavours.

What has our polity done as to our relations with the natives?

We sell them powder, arms, and alcoholic liquors.

What military force do we possess?

A shadow of a force.

What expeditions have been set on foot for hydrographical survey, that the mouths of the rivers may be known?

None.

With what element is this Province colonized?

With convicts; with incorrigible soldiers.

What means have been adopted to cultivate the land and educate the natives? And the number of questions of this nature are infinite to which silence replies; because an answer could not fail to colour with shame the face of good Portuguese.

What is the remedy to all this?

For the mother country to have more regard, and for her officials to understand better what these countries are and what they require, and not to govern them with words and flowery rhetoric; and, finally, to seek out and to employ the means to the end.

No. 225.

Consul Elton to the Earl of Derby.—(Received November 15.)

My Lord,

Mozambique, September 15, 1875.

I HAVE the honour to report that the Governor-General informs me Mr. Young, of the Livingstonia Expedition, arrived at Mazaro in a pinnace, where he left a dépôt of

provisions, and, at his request, four large canoes, with crews, were furnished him by the Portuguese authorities, with which he returned to the Luabo, to bring up coal and baggage, saying he would shortly be back with the steamer and three other members of his party. All were in good health.

Your Lordship is aware that Bishop Steere and his party have proceeded to Lindy, and from thence purpose pushing on to form a settlement on the eastern side of Nyassa. Thus two roads of communication will be driven into the country where the collection of slaves is mainly carried on; and I venture to solicit your Lordship's permission, during next year, should my duties at Mozambique permit of my absence from head-quarters for three months, to open a third line, either directly from Mozambique through the Lomwé country, or *vid* the Antonio or Angoxa Rivers, skirting Lake Shirwa up to Lake Nyassa. This would take me through the centre of the hunting-grounds for the slaves destined specially for the Madagascar trade, a country of which we know nothing, and that has never yet been visited by a European; and I should propose to return, in order to save time, by the Shiré and Zambezi, after reporting upon the Livingstonia Mission, and, if established, upon that of Bishop Steere.

By the time the good season for travelling commences—between the months of May and October—I hope to have learnt everything connected with the working of the coast trade, and be able, perhaps, to leave local matters for a short time in an acting officer's hands, in order to complete our knowledge of the traffic as carried on by the Malmas, Lomwé, and Maviti at the sources of supply, which extend, I believe, up to and along the Shirwa Lake, abutting on the Nassay grounds, which are worked by the Arabs from Kilwa.

Should your Lordship approve of this unexplored country being tapped, supposing always that local circumstances do not stand in the way, I would beg that an officer of the navy might be allowed to accompany me, so that two independent Reports might be furnished; and I would suggest that Captain Ward, of Her Majesty's ship "Thetis," would willingly be my companion, could he obtain the necessary permission from the Naval Authorities, as he holds a strong opinion of the utility of an inquiry into the interior Slave Trade, and such an exploration of the country, its rivers, and its capabilities, as I trust we should jointly be able to accomplish.

It is, of course, only on the supposition that a great deal will be done that yet has to be done during the next seven or eight months in our efforts against the export Madagascar Slave Trade on the coast line, that I venture to make this proposition; and I should not, my Lord, be tempted either to leave work undone concerning that branch of the traffic, or in another's hands, unless it was reduced to routine, for the purpose of examining the interior sources from which the trade is supplied, which would be equivalent to putting the cart before the horse.

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

No. 226.

Consul Elton to the Earl of Derby.—(Received November 15.)

My Lord,

Mozambique, September 17, 1875.

THE Portuguese gun-boat "Sena" returned on the 13th instant from a short cruise to Kisimajulo Bay to the north, where she re-captured a Portuguese dhow seized by the Mosembe people in retaliation for the Chicoma raids.

The people of Kisimajulo deserted on her arrival in the Bay, and the dhow was quietly towed out. No hostilities took place; but as the dhow belongs to a Banyan by name Bakhai, who is suspected of complicity with the Kivolane slave-traders, she is detained by the Governor-General until an inquiry has been made as to her previous movements.

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

No. 227.

Consul Elton to the Earl of Derby.—(Received November 15.)

My Lord,

Mozambique, September 20, 1875.

AS I found the Bishop of Mozambique was being attacked unscrupulously about his school, and that representations were being made by the present mail to Lisbon that he was doing no good to the province by its maintenance, I furnished him on the 18th instant with a copy of my despatch to your Lordship, strictly not for publication here, but for use at Lisbon.

The Bishop had no idea I had written about him or his school until a few days ago, when he called upon me and explained his difficult position, and I then translated this despatch to him. Subsequently, he begged me for a copy, "in order to forward it to Senhor Corvo," and I have thought myself justified in complying with his request, being assured that it was made in good faith, and at the same time I judged that by so doing I was furthering a means towards civilization and the suppression of the Slave Trade.

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

No. 228.

Consul Elton to the Earl of Derby.—(Received November 15.)

My Lord,

Mozambique, October 1, 1875.

IN conversation with the Secretary to Government a few days ago, when telling him of the gang of slaves brought down to Quillimane in Christmas 1870, and sold there, I also added that I was aware that this time last year slaves had been brought down to Masheesh, the Portuguese plantations opposite Inhambane, and bought by the inhabitants.

Senhor de Lencastre then informed me that it was legal to buy slaves for the purpose of introduction as Libertos, and that after purchase they at once became Libertos by virtue of Portuguese law, and referred me to the Portaria of 25th October, 1870, of which I inclose a translation, and which was published at Mozambique, as recently as the 9th of January last, in the Official Buletin No. 2 of 1875, and under which it appears a gang of slaves can be legally bought from a dealer by Portuguese subjects, whose sole duty is forthwith to register them as Libertos.

In the face of the Portaria declaring all slaves free, which your Lordship sent me, and which is still unpublished in Mozambique, it seems strange that this Portaria of 25th October, 1870, should yet be in force, and be capable of being so construed as to be a standing sanction to Slave Trade collection, with all its attendant miseries, in the interior of Africa, and I therefore think it my duty to bring the matter forward.

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

Inclosure in No. 228.

Extract from the "Bulletin Official," Mozambique, of January 9, 1875.

(Translation.)

THE individuals in our Colonies passing by the Decree, with the force of law, of 25th February, 1869, from the condition of slaves to Libertos, enter on 29th day of April, 1878, into the enjoyment of full civil rights guaranteed by the "Carta Constitucional" of the Kingdom. His Majesty the King orders his Secretary of State for the Marine and Colonies to announce to the Governors of Colonies that the power of introducing Libertos into the Provinces of Africa, conceded by Article No. 2 of the Decree, with force of law, of 10th December, 1836, and Article No. 4 of the Decree, with force of law, of 14th December, 1854, is constricted to the condition of service of the same Libertos. Nothing further can be exacted from them from the said 29th day of April, 1878, on which the servile condition in all the provinces of the Monarchy shall cease.

(Signed) SA DA BANDEIRA.

The Palace, October 25, 1870.

No. 229.

Consul Elton to the Earl of Derby.—(*Received November 15.*)

My Lord,

*On board Royal Mail Steamer "Zulu," off Inhambane,
October 14, 1875.*

I HAVE the honour to report that the Union Steam Ship Company's Royal Mail-steamers, under arrangement with the British India Steam Navigation Company (who have contracted for a costal service with the Portuguese Government), have this month commenced to touch at the ports of Quillimane, Inhambane, and Delagoa Bay, and will continue to do so, both on their upward and downward voyages between Natal and Zanzibar, and I have taken the opportunity of the inauguration of this new service to visit Inhambane, Delagoa Bay, and the southern division of my district, on board the steamer "Zulu."

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

No. 230.

Mr. Lister to Consul Elton.

Sir,

Foreign Office, December 2, 1875.

I AM directed by the Earl of Derby to inform you that his Lordship has read with interest the Slave Trade Report contained in your despatch of the 13th of September last, and that your proceedings, as therein set forth, are approved by Her Majesty's Government.

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

No. 231.

Mr. Lister to Consul Elton.

Sir,

Foreign Office, December 2, 1875.

IN reply to your despatch of the 15th September last, I am directed by the Earl of Derby to inform you that for the present his Lordship is of opinion that it is advisable that you should confine your labours to the coast of Mozambique, and that when further experience shall have been gained, the expediency of opening up a new route into the unexplored regions of the interior will be duly considered.

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

No. 232.

Mr. Lister to Consul Elton.

Sir,

Foreign Office, December 4, 1875.

I AM directed by the Earl of Derby to convey to you his Lordship's approval of your having visited Inhambane, Delagoa Bay, and the southern division of your Consular district, under the circumstances reported in your despatch of the 14th October last.

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

No. 233.

Consul Elton to the Earl of Derby.—(*Received December 13.*)

My Lord,

Lourenço Marques, October 25, 1875.

IN continuation of my despatch of the 13th September, I beg to continue my relation of matters in connection with Slave Trade that have transpired subsequently to the capture of the Moma dhow. I then reported:—

On the arrival of the Union Company's Royal Mail-steamer "Zulu," on 10th October, I received a despatch from Dr. Kirk, forwarding a Decree in the Vice-Admiralty Court against the "Moma" dhow captured by Her Majesty's ship "Thetis," which was condemned as having 241 slaves on board, and informing me that the four principal men concerned, including Hamis, the owner of the dhow, were sent down as passengers in the steamer, in order that I might take steps to have them legally arrested and brought under Portuguese jurisdiction. I therefore proceeded on board the Royal Mail steam-ship "Zulu," and denounced these men, mentioned by name in the margin,* before they had time to leave the steamer, to Captain Bacillar, the Governor-General's Aide-de-camp, who at once caused them to be arrested in Portuguese waters, accused of slave-dealing in Portuguese territory; and on the following day, Monday, 11th instant, in a formal note to the Governor-General, I inclosed a copy of Dr. Kirk's despatch to me regarding these men, together with a copy of the Decree of Condemnation in the Vice-Admiralty Court, and an account of their arrest by Captain Bacillar at my instance, on their leaving the ship's side, expressing my conviction that his Excellency would cause their prosecution in due order in the Portuguese Courts of Law.

By the steam-ship "Zulu," I further learnt that the "Flying Fish" was cruising on the west coast of Madagascar; that the "Thetis" would not return from the Seychelles before the 30th, and that it was not probable that the "Nassau" would arrive at my port before November; also that, under an arrangement made by the Union Company with the British-Indian Company, under contract with the Lisbon Government to establish a new mail service upon the coast, the "Zulu" was to call at Quillimane, Inhambane, and Delagoa Bay on her downward voyage. Hence, knowing the present inability of the Portuguese to act against the Slave Trade, and being myself without means at hand, I judged it expedient to take this opportunity of visiting the southern part of my district, to report by personal evidence upon the position of affairs there; and I was further induced in some measure to adopt this course by the presence of the Moma prisoners, whom it appeared desirable to leave entirely in the hands of Portuguese justice. I therefore wrote a note to the Secretary-General on the 10th, stating my intention of leaving the following day on the first voyage made by the "Zulu" to the coast ports, and to return to Mozambique by the 30th, and mentioned that I was glad this opportunity had presented itself, because my absence at the present juncture was a proof to the Governor-General that I did not consider there was any necessity for me to watch the trial of the Moma prisoners, now that they were within his jurisdiction.

On the 11th I called on the Governor-General before embarking at noon, and placed in his hands the formal note, with inclosures, previously alluded to, denouncing the Moma prisoners, when his Excellency declared his intention of instructing a Government prosecution of the slave dealers without delay, and took occasion to reassure me of his anxiety to stamp out the Madagascar Slave Trade were sufficient means placed at his disposal.

The 241 slaves taken on board the "Moma" dhow by Her Majesty's ship "Thetis" were, as your Lordship has doubtless been informed from Zanzibar, taken to the mission at Mombaseh, and Captain Ward reports that the vessel was actually concealed in one of the many creeks of the river during our examination of its branches. As I anticipated, the dealers were old hands at the business, accustomed to bide their time, and put into such rivers as the Moma, Iredeni, Mariangoma, Umkupi, &c., where the Chief—in this instance—Moussa, receives head-money on each slave shipped, and contracts in most cases to supply the slaves as well—sending an armed party into the interior to hunt them out of the villages and drive them down to the coast. The profits made are immense, amounting to 400 per cent. on the outlay, and in some cases to even more!

I trust by the next mail to be able to report on the trial of the Moma prisoners.

No. 234.

Consul Elton to the Earl of Derby.—(Received December 13.)

My Lord,

Mozambique, November 1, 1875.

ON my return yesterday afternoon from Delagoa Bay I heard that the launch of Her Majesty's ship "Thetis," under Lieutenant Walter's command, whilst cruising for the suppression of the Slave Trade during the absence of the "Thetis," which had proceeded to Zanzibar to land the 241 slaves taken from the "Moma" dhow, had been

* Saeed Saleh, Babi Baloo, Hamis, Abderah.

fired upon by the Sakalavas at Mosumbalava, a village south of Cape St. Andrew, on the Madagascar coast.

One of the men in the launch was badly wounded, but is recovering. As soon as the boat's crew could get their arms out and load the gun, they stood in to the bank of the river, and killed ten Sakalavas with one volley, besides wounding several others.

Subsequently a joint expedition was arranged by the boats of Her Majesty's ships "Thetis" and "Flying Fish." The Sakalavas again opened fire first, and the first lieutenant of the "Flying Fish" had his sword-belt shot in two, but they were soon forced to retire in the face of a heavy fire. Captain Ward decided not to burn the village, "as it had been carefully prepared to be set on fire," and the boats returned to their ships the same evening.

The above information is derived from a private letter which was sent me by the steam-ship "Medina" from the "Thetis," written on the 20th October, and I therefore abstain from comment upon what is another proof, were further proof necessary, of the determination with which the cause of the Mozambique and Madagascar slave traders is sustained by those interested upon both sides of the Channel.

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

PORTUGAL. (*Consular*)—*Loanda*.

No. 235.

Mr. Lister to Consul Hopkins.

Sir,

Foreign Office, May 28, 1875.

I AM directed by the Earl of Derby to transmit to you a copy of a Law, dated the 29th ultimo,* which has been issued by the Portuguese Government, declaring that one year after its publication in Portuguese colonies the condition of slavery specified in the Decree of the 25th of February, 1869, is to be considered abolished, and those to whom it refers are to be declared free; and I am to instruct you to furnish his Lordship with any observations you may have to offer on the state of the slave population in your Consular district, reporting at the same time the date of the publication of this Law.

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

No. 236.

Consul Hopkins to the Earl of Derby.—(Received September 18.)

My Lord,

Loanda, July 31, 1875.

I HAVE the honour to acknowledge the receipt of a despatch under date of 28th May, 1875, inclosing me a copy of a Law dated the 29th of April, which had been issued by the Portuguese Government, declaring that one year after its publication in Portuguese colonies the condition of slavery specified in the Decree of the 25th February, 1869, would be considered abolished, and instructing me to inform your Lordship if this Decree had been published here, and the date of its publication, together with any remarks I may have to offer on the subject.

I have the honour to inform your Lordship that the Law in question was published in No. 29 of the "Boletim Official" of Loanda on the 17th of July, 1875.

* Inclosure in No. 180.

I herewith inclose a translation of the supplement of No. 21 of the same official newspaper of the 26th May last.

A Committee had been appointed by his Excellency the Governor-General of Angola to take into consideration the question of establishing by law the manner in which native labour was to be obtained, and the minimum amount of remuneration that was to be paid, when the time came for the general emancipation.

I have inclosed a separate copy of the translation of the "Motion for the Regulation of Labour in the Province of Angola," written on half sheets of foolscap for convenience in printing, should such be contemplated; but I did not consider it necessary to send an extra copy of the long preamble of the Committee's letters to the Governor.

The scheme suggested seems good, and is one that I believe will work well, and be greatly to the benefit of the natives who have been slaves or libertos.

The news of the King's Decree of the 29th April was not received with any demonstrations of satisfaction or delight by the persons it most concerned, in fact, they are too apathetic to take notice, in some cases they were under the impression it was an attempt of the Government to deprive them of the protection of their masters, to whom they are generally much attached, being well treated.

Some of the old inhabitants of Loanda seem to fear that there may be a rising on the part of the people when they are really freed; but I doubt this; I am under the impression things will go on much as at present, except these poor creatures will really be free men, and not under the absolute power of any of their fellow-men, to be sold or bartered like dumb cattle, and they will soon begin to feel and appreciate the blessings of liberty.

I have, &c.
(Signed) DAVID HOPKINS.

Inclosure in No. 236.

Extract from the "Boletim Official" of May 26, 1875.

(Translation.) *Committee for the Regulation of Labour.*

Sir,
THE Committee appointed by Order of your Excellency of the 3rd of September, 1873, modified on the 12th of January ultimo, and ordered to present a Regulation for Labour in this Province, bearing in mind the necessity of giving freedom to the slaves, comes now respectfully to lay before you the result of their deliberations.

The better to fulfil its mission, the Committee proposes to embody in this Report, for the consideration of your Excellency, the chief reasons and the foundations upon which it has based the Regulation of Labour it now has the honour to offer.

The solution of the problem upon which depends the emancipation of the negroes and the organization of labour is, like the evil itself, complex in its elements and varied in its forms.

The better to appreciate the difficulty of this solution, we need only to glance at its thousand different phases presented to us in history, the facts which daily appear before us in such varied forms, and, finally, the evils which, reproduced from generation to generation, are yet aggravated by ignorance and fanaticism, and the inveterate practice of a hundred absurd habits and customs, stamp at once the African people a singular and peculiar race of beings.

It is, therefore, absolutely necessary to separate the elements of the problem, and consider their different parts separately, submitting them to a rigorous analysis, that we may be guided by justice and the laws of social economy in calculating the requisite solution.

In the march of modern society, two very prominent currents are visible, that of liberal principles, and the conservative—the one undermining the foundation of the old system, and the other attempting to destroy and overthrow the brilliant conquests and reforms of the nineteenth century.

Slavery, with all its traditions, the power and interest of its abettors, protects, sustains, and directs the great and powerful reaction against the victories of the liberal and philosophical doctrines that aim at the freedom of man, elevate personal dignity, and establish in the midst of modern society that wonderful harmony which we observe in nature.

It is, therefore, not to be wondered that invested interests should become alarmed,

and attempt to rise against the overwhelming wave of progress and principles that mark the new era in the broad road of human advancement.

No well organized society could long remain indifferent to the struggles of any class of beings, suffering all sorts of misfortunes and imaginable tortures; it could not witness with indifference the cries and pleadings of this numerous and unfortunate class of beings that a superior power might deliver them with a generous hand from a life of ignominy and social martyrdom, to which they seemed to have been condemned perpetually.

Let us for a few moments draw our attention and fix our ideas, thoughts, and feelings upon one of the deepest and most painful sores of all society, as old and as primitive as the human race, to which history tells us it has always attached itself. We refer to slavery and its miserable belongings; its weakness and failings, sickness and misery, abandonment and prostration, hunger and nudity, indigence and misery, and too often accompanied by repulsive vices and horrid crimes. The history of slavery is a poem of eternal tears, an elegy of sufferings, a drama of murder and crimes. Written in all languages, it was acted all over the world, while every nation of the globe observed with repugnance and tears this repugnant spectacle.

In this lamentable poem, this illiad of sufferings, almost every colonial nation blushes at a dark page which it attempts to destroy or conceal.

Society formerly looked upon the slave in a manner that the very pen hesitates to describe; they were not considered or classified within the pale of society. Besides which there were many employed in cruel, infamous, and the meanest kind of work; slaves were held in equality with the brute creation, as many are still this day, though baptized under the deceitful epithet of freedmen; they were equally bought and transferred, like any other goods or commodity, like the freedmen of the present day; notwithstanding all the laws and efforts of the existing authorities, they were deprived of their natural and civil rights, and obliged to do work of the most violent description; known only by their masters' names, without protection against insult, without rest or remuneration for labour, never enjoying the least compassion, and punished in the severest manner for the most trifling offence.

In this manner it is very evident that this unfortunate race would always be looked upon as inferior to freemen.

This powerful subjection influenced the moral character of the slaves, producing within themselves a loathing and disgust of their very class, a want of dignity, and complete prostration of their own energies.

It is not to be wondered, therefore, that the slaves placed no confidence either in the promises or justice of men. Seeing their rights completely set aside, they became negligent, false, deceitful, unfaithful, and treacherous, bearing all sorts of rancour against their tormentors, as a natural consequence of the injustice, violence, and torture endured at their hands.

Men and women, herded together in the same pens, led a life of sensual brutality. Without any family, or under the constant fear of its prostitution at any moment, or tortured or extinguished from caprice or fancy of their masters, the slaves did not possess that powerful talisman, the germ of all virtue, that gives us courage and power to work, relief in our troubles, comfort and resignation in adversity, belief and hope in the future, benevolence and happiness to the mind, giving us new life and vigour, in the hope of an apparent resurrection, which we call our descendants, as a contemporary writer so truly said in a note on the *Riches of Ovid*.

Slavery did not actuate alone on the slave, enervating his powers and perverting his ideas, but threw its influence likewise on the masters, creating mean and sordid passions and all their accompanying vices. The habit of exercising unrestrained influence over men generated a domineering spirit, which was fanned by all the proud, haughty, and egoistical inclinations of our natures.

The extreme profligacy of former society, and of many still in our days, is attributable to the same cause. The temptation caused by the daily contact with women destitute of modesty or protection, leads to vice with an almost irresistible impulse, when the domestic circle, personal dignity, and very often public duties are all sacrificed to the abuse of inordinate passions and appetites, and all their legitimate consequences of depravity.

The right of absolute property which the masters held over the slaves, contributed most powerfully to awaken instincts of depravity and cruelty. The explanation is easily traced as the means of holding the slaves in ignorance and misery, working without recompense or family, and under the most complete subjection.

Every one is familiar with the different attempts on the part of the slaves to gain

their liberty; and how these attempts on the part of the captives to regain liberty and their families were completely frustrated.

It was only by the slow but powerful influence of civilisation, the ideas of progress and advancement, and the sentiments of humanity, that this detestable bane of society was first modified, and finally destroyed.

In the present day, all civilised nations are perfectly aware that the general feeling of progress and advancement, and the sentiment of justice, will never endorse any act of degradation, resulting in the bondage of men reduced by tyranny and oppression to the condition of inanimate objects, destitute of feeling or sentiment.

History has registered on its golden pages this glorious conquest of modern civilisation. The entire human race, the whole civilized family of all nations and colours, the legislators of all the world, the very legislator of all the universe, amid the clash of arms and the conflict of ideas, all religions and creeds, throughout all political, social, and economical systems, even between the most bitter enemies, they all fraternise and agree upon this one point, lay down their arms and legislate conjointly. All join to combat the evil that destroys and lays waste all societies, to exterminate the plague that seemed unconquerable, notwithstanding all humanity seemed to be engaged in the effort.

The victory, if it be possible, as we sincerely hope it may be, will belong to those who fight for justice and right, and who appeal to the spirit, the laws, and the measures dictated by sound principles of political economy.

Meanwhile, until we are enabled to break asunder the fetters which still weigh down reason and conscience, and the freewill of the natives, which come from the interior to avoid certain death, we must limit our endeavours to the bettering of their condition as much as possible; not that they run any risk of dying for the want of food, but that they are famishing for instruction, completely destitute of all idea of noble, generous, or elevated feelings; they are completely miserable, because the community in which they live allows them no rights whatever, and only repulses them as a mean and despicable race of beings; miserable from the traditional vices and crimes in which they live, and which they have inherited from generation to generation, and which is continued and encouraged by the very contact with society; they are truly miserable from being completely destitute of all intelligence, and the spirit of right or wrong, without one ray of light to reflect on the mind the image of personal dignity; miserable because the inadequacy of our laws, affords them no protection against the violence and abuse to which they are exposed; truly miserable, for they are the pariahs of society, bound only to work, mere labouring machines, employed for the benefit of others, and held as goods or chattels, sold or transferred at the will or caprice of their owners.

The above outline is not less true than revolting.

But unfortunately, not only here and in the present day, but in all times past and in all countries, not only invested interests, but established privileges and abuses, always look upon all new ideas that point to social progress, or an assumption of liberty, as a violation of justice or infringement of rights.

The periods of transition are always troubled. When old or useless institutions are overthrown; when prejudicial and inveterate abuses are destroyed; when invested interests, leading a sluggish life of contentment are attacked; when, in a word, important and radical reforms are carried out, it is very difficult, if not impossible, to avoid jarring, convulsions, and collisions, which very often have the appearance of outbreak and disorder.

Whatever exists, even if it has no right to do so, the moment the hand of reform or order touches or overthrows it, at once shouts, complains, and protests; considers itself unapproachable, inviolable, and at once complains against the innovating reform, protests with convulsions of rage, or in tears of distress that we are on the brink of an abyss, are falling into anarchy, or are coming to the end of the world. But the tempest calms down, the horizon clears up, the atmosphere is purified, and harmony is restored, confusion disappears, if ever there was any, and the troubles of transition are fully compensated by solid and lasting benefits.

One of our deepest thinkers and most talented man of our day, Latino Coelho, said, in his beautiful style, which all admire, that all new ideas have three periods. In its first period, it is sacrilege; when it undergoes persecution and martyrdom. The second period, is of philosophy; the period of violent argument and discussion. The third period, is that of institution; the period of triumph and realization. All the grand conceptions of mankind, whether of science or of art, belonging to the mind or to the historical occurrences of the world, have undergone these phases above-mentioned.

The greatest revolution presented to us by history, in a social point of view, is

certainly that of Christianity; a revolution without soldiers or arms; revolution of love and gentleness, of peace and liberty.

And history tells us that, when the Apostles of Christianity preached the new ideas, the wealthy pagans, the egotists and the privileged classes of all denominations, denounced the new creed as a superstition.

The pagans looked on the preaching of Christianity, as a destruction of the former social order in a life of corruption. The Jews looked upon it as a final judgment for the iniquities, abuses, and corruption of a degenerate people.

And as Christianity triumphed so will this idea of emancipation.

Human slavery was honoured and defended in ancient times by the most eminent philosophers. The doctrine of the equality of man, held against slavery, was at first an utopia of the philosophers, it was afterwards a crusade of all generous and liberal minds, and is now an established truth of all institutions.

Therefore, we see nothing in it but what all enlightened ideas might and should have anticipated.

There exists no argument that can justify the many and varied apprehensions which are heard about this emancipation; these fears and apprehensions are doubtless true and sincere in many cases, but in others they serve only to spread discord and confusion among those who would sincerely do their utmost towards emancipation.

Other nations of the world, other Colonies, underwent similar trials and crisis and came out victorious from their difficulties, conquering all obstacles and establishing a perfect equilibrium. Similar doubts and fears were manifested when the ignominious Slave Trade was prohibited, and yet the beneficial result of that abolition, which was the first step towards emancipation, was at once perceived.

It is since that period that our African colonies have begun to prosper and flourish on the road of civilization and progress, though with tardy and timid steps in consequence of the violence of the commotion.

We can safely affirm that the same will now occur if both Government and private energy will, with united efforts, smooth the difficulties in this transition of liberty and emancipation.

We are convinced that all parties who will not, through obstinacy, permit their interests or caprice to clash against the logical and natural tendencies of this social reform, will accept its liberal principles, and readily contribute with their good will and labour in the good cause.

It is alleged that the emancipation of this class of slaves will cause a scarcity of hands for labour.

We would say that this argument is one of the most trivial and insignificant that can be adduced in favour of that useless abortion called forced labour, and which is nothing else but slavery.

What reason is there to affirm that free labour is impossible in the aborigines, if it has not yet been tried? Can any one say that work is impossible so long as the produce or compensation reverts in favour of those who render the service? but that it now is so, when the payments go to the pockets of the masters, who are, with few exceptions, the human vampires of their slaves.

Reason and common sense advise us to hope that experience will justify our favourable opinion on this doctrine.

Social truths are not like geometrical facts, reflection alone is not always sufficient to establish them, neither can they be established by theoretical considerations. It is by time alone that they can be justified and confirmed.

Meanwhile, as a guarantee to what we say, and say it from deep conviction, we could refer to hundreds of examples in other countries which are mentioned in a letter which the honourable Member of this Committee received from one of the most prominent names of our modern history, the noble Marquis of Sa da Bandeira, the man who has rendered more services than any one to the cause of liberty, and whose brave sword has ever been one of the most solid supports of the nation.

Were it necessary to adduce further arguments, we would say that legislation should ever bear in mind the good and welfare of the greatest number, that is, the principle of benefit and utility to the greatest number.

If the forced labour of the slaves was distributed in the proportion of one slave to each master, there might be some cause to hesitate before weighing in the scales of justice the advantages of some and the disadvantages of others. It would then be possible that the benefit effected might be equal, or a trifle superior to the evil sustained.

But this is not the case.

The condition of the slaves, notwithstanding the laws regulating the rights and duties of that class* is the part belonging to the greatest number. One master very often counts his slaves like his herds of cattle, by the tens and hundreds. The advantages and interests are on the side of one party alone, the disadvantages on that of the greater number. Even if the evil were not very large it is evident that the great numbers would make it enormous—immense—and by far too much so to make it possible to continue. Setting aside other considerations, there would be no room for a moment's hesitation between the loss to the master from emancipation of his slaves, and the incalculable benefit resulting to them.

There is still another consideration, that free labour is more productive than that of the bondman or slave. It is well understood that violence and fear of punishment are very unfavourable conditions to produce a full yield from the labour of any workman whatever.

Two well-known circumstances contribute very materially to diminish the profits of forced labour—the want of stimulus derived from the want of individual recompense, and the want of guarantee and security. We would also add, the constant hesitation on the part of the slaves that do not work for themselves to show the full extent of their abilities, but always to do less than they can do. Emancipation would certainly be a dead loss to many masters of so much of their property, but the work produced by the freemen would certainly be superior to what they now do, and would revert in their favour, and to the benefit of society.

To provide for the want of hands, so much complained of by agriculturists and artists, we would mention the system adopted in various countries and in foreign Colonies with complete success.

In North and South America, where forced labour has long ago ceased to exist, emigration has been considered the best means of resolving the question of forced labour.

The United States of America and Brazil owe their immense prosperity to foreign emigration. The Governments of both these countries have protected the importation of emigrants, assisting all such undertakings, encouraging the formation of companies for that purpose, advancing large sums for that purpose, and attracting emigrants by every means.

The labour of man, when properly applied and directed, unfolds and develops the natural riches of the earth. In North and South America labour and intelligence, assisted by a constantly-increasing emigration from abroad, have worked wonders of industry, to the astonishment of all the nations of Europe.

Some economists would oppose foreign emigration, from the diplomatic complications to which it gives occasion an example of which we had lately in the province of Pará. But this very case, which might have had very serious consequences to the Portuguese Government, and the Portuguese Colony established there, should serve as a lesson to us.

As long as there exists a fatal necessity of emigrating from the metropolis, it is but just and rational that public and private enterprise should employ it in favour of our African Colonies.

The formation of a Company destined to assist and to direct to this province the current of emigration, not only from the metropolis, but from different points on the African coast and from the wild bush of the interior, seems to us to be a measure of incalculable benefit and interest. The inhabitants of Krou, not very far from our province, have been tried with the best possible results, showing always a quiet and laborious disposition, sober and honest, and could be of the greatest service to us.

With respect to voluntary emigration from the interior, the Committee is divided in opinion as to the possibility or impossibility of its being carried out.

Some were of opinion that nothing had, as yet, been done to favour this emigration, and that considerable might be expected from the advancement and increased enlightenment of the province. Others were convinced that the introduction of negroes from the wild interior could only be effected by purchase, as slavery continues there in full operation.

The necessity of allowing the importation of the aborigines from the interior is generally recognized, as it is the habit and custom of these people from the remotest antiquity to transact these purchases with the wild Chiefs of the bush. It is affirmed that this is the only means of avoiding the barbarous murders and horrid slaughter of thousands of individuals, of which we have frequent examples in the Kingdom of

* *Vide* Decrees of December 14, 1854, and July 24, 1856.

Dahomey, and which would be repeated in the interior if they had not a means of getting rid of what they consider as wizards, and very often criminals of imaginary offences.

Supposing it to be a case of necessity, it would be necessary to attenuate its effects, so that any such transaction, permitted or tolerated by law, should not be considered a renewal of the nefarious Slave Trade, the abolition of which was one of the most precious conquests of civilization and progress.

Upon this point the opinions of the Committee diverged considerably; some were of opinion that the purchase of negroes from the wild interior should be prohibited; on the foundation that such a transaction could never be legal on Portuguese territory, where every one is considered to be free.

Other members of the Committee were of opinion that these purchases or ransoms are indispensable, as a means of supplying a want of labourers for agriculture and for transporting goods; and considered this act as one of humanity, inasmuch as it saved the lives of human beings condemned to a certain death; and they would even see that to these liberators the means of drawing the best profit from these operations were guaranteed to them.

It was thus that in Rome they held the position of the captive whose life was spared by the conqueror as a spoil; or that of the freeman, who, when he sold himself, sold likewise all his rights and privileges.

In this manner the slave was the complete property of the master, and slavery considered a blessing, the offspring of progress, and a gigantic step on the road of civilization.

This doctrine, however well it might once have been accepted, would horrify all modern generations, if we were to pretend to revive it, re-establishing its baneful consequences.

The ransoms can only be accepted as a necessary evil; and, considered as such, we ought to do all in our power to destroy it by establishing the best possible terms of friendship with the Chiefs of the wild interior, and continuing them with peace and harmony with all the neighbouring tribes; creating and establishing reciprocal interests of commerce by means of contracts most scrupulously adhered to; and instilling into their minds the utmost horror and repugnance for slavery.

We know that the task is not an easy one, demanding both time and patience; but this is the only means of allowing the light of liberty and civilization to dispel the darkness of ignorance.

Meanwhile, all vestiges of slavery should disappear from these contracts, limiting the time of service to the shortest possible term; prohibiting their being transferable, and ceasing to exist with the death of the purchaser; and uniting, as much as possible, the reciprocal duties and obligations as between master and servant; and complete these wholesome precautions by a scrupulous fiscalization through the public authorities. The organization of this fiscalization by the public authorities is likewise necessary for the freemen; without this it would be impossible to organize any system of labour, due to the natural peculiarities of the African race.

With the exception of some few tribes in the interior, whose warlike tendencies keep them in constant hostilities, the inhabitants of the interior of Africa are peaceful, timid, extremely sober, and simple in their dress. These qualities of the African race conduce materially to their natural indolence and antipathy to all work. Then the natural fertility of the soil nearly dispenses with all need of labour; a provident nature supplies them with food and covering without any necessity of labour.

The natural tendency, therefore, is to lead a life of complete indolence. Modern society, however,—a well-organized society—does not consist, as some individuals say, in the equal position of indifferent beings, the co-existence of egotistical liberty, but represents the mutual assistance of all its component parts, the realization of the great and eternal law of mutual love and harmony which, before it was written in the sacred laws, had been engraved in the grand and sublime pages of humanity—Nature.

Fully convinced of this fact, we cannot comprehend the possibility of an indolent and useless liberty. In the same manner that we shudder at the monstrous tyranny that would condemn one man to become the property of another, in like manner reason and common sense warns us to avoid the other extreme.

To emancipate all the individuals called bondsmen, by giving free liberty without restrictions, would be the same as to emancipate a child, or to set at large all idiots and madmen; instead of benefiting them, it would be affording them the means of working their own ruin, by allowing individuals destitute of reason and common sense, in the innocence of their ignorance, to march to certain destruction.

Labour is the law of all mankind. The African race cannot be exempt of that general law.

The duty of labour seems at first sight to be a direct attack on individual liberty, which authorizes each one to dispose of his capabilities without restrictions, or without consulting any one else, on the condition alone of keeping within the bounds of the law. But we must confess that the African race is not in a position to enjoy this ample liberty, it ignores the duties and obligations which bind the citizens to each other, every man to his family, each family to society, and society to God.

A public guardianship is therefore absolutely necessary, directed by some single person or collective body, with moderation, but tending to awaken in the novices of liberty the love of labour, to moderate their impulses and stop their excesses, smooth down the asperities of their habits, and restrain the outbursts of their passions, and finally convince them that certain habits and customs, which they consider inoffensive, are absurd, inadmissible, and criminal.

The Committee discussed very fully the point whether the public guardianship should be exercised singly or collectively; the majority inclined to the formation of a board of supervision. Bearing in mind, however, the special circumstances of this province, where throughout the districts into which it is divided there is a decided deficiency of responsible parties of sufficient instruction and intelligence to whom this delicate duty could be intrusted, the Committee is of opinion that the province should be divided into a certain number of wards, according to the area of the districts, its agricultural and commercial importance, and the number of its population, and that a trustee should be appointed to each ward, invested with all necessary powers.

The Committee would suggest the convenience of appointing these trustees from the class of bachelors of law, with the privilege afterwards of entering the magistracy of the province, and receiving a salary proportionate to the responsibility of the office they hold.

If we consider the facility with which the master can aggravate the position of the bondmen by using excessive rigour and violence, very often exacting services beyond their powers, and punishing them severely when unable to comply; on the other hand, if we consider how difficult it is for the bondman or the apprentice to claim and obtain the protection of the law, and how awkward his domestic position becomes after the intervention of the guardian's authority, in case he should obtain a decision in his favour and against his master, we will the better comprehend the foundation of a great part of the measures adopted in the regulations.

We have only to refer to the measures relating to schooling and apprenticeship.

The duties referred to in these measures are founded on the same reasons that pointed to the absolute necessity of labour. If we knew of any other practical method of drawing an ignorant race of people into the practice of our habits and customs we would not hesitate in proposing it.

The system of forcing education is not a violation of individual liberty; from its beneficial results it has been adopted in many liberal countries of the world.

Unless rudimentary instruction is sown wide-cast among the natives, establishing schools and apprenticeships that will prepare them for the arts and trades, it cannot be expected that they will make any advancement on the road of civilisation, which is the duty of the home Government to lead them to.

The absolute necessity of instruction has become proverbial. Proclaiming the law of liberty and equality, and deny the knowledge of this sacred doctrine to all men, is a complete farce, a galling irony. To be publishing laws when the people cannot comprehend them, reminds us of the Roman despot who ordered his decrees to be placarded in such elevated positions that his vassals should be unable to read them.

Education is, without doubt, the most solid support of all societies, and the only means of regenerating them. We can comprehend ignorant absolutism, and only in that light can we comprehend it, said one of our most eminent and popular contemporary writers, in his work on national instruction. Liberty can only be admitted and understood as intelligent and educated.

Instruction has become an absolute necessity, and proclaimed as such in the civil and political codes of the civilized world; it is likewise a necessity, proclaimed by the laws of labour, by the philosophy of industry, and by the principles of political economy. This science teaches us that one of the most powerful agents of progress and advancement, and which has had the greatest influence on the machinery of society, is that of contracts; and contracts are unknown amongst an ignorant people unconscious of their rights and duties.

Teaching, education, and labour, are three institutions which, when working in

harmony with each other, will assuredly guarantee the liberty of this race of people; liberty, that word of magic influence which implies all the generous impulses of all that is noble and good, the recompense of all sacrifices, the reward of all struggles, the award of all sufferings.

Without these three institutions the natives will never be able to collect the fruit of this tree of paradise and fraternity; this veritable tree of good and evil, which throws its branches in all directions to tighten in its embrace the whole human race.

Loanda, March 28, 1875.

(Signed)

JOAQUIM GUEDES DE CARVALHO E MENEZES, *President of the Supreme Court and of this Committee.*

ANTONIO DO NASCIMENTO PIREIRA SAMPAIO, *Secretary-General.* (Signed with a separate declaration on his vote.)

DR. ALBERTO GUEDES COUTINHO GARRIDO, *Civil Governor of the District.* (With a declaration on his vote.)

ANTONIO IGNACIO D'ALMEIDA MARTINS, *Merchant.* (With a declaration on his vote.)

THIMOTEO PINHEIRO FALCAO, *Clergyman.*

MIGUEL DE SANT'ANNA PEREIRA E MELLO, *Treasurer of the Financial Department.*

JOAQUIM EUGENIO DE SALLES FERREIRA, *Professor of the Public School.* (With declaration on his vote.)

FRANCISCO JOSE DAS NEVES. (With declaration on his vote.)

ANTONIO FELIX MACHADO, *Merchant and Proprietor.*

INNOCENCIO MATTOSO DA CAMARA, *Mayor of the City of Loanda.* (With a declaration on his vote.)

FRANCISCO BARBOSA RODRIGUES, *Merchant and Proprietor.*

ALBERTO DE SOUZA LARCHER, *Delegate of the Attorney-General.* (With a declaration on his vote.)

ALFREDO AUGUSTO PEREIRA DE MELLO, *First Lieutenant of the Navy.*

CLAUDIO AUGUSTO CARNEIRO DE SOUZA E FARO, *Director of the Public Works.*

To his Excellency the Councillor Jose Baptista de Andrade,
Governor-in-chief of this Province.

Sir,

During the deliberations of the Committee appointed to investigate the question of labour in this province, such opposite opinions were ventilated that the minority have thought it proper to communicate to your Excellency the fundamental principles of their difference of opinion.

This simple report, unadorned by any flowers of rhetoric or elegance of style, is for the purpose only of explaining opinions that were not accepted; laying aside, of course, all considerations as to slavery, a point completely *hors de combat*; the subject of foreign or European emigration, and some other points ably discussed in the report preceding the proposed regulation, which is most ably elaborated both in spirit and language notwithstanding some members of the Committee denouncing some of its assertions as untrue or inexact.

1. One of the points in which some of the members of this report could not agree, is that referring to the means proposed for inducing emigration from the interior of the Province to our districts. Granted that the population of the province is not sufficient for the labour required, not only from their habits of indolence, but from their very few wants, and the limited extent of the province, and granted the difficulty of obtaining emigrants from abroad, the emigration that seems to recommend itself the most, from the facilities and political advantages that accompany it, is, without doubt, the people of the wild tribes of the interior bordering our provinces, and the people of the tribes under our jurisdiction.

Amongst the wild tribes of the interior, slavery is a law, an act of justice, a habit, a tradition, a necessity, a social fact of every day life.

But slavery which is being enforced every day as a punishment, and adopted as a means of ridding the State of troublesome prisoners and individuals, is also an every day fact, and the only corrective we can offer is to ransom all individuals in this position; an operation showing at once its economical, political, and moral advantages.

But to permit this emigration to be carried out by private parties, attracted by the thirst and greed of gain, seemed to the Committee a great mistake, as renewing the Slave Traffic in the interior.

For this reason it was proposed in the Committee that the privilege of importing the wild negroes from the interior should pertain exclusively to the State; for which reasons the conditions would be much easier with the natives; and importing these men as a collective body, and not as private interests, would be the better enabled to distribute these ransomed people to the most convenient localities, engaging them to the most liable and responsible parties who would offer the best guarantees, and could also watch more efficiently the observance of the contract on the part of the masters.

2. By an almost unanimous vote it was decided in the Committee that it was absolutely necessary to import natives from the bush, or wild interior, and rejecting the system proposed above, it was decided that any party might ransom slaves from the interior, who, in the condition of freemen, should serve the ransoming party for the term of, at least, five years.

By adopting this principle, it seemed to the majority of the members of the Committee present that, without exaggeration, all eventualities and consequences could be deduced from it.

And that no attempt was made to exaggerate is shown by the system of precautionary measures offered, regulating the relations between the ransomer and ransomed; all calculated to guarantee, on one side, permanent labour, the aim and object of ransoming, and on the other, the education and advancement of the ransomed party, the sole aim and purpose of the Government in admitting ransoms.

And we see no reason why, to encourage private parties, to stimulate individual enterprise, and to be enabled to effect the greatest number of ransoms annually, the rights and privileges of the ransoming party may not be transferred and inherited by his heirs, if he enjoys the rights and privileges of these services for five years?

Notwithstanding the apparent justice of the above remarks, the majority of the members present were of opinion that the motion for transmission of services, although limited to cases where the heir should himself exercise the right in the colony, and continue to employ the negroes in the same labour in which they had been engaged till then, could not be accepted or admitted.

But if the minor number of the Committee did not succeed in convincing the majority, they in like manner remained unconvinced, and the principal argument employed by the conquerors—that man was not a thing to be inherited—we consider fully answered in the argument, that man, in like manner, is not a thing to be acquired.

In reality, if the ransom purchased or acquired only the right to the services, it is that same right, and not the person of the negro that is transmitted by inheritance; if contrary to all truth, it is said that not the services but the person of the negro was bought in the ransom, then the objection raised to the transmission by inheritance throws to the ground and completely overthrows the system of ransoming, which is considered by all the Committee, as well as by all practical men, as an indispensable measure.

The fact is, that the duty of working for five years, as stated in the proposed regulation, far from constituting slavery, is in reality, the only means of accustoming the negro to the habits of labour and industry and to the necessities of civilization, without which man can never rise to anything.

The undersigned could not, therefore, comprehend why the right of transmission by inheritance of the services of the negroes should be denied, when the right to these services is acquired in the same manner as all other rights transmitted by inheritance.

Besides, the proposed regulation attacks directly the principle of the rights of property damaging the system of ransoming, as very few will be willing to employ capital to acquire a right which they can never transfer to their heirs, which is certainly prejudicial, as the Committee was certainly of opinion that the ransomed negroes were beneficial.

Then we must not forget that the life of the ransoming party becomes endangered from the moment that a number of wild uncivilized men, lately arrived from the bush, ascertain that the death of their importer is of the greatest benefit to them.

We are perfectly aware that they, by so doing, do not become exempt from labour, as they always remain under the vigilance of the public authorities; but by so doing they certainly would better their condition, otherwise the Committee would not have established that the obligation of labour ceases with the death of the ransomer.

3. There was one point which was not ventilated by the Committee, but which is

referred to in the report, and which seems to us to be of the greatest importance, that is, the convenience of liberating the bondmen now existing in the Colony, or of emancipating them at this present moment.

The Decree of the 14th of December, 1854, which created the class of bondmen, stipulated a term of ten years for their services.

On the 29th of April, 1858, it was arranged that slavery would cease to exist on the 29th of April, 1878, and the Decree of the 25th of February, 1869, changed the condition of the slaves into that of bondmen, stipulating that, in that condition, they should remain until the above 29th of April, 1878.

In virtue of these dispositions the Committee, in one of their first meetings, were unanimously of opinion that, in 1878, only those negroes that had been registered in 1868 (ten years previously), and those registered as slaves in 1855, would cease to be bondmen according to the Decree of the 29th of February, 1869.

Later, in the course of the discussion of the proposed regulation, no occasion presented itself to inquire into the opportune moment for emancipation, and the undersigned members of the Committee would not have reverted now to the subject if they did not see it mentioned in the report, and which on this point did not receive the approval of the majority of the Committee, as the undersigned are eight in number, and the Committee is composed of fourteen members.

Neither in the moral, nor in the economical condition of the Province can sufficient reason be found for shortening the time when all the bondmen (according to some), or when the major part (according to others), shall pass to the condition of perfectly free and emancipated negroes; and if the moral and economical condition of the Province do not recommend such a measure, its political condition certainly advises no one to think of such a thing.

The wild negro of the interior is completely ignorant of our habits and customs and our tactics and system of warfare, still they attempt to shake off the obedience due to us, and recruit into their hordes the greatest possible number they can of runaway bondmen; and although the greater part of these always return to us, still a large number remain, and these are in all cases, as every one knows, the most inveterate enemies that rise and war against us. This is the reason why, from the boundary districts of the Dembos, we are constantly receiving complaints of unjustifiable stampedes of bondmen, who are coaxed and deceived by people from the Dembos or their emissaries.

It is very visible from the above, especially as the Dembos persist in denying the obedience due to us, that the present occasion to emancipate bondmen is politically improper, for these insurgents will have greater facility to recruit people who, accustomed to live with us, will be the better enabled to assist them against us, while the law will be powerless to avoid their emigrating to that country, as the emancipated bondman will, undoubtedly, have the right of going wherever he pleases.

Besides, the present condition of our forces is not all favourable to the emancipation of bondmen. The insufficient number of our forces is still more insufficient for active service, as the corps cannot be made up or completed, and our forces are spread all over this extensive Province, as there are no forces in the districts besides the troops of the line.

In view of its military organization, the Province is not in a position, therefore, to admit of the immediate emancipation of the negroes, neither in an economical point of view, as the first measures to be adopted to prepare for the change, and to meet the effects of the crisis, are those now proposed in the regulation.

These considerations, which seem to us important, meet with no objections from the present state of the bondmen, and it is on this point that the undersigned disagree entirely with the report of the other members of the Committee.

If the bondman is not exactly what the legislator of 1854 would have him to be, he is far from deserving all the considerations applied to the horrors of slavery.

The law says that the bondman is a free man, with the duty, however, of serving a certain length of time, and to a certain extent he is as free as this duty will allow him to be.

To say that he enjoys no civil rights is to ignore completely the fact that there is not one bondman who has served for some time but what finds an opportunity, on days or hours of rest, to labour at his profession or occupation, the produce of which is always truly and religiously respected.

Many bondmen own or command the services of other bondmen, and some are even proprietors; and amid all the different complaints against different masters, there is not one against the withholding of the earnings of the negroes.

To compare the bondman of the present day with the slave of twenty years ago is a greater exaggeration than would be the drawing a parallel between the civilized European and the very bondman of the present day.

The slave could not own or possess anything, the bondman can own anything. To the first it was scarcely permitted to ask to be sold, while the bondman has the privilege of indemnifying his master, and becoming absolute master of his actions and labour, with the assistance of the laws and the intervention and favour of the State.

Notwithstanding the laws, the slave does not resemble the bondman, not only because their habits and customs are different, but because the authorities would not permit it; then the action of the law and the authorities, far from being null or of no force, as some persons would imply, has been vigorous and of the greatest advantage, as can be shown by the archives of different public departments, and especially that of the head Government of the Province, the Board of Protection of the Bondmen, of the Courts, and of the Town Council of Loanda.

The bondmen are not ill-treated. We are not in the habit of using ill-treatment, and besides being against the interests of the masters to ill-treat them, the authorities are very vigilant. It is not to be wondered that there should be exceptions to this rule; moral aberrations have, unfortunately, been met with since the days of Cain. There are exceptions, it is true; we all know it, unfortunately; but the ill-treatment of one or two negroes, the existence of one or two brutal masters are but the exceptions of the general rule and character.

Because a soldier murdered an officer a few days ago, because a similar example had occurred some time previous, it cannot be said that in Portugal the soldiers murder their officers.

These are the main points in which the undersigned differ with respect to the proposed regulation, and the report preceding it. It may be rather laconically drawn up owing to want of time, and to the idea that, from its very nature, it demanded simplicity in form and brevity of argument.

Loanda, March 31, 1875.

(Signed)

ANTONIO DO NASCIMENTO PEREIRA SAMPAIO, *Secretary of the Government, Member of Committee.*

ALBERTO DE SOUZA LARCHEK, *Delegate of the Attorney-General for the Crown.*

INNOCENCIO MATOSO DA CAMARA, *President of the Municipal Chamber, and Proprietor.*

ANTONIO IGNACIO D'ALMEIDA MARTINS, *President of the Commercial Association.*

JOAQUIM EUGENIO DE SALLIS FERREIRA, *Professor of the High School, and Secretary of Committee.*

FRANCISCO JOSE DAS NEVES, *Member of the Provincial Council.*

ANTONIO FELIX MACHADO, *Merchant and Proprietor.*

DR. ALBERTO GUEDES COUTINHO GARRIDO, *Administrator of the District of Loanda.*

To his Excellency the Governor-General of Angola.

Motion for the Regulation of Labour in the Province of Angola.

Chapter I.—*Tutorage.*

Article 1. The following are under public tutorage or guardianship :—

1. The individuals declared to be free by the Decree of the 25th of February, 1869.
2. All individuals under bondage anterior or previous to the said Decree.
3. The persons mentioned in chapters 3, 4, 5, and 7 of the present regulation.

§ Only the following are not under public tutorage or guardianship :—

1. All individuals exercising any art or profession by which they gain their subsistence.

2. All individuals presenting diploma obtained in public schools or colleges.

Art. 2. Public tuition is exercised by magistrates appointed by the Crown, with judicial and administrative powers, which will be called guardians.

§ 1. The province will be divided into ten wards at least; and each ward will be under the control of a guardian.

§ 2. The boundaries of the wards, and the respective head or seat of each one, will be determined by special decree, having in view their area and population.

Art. 3. Appeal can be made from the decisions of the guardians to the Governor-General, and to the President of the Superior Court, according to the nature of the decision, whether administrative or judicial.

§ Only, when the decision of the guardian is against the indentured party, the guardian will send the brief to the superior authority to whom it may belong, to confirm or repeal.

Art. 4. The public tutorage referred to in the 1st article will exist during the term of the apprenticeship or agreement.

Art. 5. All individuals under public guardianship are obliged to work, with the privilege of stipulating the conditions, which, in price, can never be inferior to the annexed schedule.

§ Only, this regulation has no reference to the individuals mentioned in chapter 7.

Chapter II.—*Agreements*.

Art. 6. All persons under the public guardianship are obliged to engage their services for the term of four years, divided into two or more periods, by means of two or more agreements.

§ 1. The term of each agreement cannot exceed two years.

§ 2. The agreements are made out in duplicate, one copy going to the master and one to the apprentice, after being registered and checked by the guardian.

§ 3. These agreements or engagements are perfectly free with regard to the choice of masters.

§ 4. All agreements for the term of two years are preferable to a minor term.

§ 5. In case of more agreements they will be renewed within fifteen days, in the manner stipulated in this article, under penalty of from eight to fifteen days labour in the public works, at a salary of 60 reis per day, with double the penalty continually in cases of repetition.

§ 6. The disposition of this article and its paragraphs does not refer to individuals mentioned in chapter 7.

Art. 7. Agreements can be made for :—

1. Tending labour alone.
2. Labour and agricultural interests.
3. Agricultural interests alone.
4. Serving in the province.
5. Serving in a different province.
6. Apprenticing in some art or profession.

Art. 8. All agreements mentioned in the preceding article, if not made in conformity with the 6th article and its paragraphs, are null and void, and punishable by law.

§ 1. Any one engaging one of these apprentices in contravention of this article will be punished with the fine of 10\$000 reis for the first time, and doubling the amount for each repetition.

§ 2. If the engagement be for another province the fine for each apprentice will be 50\$000 reis not being duly apprenticed.

§ 3. These fines will be received or executed by the administration of the district.

§ 4. These fines will be distributed in benefit of the apprentices.

Art. 9. The agreements can be made for salary only, or for salary, food, and dress.

Art. 10. The contract drawn up must stipulate very clearly all the conditions, specifying the amount of salary, and if the master is bound to supply food and dress, the labouring days, and the working hours of each day.

Art. 11. In agreements for the letting or hiring of lands, should they include services or labour, they cannot be stipulated for more than two-thirds of the day, or sixteen hours in every twenty-four; neither can they exceed the term of four years, nor stipulate a fixed price or time for the sale of the produce.

§ Only, whenever the landlord is the exclusive purchaser, and there should be any difficulty about the price, the price at the Town Hall, or of the Committee of the Municipal Chambers, must be adopted.

Art. 12. The term of the agreements made according to Article 6 will be considered prorogued, unless revoked in the manner stipulated in this Regulation.

§ Only, this Article does not affect the one in Chapter 3, respecting the class of carriers.

Art. 13. The contracts or agreements cannot be annulled or set aside without the guardian being heard and consulted.

Art. 14. Either party having just cause to set aside a contract will first petition the guardian, who will then examine the cause for the repeal.

Art. 15. It will be considered a just cause on the part of the apprentice when arising from—

1. A want of execution of the legal obligations, to the extent of making it difficult to continue together.

2. The non-execution on the part of the master of his obligations towards the apprentice.

3. Illness and incapacity on the part of the apprentice, disqualifying him for labour.

4. Change of residence of the master to any place not convenient to the apprentice, or the decease of the master.

5. Punishment or ill-treatment of the apprentice by the master.

Art. 16. On the part of the masters it will be considered a just cause when—

1. From incapacity of the apprentice for the services agreed upon.

2. The apprentice does not execute or observe the duties and conditions of the contract.

3. From the vices, sickness, or bad conduct of the apprentice.

4. From failure or want of means of the master.

Art. 17. The apprentice has right to his salary when the cause of the repeal of contract is not against him.

Art. 18. The apprentice who, in unobservance of Article 13 of this Regulation, abandons his master for one month, will lose the right to his salaries due including the time absent, which will be credited to the one newly agreed.

Art. 19. The apprentice that abandons, arbitrarily, his master from one to six months, shall serve, beyond the time agreed, double the time he was absent, losing all salary due and not paid.

Art. 20. The apprentice that abandons, in like manner, his master for more than six months will be considered a vagabond, and, as such, punished, agreeably with the 7th Chapter of the present Regulation.

§ Only, in case of absence of the apprentice the master is bound to give notice of the fact to the Chief of the District within fifteen days, under penalty of 5,000 reis fine, and the loss of the time, in the term of the contract, from the departure of the apprentice till the time of the notice given.

Art. 21. The master dismissing an apprentice without just cause for doing so, before the ending of the contract, and contrary to the disposition of Article 3, will be bound to pay to the apprentice the entire salary of the time wanting to complete the contract.

Art. 22. All the fines and penalties referred to in the present chapter will be adjudged agreeably with Article 104.

Chapter III.—*Class of Carriers.*

Art. 23. Carriers will be permitted to refuse agreements for the time stipulated in this Regulation, and accept daily services or for shorter terms.

§ 1. This class will be organized in companies, and divided into districts, under a head or chief, appointed by the administrator of the district.

§ 2. Persons belonging to this class will be duly registered in a special book by the Administrator of the district, who will register their names, ages, where born and special mark or sign, and will wear a medal with a number, which will be given them by the said Administrator.

Art. 24. Any carrier not showing his written register, or not using the medal given him, or having changed it, will pay a fine of 500 reis, doubling the amount in case of repetition.

§. Only, in case of being unable to pay the fine, he will be condemned to the public works for ten days, earning 60 reis per day; in case of repetition the fine will be double.

Art. 25. Any carrier duly registered refusing to do the work of his profession for the payment marked in the competent schedule, will be liable to the same penalty of the above paragraph.

Art. 26. Any carrier in the habit of refusing to serve, without a justified motive, will be considered a vagabond, and punished as such, agreeably with the 7th Chapter of this Regulation.

Art. 27. The service of the carrier consists of the carrying of maxillas (the "sedan" of the country), carry loads, and all similar services.

Art. 28. The carrier engaged for any service cannot abandon it without concluding it, unless just cause be shown, under penalty of losing the stipulated payment.

Art. 29. The number of carriers will be determined by the amount of labour required in the locality.

Art. 30. Any carrier making an agreement by the month must give notice of it to the head man or chief who will advise the administration of the district.

§. Only, the carrier thus engaged must get a certificate from his master, registered in the administration of the district.

Art. 31. In case of death or absence of any of the carriers, their chief will give notice of it to the administration of the district.

Art. 32. All agreements with carriers will be subject to the terms and dispositions of this Regulation with respect to the rescissions and penalties.

Art. 33. If the carriers are engaged as couriers out of the city, their services will be regulated by the 1,410th and following Articles of the Portuguese Civil Code.

Chapter IV.—*Contracts out of the Province.*

Art. 34. All contracts out of the province will be liable, in substance, to the conditions already established.

Art. 35. These contracts can be made by the masters or landlords, and by the agents or brokers appointed or authorized for this purpose by the Provincial Government, on giving security.

§. Only, the contracts referred to in this Article will be celebrated with the formalities already established, the agents giving notice to the administration of the district and to the Provincial Government of all such engagements.

Art. 36. The passage of the apprentices engaged out of the province, if not conducted by the official agents, can only be made in vessels under a security or deposit of 50\$000 reis per ton, with the responsibility on the vessel, the owner, and master.

Art. 37. The engaging agents must declare before the chief or head of the district the place or deposit from which they receive the apprentices before embarking them, that they may be inspected by the administrative authorities and health officers.

Art. 38. The guardian, together with the captain of the port and the health officer, will examine the accommodations, provisions, and water supply of the vessels, to ascertain that all are sufficient for the number of the engaged apprentices, and will stipulate the greatest number that the vessel can carry.

Art. 39. These contracts or engagements will be registered at the registrar's office or administration of the district, according as they may have been celebrated with apprentices or others.

Art. 40. On registering these contracts, according to the preceding Article, both the engaged and engagers must be present; those declaring, through the medium of sworn interpreters, if they are or not engaged of their own free will; when it will be shown to them that they are perfectly free citizens, and the spirit of the contract explained to them, together with their rights and duties.

§. Only, the interpreter that does not truly and faithfully execute the directions of the present Article will incur the penalties of the 242nd Article of the Penal Code.

Art. 41. After registering the contracts, the registrar or administrator of the district will take three authentic copies, delivering one to the engaging party, one to the engaged, and the third he will send to the chief authority of the district where the engaged party is going to serve, to be there duly registered.

§ Only, the contracts of the present Article shall state the period of the engagement, the conditions and the obligation of the engaging party to pay the passage of the engaged back to the province from which they were contracted, being petitioned within thirty days after the ending of the present contract.

Art. 42. It is expressly prohibited to contract for the services of people out of the province, under the conditions specified in the 5th chapter, Article 47, of this Regulation, before the conclusion of the term of the services for which they are engaged.

Art. 43. It is likewise prohibited to engage minors under 18 years of age, unless authorized by their fathers, mothers, or tutors.

§ 1. When the age is not known by documents the probable age will be taken.

§ 2. The guardian is the proper party to decide in this case.

Art. 44. No contract for service out of the province can exceed the term of five years.

Art. 45. Having concluded the term of the engagement or contract, the apprentices or contracted parties cannot be obliged to work as such, to satisfy even any debt that they may have contracted.

Art. 46. Any person attempting to evade the obligations of the present Chapter will be punished with the rigour of the 455th Article of the Penal Code.

Chapter V.—*On individuals coming from the interior not subject to the Crown.*

Art. 47. All individuals coming from the interior, not subject to the Crown where they were slaves to any part of the province, are considered free, with the duty, however, of engaging themselves for a term not exceeding to the person who ransomed them, and with a salary not inferior to that established in the schedule annexed to this Regulation.

§ 1. This agreement is not transferable.

§ 2. If the parties mentioned in the present Article are ransomed by the Government they will be under public guardianship, enjoying the benefit of the stipulations of Articles 1 and 2.

Art. 48. Every individual thus ransomed must be presented by the ransoming party to the guardian of the district where he is going to remain within the lapse of a fortnight after his or her arrival, and there registered in a special book, as determined in the 1st paragraph of the 6th Article declaring the amount for which he or she was ransomed.

§ 1. The price of the ransom will depend on the locality where it is carried out.

§ 2. In case of dispute on the price of the ransom, the amount will be stipulated by an arbiter appointed by the guardian and the ransomer.

§ 3. In case of not agreeing, the name of one of the parties indicated by both will be drawn by lot.

§ 4. The contravention of this Article is punishable with the loss of the right to the time of the services secured in Article 47.

Art. 49. The individuals ransomed according to this Chapter have the right of forestalling their services by indemnifying their creditor with the exact amount.

§ Only, if the ransomed individual, wishing to purchase his freedom, has served more than a year, the value of that year's service deducted from the price of the ransom, by paying only for the balance of the time.

Art. 50. Any person ransoming a negro can only abandon him by giving up all right to his services in the following cases:—

1st. By mutual accord with the ransomed party in the presence of the guardian.

2nd. From absolute want of means to fulfil the conditions of the contract.

Art. 51. At the end of five years' service, or in case of executing the 49th Article, the ransomed negro will be considered under the stipulations of this Regulation.

Art. 52. The tacit prorogation of the agreement established in the 12th Article has no application to the individuals included in the present chapter.

Article 53. The person receiving the services of ransomed individuals, is obliged to supply them with wholesome and abundant food, and decent and necessary dress.

Article 54. The stipulations of the 2nd Chapter are applicable to the ransomed negroes in every respect not provided in this Chapter, and not in contradiction with it.

Art. 55. All the stipulations of this and the preceding chapters bear reference to individuals of both sexes, except when inapplicable to either of the sexes.

Chapter VI.—*Instruction and Apprenticeship.*

Art. 56. All children and individuals between the ages of seven and fifteen, residing in the Province, are obliged to frequent the primary schools.

Art. 57. All fathers, tutors, and any persons residing in settlements where there are primary schools established, or within a kilometre of them, are obliged to send their children, wards, or others under their charge, to school, and to keep them there until their primary education is completed.

§ 1. This stipulation is alone inapplicable to those that show that their minors receive instruction at home or at private schools.

§ 2. To those who cannot easily dispense with the labour of their minors, the professor may, together or conjointly with the Administrator of the district, allow them to be sent to the primary school three times a week.

Art. 58. Anyone not observing the stipulations of the preceding Article will be first

admonished by the competent authorities, who will likewise intimate to them to send their children to school, advising them of the fine to which they expose themselves in case of disobedience.

Art. 59. For the observance of the 57th Article the professors of the primary schools, together with the respective clergyman of each parish, during the holidays of every year, will draw up a list of all the individuals between seven and fifteen years of age residing within the bounds of the school who are obliged to attend.

Art. 60. The enrolment to the primary schools, for the purpose of the 62nd Article, must be effected within the first fortnight of every year, notwithstanding that during any period of the year any scholars will be admitted on presentation.

Art. 61. The scholars cannot fail attending at school during the year, except from sickness or with permission of the professor, for more than twenty successive or intermediate days during the year.

§ The excuse of sickness is alone admissible when accompanied by a doctor's certificate or by the clergyman of the parish.

Art. 62. Anyone not sending their children to school will pay a fine of from 60 reis to 500 reis for every absence not justified.

Art. 63. The fines mentioned in the above article will be imposed by the head of the district.

§ 1. For that purpose the professor will send to that magistrate by the 8th of every month, a list of the scholars who have missed attendance, and the number of times.

§ 2. After the payment of the fine the mulcted party can appeal to the head Inspector of Public Instruction of the Province.

Art. 64. The amount of the fines will be deposited in the financial department of the Province, to be applied to the purchase of books for the schools.

Art. 65. No scholar will be exempted from attending school until he has successfully passed examination of primary classes.

Art. 66. Anyone employing more than 200 persons belonging to the public guardianship will be obliged to have a primary school, which will be visited at least once a year by the public guardian.

§ Only, the apprentices in the employ of the owner of the school are as liable to the fines for non-attendance as the owner for not enforcing it.

Art. 67. The Government will establish, as soon as possible, professional instruction in the Province, in agricultural, industrial, commercial, and artistic line or branches.

Art. 68. Until these schools are formed in the Province professional instruction will be given by indentures of apprenticeship made with the masters.

Art. 69. The indentures of apprenticeship will be made, on application or by a petition to the head of the district, where a special book will be kept for that purpose, and where the names and residences of all the contracting parties will be there registered.

§ Only, in both cases the spirit of the 8th, 9th, and 10th Articles will be observed.

Art. 70. The term of these indentures can never exceed a period of five years.

§ Only, the indenture, however, can be renewed agreeably with the 12th Article.

Art. 71. If before the lapse of the indenture the apprentice can prove that he is able to gain an honest living by exercising his art or profession, he will continue to work in the house where he was apprenticed, but in the capacity of workman or labourer until the expiration of the term of the indenture, but earning the regular salary stipulated for such work or labour.

Art. 72. The master or owner of the establishment, agreeably with articles 9 and 10, binds himself to:—

1. Pay to the apprentice the amount stipulated in the schedule annexed.

2. Maintain the apprentice with wholesome and abundant food, and supply him with decent dress, when under fifteen years of age.

3. Have him vaccinated as soon as possible; and, if a minor, to supply him with a doctor when required; and in case of death have him buried at his (the master's) expense.

Art. 73. No master or owner of an establishment will be permitted, at any time whatever, to transfer to another master his apprentice without the concurrence of the guardian.

Art. 74. In like manner no apprentice can abandon the service of the person with whom he contracted, excepting in the case provided for in the 14th and following articles of this regulation.

Article 75. Both the master and apprentice that discard their contract will be liable to the penalties of this regulation.

Art. 76. In case of the master or owner of an establishment, having apprentices, dying, his heirs or assigns holding the establishment will, within four days after the death, give notice of the same to the public guardian to be enabled to renew the contracts under the conditions already established.

Art. 77. These contracts of apprenticeship, in all other respects not mentioned in this Chapter, will be subject to the general rules established in the present Regulation.

Chapter VII.—*Vagrants and Vagabonds*.

Art. 78. Anyone not having a fixed residence, or means of subsistence, or a declared profession, or not show cause of *force majeure* going to justify his being under these circumstances, will be considered a vagrant.

Art. 79. Anyone not working at a trade or profession by which he gains his means of subsistence, and not being able to justify his position, will be considered a vagabond.

§ Only, all those individuals who should be subject to public guardianship, yet withal, are unable to show any contract for service or labour, according to this regulation, will be considered as vagrants and vagabonds, according to this and the preceding articles.

Art. 80. Anyone duly considered as vagrant or vagabond will be handed over to the administrative authorities to undergo the penalties imposed on him.

Art. 81. All vagrants and vagabonds will be subject to forced labour on the public works and establishments of the province for a period of at least two years, earning the salary stipulated in the annexed schedule.

§ 1. They may, however, at any time, contract with private parties for their services, under conditions established for these contracts, in which case they cease to labour on public works, the public authorities, however, continuing their vigilance upon them.

§ 2. Anyone classified as vagrant and vagabond contracting their services with any private parties, on returning to their former habits of idleness and vagrancy, will be obliged to labour at public works for the whole period for which they may be condemned as a penalty.

§ 3. In case of repetition he will be handed over to the superior authorities that he may be enlisted in one of the regiments of the line.

Art. 82. The contracting party referred to in the 1st paragraph of the preceding article, can at any time petition for the rescision of the contract on presenting the vagrant or vagabond to the competent public authorities that he may work out the remainder of the term on the public works.

Art. 83. If the vagrant or vagabond without a justified motive enter a residence or any outhouses belonging to it, or if discovered in disguise, or found to be the possessor of any object of value exceeding the sum of 5\$000 reis, he will be handed over to the competent magistrates for the application of the 258th article of the penal code.

Art. 84. The 260th and 263rd articles and their paragraphs of the penal code are applicable to the present regulations.

Chapter VIII.—*General Measures*.

Art. 85. The 328th and 329th articles of the penal code are fully applicable to the apprentices and other natives.

Art. 86. Masters can punish their apprentices only to the extent allowed by law to all heads of families, with regard to their servants and children.

Art. 87. Any one found intermeddling or tampering with apprentices, or tempting them to abandon their work, will be liable to the penalties imposed in Articles 266, 342, 343, and 344, and their paragraphs of the penal code.

Art. 88. All the public authorities to whom the observance and execution of the present regulation may concern, will, in case of neglecting or violating it, be immediately and severely punished with the penalty of the law.

Art. 89. The Central Government will appoint every year one or more inspectors, who will visit the different points of the province, for the purpose of seeing that these regulations are duly observed.

§. Only, these inspectors will be supplied with special instructions from the Government, and at the end of their visit will present a written report of their observations.

Art. 90. The head department of the Provincial Government will superintend over all the guardians as to the observance of these regulations.

Art. 91. In harmony with the preceding Article, the guardians will send to the head Government, every six months, a copy of all the contracts made during the preceding six months, as also a list of all the persons subject to public guardianship, a report of all the fines imposed, and of all the alterations and innovations made in the respective books.

Art. 92. The guardian's office must contain, besides the register of all official correspondence:—

- 1 Register of all individuals subject to public guardianship in that district.
- 1 Register of agreements with apprentices.
- 1 Register of carriers.
- 1 Register of agreements with ransomed natives from the interior.
- 1 Register of contracts in the province.
- 1 Register of securities.
- 1 Register of all minors from 7 to 15 years of age under public guardianship.
- 1 Register of indentures of apprenticeship.
- 1 Register of vagrants and vagabonds.
- 1 Register of fines and fees.
- 1 Register of offences and punishments.
- 1 Register of all disputes and decisions with apprentices.

Art. 93. All these books will be checked by the Secretary-General of the Government, and supplied by the Finance Department.

Art. 94. The registers of contracts, agreements, and securities, must always be signed by the guardian, but by the parties themselves when they can write, and by two witnesses.

Art. 95. The fines will be collected at the head of the district, in a special deposit, by means of orders made out by the guardian.

Art. 96. The action for the payment of the fines is summary.

Art. 97. The deposit of the fines will be held under three keys—the clergyman of the parish, and two persons appointed by the superior authority.

Art. 98. The amount of the fines will be applied for the benefit of the apprentices.

Art. 99. These amounts will be sent every three months to the head department of the Government, and from there deposited in the Department of finances.

§. Only, the spirit of this Article, however, will not hinder the three treasurers from disposing of the sums thus collected in objects for the benefit of the apprentices of their district, but with the approval of the General Government.

Art. 100. Half of the amount of the fees collected will be proportionately distributed among the employees of the district, agreeably with the 384th Article of the Administrative Code, and the other half will be deposited in the treasurer's hands, to be applied agreeably with the 98th Article above.

Art. 101. Every master, head workman, or contractor, is obliged to have a copy of this Regulation, duly registered by the local authorities.

Art. 102. The public guardians will furnish to the central department of the Government an annual report on this subject, proposing and fully explaining any alterations or modifications they may think convenient, on the present Regulation.

Art. 103. The public guardians are authorized to make domiciliary visits to the residences of the apprentices, and order them to appear before him once a year, without alleging cause, the better to carry out the dispositions of this Regulation.

Art. 104. The guardians, appointed agreeably with the 2nd Article, are the competent parties to judge and impose all the fines referred to in this regulation with respect to the apprentices.

Art. 105. The guardians referred to in this Regulation are batchelors of law, liable to be promoted to the magistracy, as well as the under magistrates of the Crown.

§. Only, the manner of their appointment, their salaries and promotions, will be duly established by special Decree.

Art. 106. Any public guardian who, from fraud or ill-will, does not execute the dispositions of the present Regulations, will, besides incurring the penalties imposed in the 88th Article, forfeit the privilege of exercising any public employment for fifteen years.

District of Loanda.

SCHEDULE No. 1.

Salaries of Individuals comprehended in Chapters I and III of this Regulation.

							Reis.
Servants or serving men, daily ration	..	..	..	..	..	..	60
" " " " monthly salary	..	..	..	..	..	..	2\$000
Carriers, by the month, daily ration	..	..	..	..	..	..	60
" " " " monthly salary	..	..	..	..	..	..	2\$000
Cooks, daily ration	..	..	..	..	..	..	60
" " " " monthly salary	..	..	..	..	..	..	4\$000

Carriers of Maxillas within the limits of the City.

							Reis.
In the upper or lower city, for each fare	..	..	..	..	..	..	60
From the upper to the lower, or <i>vice versa</i> , for each fare	..	..	..	..	..	..	90
Carriers, by the hour	..	..	..	..	..	..	50
Bricklayers, by the day	..	..	..	..	..	..	400
Carpenters, ditto	..	..	..	..	..	..	500
Pavior, ditto	..	..	..	..	..	..	300
Workman of any other trade, ditto	..	..	..	..	..	..	500
Minors, ditto	..	..	..	..	..	..	45
Assistants over 15 years of age, per day	..	..	..	..	..	..	90

SCHEDULE No. 2.

Agricultural Labour with Grounds or Lands.

							Reis.
To men, per day	..	..	..	..	..	..	60
" " " " per month	..	..	..	..	..	..	1\$500
To women, per day	..	..	..	..	..	..	45
" " " " per month	..	..	..	..	..	..	1\$000

SCHEDULE No. 3.

Agricultural Labour without Lands.

							Reis.
To men, per day	..	..	..	..	..	..	100
" " " " per month	..	..	..	..	..	..	2\$000
To women, per day	..	..	..	..	..	..	90
" " " " per month	..	..	..	..	..	..	1\$600
To minors, per day	..	..	..	..	..	..	30
" " " " per month	..	..	..	..	..	..	1\$200

SCHEDULE No. 4.

For individuals mentioned in Chapter V.

							Reis.
Daily ration	..	..	..	..	..	..	60
Per month	..	..	..	..	..	..	500
To be supplied with clothing twice a-year, and medicines and doctor when required.							

SCHEDULE No. 5.

For individuals mentioned in Chapter VII.

							Reis.
Per day	..	..	..	..	..	..	45
To be supplied with clothing, medicines, and doctor.							

SCHEDULE No. 6.

On Apprentices.

							Reis.
Adults of 15 years of age, per day	..	..	..	..	..	..	60
" " " " per month	..	..	..	..	..	..	1\$500

Masters will be bound to supply to minors under 15 years of age food and dress, as also proper treatment in case of sickness.

Cities of Benguella and Mossamedes.

SCHEDULE No. 7.

	Reis.
Carriers of litters, &c., ration, per day	45
" " monthly salary	1g200
Servants or helps, daily ration	45
" " monthly salary	1g000
Carpenters, shoemakers, tailors, smiths, tinkers, brass-beaters, and other similar trades, for every working day, besides their food	200
Bricklayers, paviors, and similar trades, for every working day, besides food	150
Workmen of inferior trades, as potters, cooks, &c., for every working day, besides their food	50
Assistants over 15 years of age, a monthly salary, besides their food	600
" under 15 years of age, besides their food, a monthly salary of	300

SCHEDULE No. 8.

Agricultural Labour.

	Reis.
Without concession of land—	
To Men, besides the daily food, a monthly salary of	600
Women, ditto, ditto	480
Minors, from 10 to 15 years of age, ditto, ditto	240
Minors of 10 years of age, food and dress.	
With concession of lands—	
One-half of the monthly salaries above.	

SCHEDULE No. 9.

To Ransomed individuals.

	Reis.
Daily rations	60
Monthly salary for the 1st and 2nd years	300
" " 3rd, 4th, and 5th years	500

SCHEDULE No. 10.

Individuals included in Chapter VII.

The same as Schedule No. 5.

SCHEDULE No. 11.

For Apprentices.

	Reis.
Over 15 years of age, besides the food, a monthly salary of	200
Under 15 years of age, food and clothing.	

NOTE.—In all localities subject to these Schedules, as well as in the districts of the interior, the maintenance of the apprentices may be made at the expense of the masters, doing away with the payment for daily rations.

Districts of the South and East.

SCHEDULE No. 12.

Porters and Carriers.

	Reis.
Stipulated distances, each day	300
In other respects the Schedules of the districts hold good. No load can exceed 96 lbs.	

BRAZIL. (*Consular*)—*Bahia*.

No. 237.

Acting Consul Morgan to the Earl of Derby.—(Received February 11.)

My Lord,

Bahia, January 11, 1875.

I HAVE the honour to transmit herewith the six-monthly Return of the prices of slaves in this city.

I have, &c.

(Signed) JOHN CHAS. MORGAN.

Inclosure in No. 237.

RETURN of the Prices of Slaves within the District of the Consulate of Bahia, at the respective times undermentioned.

Description.	For the Half-Year ending the 30th June, 1874.		For the Half-Year ending the 31st December, 1874.	
	Currency.				Sterling.
			£	£
African—				
Males	600,000	to 900,000	60	to 90
Females	600 000	750 000	60	75
Creole—				
Males	600 000	750 000	60	75
Females	600 000	750 000	60	75
Males with profession ..		1,200 000		120

} Without alteration.

(Signed) JOHN CHAS. MORGAN, *Acting Consul.**British Consulate, Bahia, December 31, 1874.*

No. 238.

Consul Morgan to the Earl of Derby.—(Received July 24.)

My Lord.

Bahia, June 30, 1875.

I HAVE the honour to transmit herewith the six-monthly Return of the prices of slaves in this city.

I have, &c.

(Signed) JOHN MORGAN.

Inclosure in No. 238.

RETURN of the Prices of Slaves within the Consulate of Bahia at the respective times undermentioned.

Description.	For the Half-Year ending the 31st December, 1874.		For the Half-Year ending the 30th June, 1875.	
	Currency.				Sterling.
			£	£
African—				
Males	600,000	to 900,000	60	to 90
Females	600 000	750 000	60	75
Creole—				
Males	600 000	750 000	60	75
Females	600 000	750 000	60	75
Males with professions ..		1,200 000		120

} Without alteration.

N.B.—Although the late disastrous failures of banks at Rio de Janeiro has momentarily put a stop to purchases of slaves in the northern provinces, and the want of money has caused a temporary decline of one-fifth in the value of slaves, it is the general opinion that such a decline is not to be counted upon for any length of time.

(Signed) JOHN MORGAN, *Her Majesty's Consul.**British Consulate, Bahia, June 30, 1875.*

EGYPT.

No. 239.

Major-General Stanton to the Earl of Derby.—(Received January 29.)

(Extract.)

Cairo, January 6, 1875.

I HAVE the honour to forward herewith to your Lordship a despatch, with its inclosures, which I have received under flying seal from Her Majesty's Consul at Jeddah, relating to the existence of the Slave Trade in the Hedjaz and the Yemen, as well as the measures proposed by him for its suppression; and I beg to inform your Lordship that I have forwarded a copy of Captain Beyts' despatch to Her Majesty's Ambassador at Constantinople.

Inclosure 1 in No. 239.

The Governor of Jeddah to Captain Beyts.

(Translation.)

Sir,

Jeddah, December 25, 1874.

I DULY received your letter of the 24th instant, referring to the four slaves who sought liberation and protection from the British Government, requesting me likewise to conform to their desires, and transmit a copy of your letter to me to the Governor-General.

In pursuance with your wishes, I find the four slaves in question have good grounds for being dissatisfied with their masters, and in order to meet your wishes, I send to the Governor-General copy of your letter, with some of the slaves, whose masters reside at Mecca, and I have taken measures to ensure their being well treated.

I have, &c.

(Signed) GOVERNOR OF JEDDAH.

Inclosure 2 in No. 239.

Captain Beyts to the Governor of Jeddah.

(Translation.)

Excellency,

Jeddah, December 24, 1874.

I HAVE the honour to inform you that this day four slaves presented themselves before me, seeking the protection of Her Gracious Majesty the Queen of England, and requesting me to procure them their liberation from slavery. Upon questioning them I found they were owned by four different subjects of the Porte; I therefore send them to you, trusting that you will cause them to be liberated and well treated, in accordance with the existing Treaties on the subject between the Sublime Porte and the British Government.

I am sending a copy of this communication to Her Majesty's Consul-General for Egypt, for transmission to the English Ambassador at Constantinople, and I request your Excellency to send a similar copy to the Governor-General of Mecca.

I have, &c.

(Signed) G. BEYTS.

No. 240.

Major-General Stanton to the Earl of Derby.—(Received December 13.)

My Lord,

Cairo, December 4, 1875.

I HAVE the honour to report to your Lordship that during an interview with the Khedive this morning His Highness mentioned to me that he had received intimation of the death of Munzinger Pasha, who had advanced a considerable way from Tajourah towards the country of Shoa, with the view of entering into communication with Menelek, Prince of that territory, when he was treacherously murdered by the natives.

I am unable to inform your Lordship how far Munzinger Pasha had penetrated from the coast, but it is stated that at first he was well received by the inhabitants, and it is supposed that a Proclamation issued by him prohibiting the Slave Trade in that district was the cause of his death, Tajourah having been up to the present one of the principal places of export for slaves on that part of the African coast, and the country in the neighbourhood one of the principal strongholds of the slave dealers, and I gather from the Khedive's conversation that His Highness anticipates some difficulty in maintaining his authority at that port in consequence of his determination to prevent the export of slaves from Egyptian territory.

I have, &c.
(Signed) EDWD. STANTON

FRANCE.

No. 241.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, January 9, 1875.

I TRANSMIT herewith copies of reports from the Admiral commanding on the East Coast of Africa, and the Captain of Her Majesty's ship "Thetis,"* now employed on that station, on the subject of a dhow under the French flag which was boarded by the boats of the "Thetis," and which there appears reason to suppose was engaged in the Slave Trade; and I have to request your Excellency to communicate the substance of these reports to the French Government with reference to the communications which have recently passed between the Duc Decazes and your Excellency on the same subject.

I am, &c.

(Signed) DERBY.

No. 242.

Lord Lyons to the Earl of Derby.—(Received January 16.)

My Lord,

Paris, January 13, 1875.

I HAVE the honour to inform your Lordship that I have this day addressed a note to the French Government in the terms of your Lordship's despatch of the 9th instant, relative to the abuses of the French flag by dhows engaged in the Slave Trade on the East Coast of Africa.

I have, &c.

(Signed) LYONS.

No. 243.

Lord Lyons to the Earl of Derby.—(Received February 6.)

My Lord,

Paris, February 3, 1875.

WITH reference to your Lordship's despatch of the 9th ultimo, and to my despatch of the 13th ultimo, I have the honour to inclose a copy of a note which I received last night from the Duc Decazes in answer to the note in which I made him acquainted with the suspicious circumstances under which a dhow, showing French colours, had been boarded by the boats of Her Majesty's ship "Thetis."

The note states that the facts have been communicated to the French Admiral on the Indo-Chinese station, and that fresh instructions have been sent to that officer to prevent the abuse of the French flag by native vessels.

I have, &c.

(Signed) LYONS.

* See "Slave Trade No. 1 (1875)," p. 138.

Inclosure in No. 243.

The Duc Decazes to Lord Lyons.

M. l'Ambassadeur,

Versailles, le 26 Janvier, 1875.

JE me suis empressé de porter à la connaissance de M. le Ministre de la Marine la lettre que vous m'avez fait l'honneur de m'écrire le 13 Janvier dernier, et à laquelle était joint un rapport de M. le Commandant de la frégate Anglaise la "Thetis." M. l'Amiral de Montaignac répondant à ma communication m'annonce qu'il s'est empressé d'adresser une copie de ce document à M. le Commandant-en-chef de notre division navale de l'Indo-Chine, et il a saisi cette occasion pour renouveler à M. le Contre-Amiral Duperré les instructions qui lui avaient déjà été transmises en vue de prévenir l'abus que font de notre pavillon les boutres Arabes pour se livrer impunément à la Traite des Noirs sur la Côte Orientale de l'Afrique.

Agréé, &c.
(Signé) DECAZES.

No. 244.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, May 25, 1875.

I TRANSMIT to your Excellency herewith a copy of a despatch from Her Majesty's Consul-General at Zanzibar on the very satisfactory line of conduct adopted by M. Gaspary, the Acting French Consul at Zanzibar, in regard to the Slave Trade Suppression question;* and I have to request your Excellency to express to the French Government the acknowledgments of that of Her Majesty's for the efficient assistance rendered by M. Gaspary in preventing the abuse of the French flag by native vessels engaged in the Slave Trade.

I am, &c.
(Signed) DERBY.

No. 245.

Lord Lyons to the Earl of Derby.—(Received May 29.)

My Lord,

Paris, May 28, 1875.

I HAVE the honour to inclose a copy of a note in which, in execution of the instruction contained in your Lordship's despatch of the 25th instant, I have conveyed to the French Government the thanks of Her Majesty's Government for the efficient measures taken by M. de Gaspary, the officiating French Consul at Zanzibar, to prevent the abuse of the French flag by native vessels engaged in the Slave Trade.

I have, &c.
(Signed) LYONS.

Inclosure in No. 245.

Lord Lyons to the Duc Decazes.

M. le Ministre,

Paris, May 28, 1875.

DR. KIRK, Her Majesty's Consul-General at Zanzibar, has informed Her Majesty's Principal Secretary of State for Foreign Affairs that the officiating French Consul at that place, M. de Gaspary, has acted in a remarkably energetic and judicious manner in regard to the suppression of the Slave Trade, and has strenuously exerted himself to prevent the abuse of the French flag by native vessels engaged in that trade.

I am directed to convey to the French Government the thanks of the Government of Her Majesty for the efficient assistance thus rendered by M. Gaspary to the endeavours to put an end to this infamous Traffic on the East Coast of Africa.

I have, &c.
(Signed) LYONS.

No. 246.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, June 3, 1875.

I HAVE to express to your Excellency my approval of the note which, as reported in your Excellency's despatch of the 28th ultimo, you addressed to the French Government on the subject of the line of action taken by M. Gaspary at Zanzibar.

I am, &c.
(Signed) DERBY.

No. 247.

Lord Lyons to the Earl of Derby.—(Received June 16.)

My Lord,

Paris, June 14, 1875.

WITH reference to your Lordship's despatch of the 25th ultimo, and to my despatch of the 28th ultimo, respecting the praiseworthy conduct of M. Gaspary, Acting French Consul at Zanzibar, I have the honour to inclose herewith to your Lordship copy of a note from the Duc Decazes, in which his Excellency, in reply to the note which I addressed to him on the 28th ultimo, expresses his gratification at the manner in which M. Gaspary's conduct, in matters connected with the suppression of the Slave Trade, has been appreciated by Her Majesty's Government.

I have, &c.
(Signed) LYONS.

Inclosure in No. 247.

The Duc Decazes to Lord Lyons.

M. l'Ambassadeur,

Paris, le 12 Juin, 1875.

PAR la lettre qu'elle m'a fait l'honneur de m'écrire le 28 du mois dernier, votre Excellence m'a informé qu'elle était chargée de transmettre au Gouvernement Français les remerciements du Gouvernement de Sa Majesté Britannique, pour la part qu'avait prise, dans ces derniers temps, le Gérant du Consulat de France à Zanzibar à la répression de la Traite à bord de navires indigènes ayant usurpé le pavillon Français.

Il m'a été agréable, M. l'Ambassadeur, de recevoir ce témoignage du zèle avec lequel M. Gaspary s'acquitte de la mission qui lui a été confiée.

Agréez, &c.
(Signé) DECAZES.

No. 248.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, July 5, 1875.

I TRANSMIT to your Excellency herewith an extract from a despatch from Her Majesty's Consul at Mozambique,* respecting the cases of two dhows detained by Her Majesty's ship "Flying Fish" near Madagascar, on the ground of their being engaged in the Slave Trade, and I have to request your Excellency, while repeating the acknowledgments of Her Majesty's Government for the instructions already issued by the French Government with the view to prevent the abuse of the French flag by native vessels engaged in the Slave Trade, to communicate to them the substance of the inclosed extract, and to point out the proof which it contains of the extent to which the French flag is used for Slave Trade purposes.

I am, &c.
(Signed) DERBY.

* No. 205.

No. 249.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, July 5, 1875.

I TRANSMIT herewith, for your Excellency's information, a copy of a despatch from the late Acting Consul-General at Zanzibar,* on the subject of a French dhow which had been detained off Madagascar by the Commander of Her Majesty's ship "Flying Fish," and handed over to the French authorities at Mayotte on the ground of her being engaged in the Slave Trade.

I am, &c.
(Signed) DERBY.

No. 250.

Lord Lyons to the Earl of Derby.—(Received July 10.)

My Lord,

Paris, July 7, 1875.

I HAVE the honour to inclose a copy of a note with which, in obedience to the instructions contained in your Lordship's despatch of the day before yesterday, I have forwarded to the French Government a summary of the information respecting two dhows engaged in the Slave Trade, which is contained in the extract which your Lordship has sent me from Mr. Consul Elton's despatch of the 21st May last.

I have, &c.
(Signed) LYONS.

Inclosure in No. 250.

Lord Lyons to M. Buffet.

M. le Ministre,

Paris, July 7, 1875.

IN pursuance of instructions which I have received from Her Majesty's Principal Secretary of State for Foreign Affairs, I have the honour to transmit herewith to your Excellency a summary of information which has been received by Her Majesty's Government respecting two dhows engaged in the Slave Trade which were fallen in with by Her Majesty's ship "Flying Fish" in the neighbourhood of Madagascar.

The occurrences recorded in this summary afford proof of the extent to which the French flag has been abused for Slave Trade purposes, and in directing your Excellency's attention to them, I am commanded to repeat the acknowledgments which were offered on behalf of Her Majesty's Government to the French Government in my note of the 22nd December last, for the instructions already issued to the authorities at Mayotte for the more effectual control of dhows under French colours.

I have, &c.
(Signed) LYONS.

No. 251.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, July 13, 1875.

I APPROVE the note which you addressed to the French Government on the 7th instant, on the subject of dhows under French colours engaged in the Slave Trade, and of which copy was inclosed in your Excellency's despatch of the same date.

I am, &c.
(Signed) DERBY.

Lord Lyons to the Earl of Derby.—(Received July 31.)

(Extract.)

Paris, July 30, 1875.

I HAVE the honour to inclose herewith to your Lordship, extracted from the "Journal Officiel" of this day, the report of a conversation respecting the Slave Trade on the East Coast of Africa, which took place in the course of the debate on the Budget of the Navy in the National Assembly yesterday.

M. Schalcher, Deputy for Martinique, called attention to the alleged abuses of the French flag by native dhows, and to the recent Treaty between Great Britain and Zanzibar. He said that this Treaty, as interpreted by the Law Officers of the Crown in England, was applicable only to slaves transported in order to be sold, and not to slaves simply transferred from one place to another.

Rear-Admiral the Marquis de Montaignac, Minister of Marine, spoke of the vigilance of the French cruisers. He said that in February and July last he had renewed the instructions to the French officials to be particularly careful with regard to granting French papers to native vessels.

He spoke of the course pursued by the English cruisers with regard to vessels carrying the French flag. He added that if cases of suspicion were frequent, cases proved were very rare.

He concluded by saying that France had not, that he was aware of, any Convention on the subject with Zanzibar.

Inclosure in No. 252.

Extract from the "Journal Officiel" of July 30, 1875.

M. Schalcher.—Messieurs, l'Assemblée se rappelle peut-être que lors de la discussion de l'avant-dernier Budget, j'eus l'honneur de signaler à M. l'Amiral Pothuau, qui était alors Ministre de la Marine, quelques faits de traite des noirs qui souillent encore la côte orientale d'Afrique. (Très-bien ! très-bien ! à gauche.)

* * * * *

L'Honorable Amiral Pothuau voulut bien me répondre alors que des instructions seraient données aux Commandants de nos forces dans ces parages, pour exercer une surveillance plus active contre les négriers.

Avec l'assentiment de l'Honorable Amiral de Montaignac, Ministre actuel de la Marine, je viens lui demander quels ont été les rapports des officiers qui ont reçu ces instructions (rumeurs sur quelques bancs) dans la mesure, bien entendu, de ce qu'il peut juger convenable de dire, et si leur entente avec les croiseurs Anglais a donné de bons résultats.

J'ai encore cette question à adresser à M. le Ministre de la Marine, s'il veut bien y répondre :—

Des boutres, sortes de navires Arabes qui font le commerce entre nos colonies de Mayotte, de Nossi-Bé, et Zanzibar, obtenaient l'autorisation de battre pavillon Français ; ils s'en servaient pour faire la traite des noirs, et, couverts ainsi de nos couleurs, ils échappaient à la visite des croiseurs Anglais. Je demande à M. le Ministre s'il peut donner à l'Assemblée la satisfaction d'apprendre qu'un aussi révoltant abus de notre pavillon a complètement cessé.

J'ai l'honneur de soumettre à M. le Ministre de la Marine une troisième et dernière observation.

Il y a deux ans un Traité a été signé entre la Reine d'Angleterre et le Sultan de Zanzibar pour fermer le grand marché d'esclaves qui existait dans cette île, et pour empêcher la traite des noirs qui se faisait entre les Etats de l'Iman de Mascate et Zanzibar pour alimenter le grand marché.

Malheureusement ce Traité est rédigé en termes qui permettent de supposer qu'il s'applique uniquement aux esclaves destinés à la vente, aux esclaves de traite, et non pas aux esclaves de transit, ceux qu'on transporte d'un lieu à un autre. C'est ainsi que les avocats de la Couronne d'Angleterre l'interprètent, non pas à mauvaise intention, nul ne peut le penser, mais parce que, selon l'usage des jurisconsultes Anglais, ils s'en tiennent strictement à la lettre du Traité, et jamais à son esprit.

Qu'arrive-t-il là ? C'est qu'il suffit au patron d'un boutre véritablement chargé d'esclaves de traite de déclarer que ce sont des esclaves en transit pour échapper aux poursuites des croiseurs.

M. Jules Favre.—Et les papiers de bord ?

M. Schœlcher.—Oh ! les papiers de bord, on peut trop souvent en fabriquer.

Cela se passe ainsi, à moins que le croiseur ne puisse prouver—ce qui est à peu près impossible—que ces esclaves sont des esclaves de traite.

J'ose demander à M. le Ministre de la Marine s'il ne croirait pas opportun de prier son collègue des Affaires Étrangères de s'adresser au Cabinet de St. James, pour obtenir une modification de ce Traité, modification sans laquelle la poursuite des négriers ne peut réellement pas être efficace.

Je crois que l'on obtiendrait sans peine une semblable modification du Traité. Depuis un demi-siècle l'Angleterre a donné assez de preuves qu'on n'aura jamais besoin de la presser beaucoup en pareille matière.

Je crois, d'un autre côté, être très-bien informé en disant que le Sultan de Zanzibar regarde l'interprétation que l'on donne au Traité comme trop étroite et réellement opposée à son objet, et qu'il est tout disposé à adopter la modification dont je parle.

Il y a ici pour nous un grand devoir d'humanité à remplir. La traite des noirs, ce trafic que l'on a si justement appelé le trafic de la chair humaine, entretient ces horribles guerres, ces effrénées chasses à l'homme qui désolent et dépeuplent encore l'est du continent Africain. La morale commande aux nations civilisées de s'unir plus que jamais pour y mettre un terme. La France Républicaine doit s'y attacher.

M. Mettetal.—La France Chrétienne !

M. Courbet Poulard.—Avant tout, la France Chrétienne !

M. l'Amiral de Dompierre d'Hornoy.—La France Monarchique n'a jamais manqué à ce devoir !

M. Schœlcher.—Je le sais aussi bien que vous, Monsieur ; j'allais précisément dire que la France Républicaine ne saurait oublier les nobles traditions que la France Royale lui a léguées dans cette question : l'abolition de la traite des noirs, qui touche aux intérêts moraux et à la dignité de la race humaine tout entière. (Très-bien ! très-bien ! sur un grand nombre de bancs.)

M. Alphonse Gént.—Vous voyez qu'on rend justice à tout le monde ! Si cela pouvait vous donner l'idée d'en faire autant.

M. le Ministre de la Marine.—L'Assemblée ne peut pas avoir de doute sur la vigilance exercée par nos croiseurs et par les Gouverneurs de nos établissements des côtes d'Afrique pour prévenir et pour réprimer toute tentative de traite. J'ai renouvelé deux fois, en Février et en Juillet derniers, les recommandations les plus formelles pour que la francisation des boutres, c'est-à-dire, des petits bâtiments de cabotage appartenant aux indigènes de Nossi-Bé et de Mayotte, soit retirée à tous ceux qui seraient soupçonnés de se livrer à cet odieux trafic. J'ai même ordonné que l'on ne délivrât plus d'actes de francisation qu'aux indigènes dont on serait parfaitement sûr. (Très-bien ! très-bien !)

J'ajoute, Messieurs, que les croiseurs de la station Anglaise nous prêtent le concours le plus actif. Lorsqu'ils poursuivent un bâtiment portant nos couleurs, et soupçonné de s'être livré à la traite, ce bâtiment ne peut échapper à la répression comme le croit notre honorable collègue. Ils n'ont pas le droit de le visiter, mais ils ont le droit de lui demander ses papiers ; et ces papiers ne peuvent se fabriquer aussi facilement qu'il le suppose ; il faut qu'ils soient parfaitement réguliers et signés de nos autorités, et les croiseurs Anglais ne s'y trompent pas.

Par conséquent, lorsqu'ils s'aperçoivent que les opérations ne sont pas complètement régulières, ils livrent les délinquants à la justice Française à Mayotte. Voilà ce que je puis répondre à notre honorable collègue ; j'ajoute que si le cas de soupçons sont peut-être fréquents, les faits constatés sont très-rares. (Très-bien.)

En ce qui concerne nos relations avec le Souverain du Zanzibar, je ne sache pas que nous avons des Conventions spéciales sur cette matière, et l'observation de notre collègue ira naturellement et directement de cette Tribune à son adresse sans qu'ils soit nécessaire, je pense, qu'elle passe par notre intermédiaire. (Très-bien ! très-bien ! Aux voix.)

SPAIN.

No. 253.

The Earl of Derby to Sir J. Walsham.

Sir, *Foreign Office, June 9, 1875.*
I TRANSMIT herewith, for your information, the accompanying extract of a despatch, with copies of its inclosure, from Her Majesty's Consul at Porto Rico,* reporting on the result of the abolition of slavery, and the contract system in that Island.

I am, &c.
(Signed) DERBY.

No. 254.

The Earl of Derby to Mr. Layard.

Sir, *Foreign Office, October 14, 1875.*
I TRANSMIT to you herewith, for your information, a copy of a despatch from the Acting British Consul-General at Havana on the subject of slavery in Cuba.

You will use your own discretion as to communicating to the Spanish Government Mr. Crawford's opinion in regard to the suppression of the "Junta de Libertos."

I am, &c.
(Signed) DERBY.

SPAIN. (*Consular*)—*Havana.*

No. 255.

Consul-General Dunlop to the Earl of Derby.—(Received January 28.)

My Lord, *Havana, January 1, 1875.*
IN obedience to the Act 5 Geo. IV, cap. 113, directing such returns to be made on the 1st January and 1st July in each year, I have the honour to report to your Lordship that no case has been brought for adjudication before the Mixed Commission Court here during the last six months.

I have, &c.
(Signed) A. GRAHAM DUNLOP.

No. 256.

Acting Commissary-Judge Crawford to the Earl of Derby.—(Received July 30.)

My Lord,

Havana, July 1, 1875.

IN obedience to the Act 5, Geo. IV, cap. 113, directing such returns to be made on the 1st January and 1st of July in each year, I have the honour of reporting to your Lordship that no case has been brought for adjudication before the Mixed Commission Court here during the last six months.

I have, &c.

(Signed) JOHN V. CRAWFORD.

No. 257.

Acting Commissary-Judge Crawford to the Earl of Derby.—(Received October 2.)

My Lord,

Havana, September 1, 1875.

I HAVE the honour of transmitting herewith to your Lordship translation of a statement published in the "Havana Gazette" of the 14th ultimo, showing the number of persons who have acquired their freedom under the provisions of the Law of 4th July, 1870, known as "Moret's Law," for the gradual abolition of slavery in Cuba.

This statement, which is far from complete, gives the total of 50,046 persons, of which 32,813 have been born since 17th September, 1868; 13,740 have completed their sixtieth year; 3,192 are emancipados, and 301 have received their freedom for services under the Spanish flag.

I place no dependence upon these figures, for your Lordship will notice that the statement contains no information whatever regarding the City and jurisdiction of Havana. This is not surprising, considering that the "Junta de Libertos" (Board of Freedmen) and the "Junta de Colonizacion" (Board of Colonization) are composed of noted slave-traders.

As long as these unfortunate beings are subjected to the control of such men as compose the above Board, they will be treated precisely as the poor emancipados have been; and if the Spanish Government is in earnest, and wishes that the freedom of the Negro slaves, under the law, shall be a reality, it ought to suppress at once these Boards or Juntas, which exercise a baneful influence, and are neither more nor less than local slave-trading institutions on a grand scale.

The negroes are quite able to take care of themselves as far as their wages are concerned, and it is totally unnecessary to bind them down to perpetual drudgery through contracts which they cannot read, and which are really and truly titles of ownership, issued by these obnoxious Boards to those persons who choose to pay for them—in fact, the emancipado system over again.

I do not mean to say that there should be no law to prevent vagrancy or idleness, but there should be no selling of contracts, no consignment to endless slavery, as is at present the case.

The last census of 1867 gives the coloured population of Cuba as follows:—

	Free.	Slaves.
Eastern Department	96,058	66,235
Western Department	129,880	313,288
Total	225,938	379,523

The insurrection broke out in 1868, and one of the first acts of the Cuban insurgents was to declare the freedom of their slaves.

It is very difficult to get at anything like an accurate estimate of the number of slaves in Cuba to-day, but there is one thing quite certain, and that is, that if the Cuban insurgents hold their own, and are able to make further progress in the fertile districts of the Cinco Villas, and towards the western portion of this Island, the emancipation of the slaves will follow as a matter of course, and in such a rude manner as will entail with it the probable ruin of Cuba.

Spain has thrown away the opportunity of blotting out slavery here. She scorned the proposals made by the Cuban Commissioners who went to Madrid in 1866, a proposal or plan which, had it been accepted and carried out, would have emancipated the slaves by this time, and would have produced over 12,000,000*l.* of indemnity, not to speak of the probable prevention of the struggle which commenced in 1868, and which now so seriously threatens the welfare of the Island.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure in No. 257.

(Translation.)

Head Committee for the Protection of Freedmen.

STATEMENT showing the Number of Persons who have acquired their Liberty, being comprised in the first five Articles of the Law of 4th July, 1870, regarding the gradual abolition of Slavery; compiled from the data furnished up to this date by the Committees for the Protection of Freedmen in the Island of Cuba.

	Article 2.	Article 1.	Article 3.	Article 4.	Article 5.
	Born between Sept. 17, 1868, and July 4, 1870.	Born since July 4, 1870.	Freed for Service under the Spanish Flag.	Free as over 60 Years of Age.	Free as Emancipated.
Havana .. ..	..	..	..	..	..
Matanzas	1,070	2,115	..	1,064	308
Colon	1,074	2,089	..	1,039	726
Cuba	1,090	1,482	121	1,448	P. 97
Cárdenas	966	1,699	..	1,389	P. 550
Pinar del Rio ..	759	1,573	..	641	98
Sagua la Grande	620	1,505	..	898	P. 435
Guanajay	522	1,145	..	1,250	157
Güines	411	1,170	..	775	P. 28
San Antonio ..	470	958	..	541	16
Cienfuegos ..	358	1,848	4	584	100
Puerto Principe	202	504	59	432	28
Remedios	192	647	4	253	P. 169
Jaraco	336	1,027	..	647	57
Santa Clara ..	306	354	4	100	P. 125
Bejucal	293	591	..	407	58
Bahiahonda ..	262	419	..	548	50
Trinidad	259	482	12	169	11
San Cristoval ..	258	523	..	288	9
Santiago de las Vegas	180	357	..	412	34
Sancti Spiritus	143	269	9	167	11
Guantánamo ..	135	381	..	211	57
Guanabacoa ..	132	415	..	72	20
Holguin	86	167	1	62	16
Sta. Maria del Rosario	79	108	..	24	20
Baracoa	74	179	..	100	..
Manzanillo ..	63	128	..	84	6
Moron	37	53	..	2	..
Isla de Pinos ..	26	67	..	12	1
Bayamo	17	35	58	61	..
Nuevitas	16	41	..	31	2
Jiguani	13	13	4	15	..
Victoria de las Tunas	9	11	25	14	3
Total	10,458	22,355	301	13,740	3,192

Totals.—1st Article, 22,355; 2nd, 10,458; 3rd, 301; 4th, 13,740; 5th, 3,192; Grand total, 50,046.

NOTE.—1. No data whatever has been received from the district office of Havana.

2. In the jurisdictions of Cuba, Pinar del Rio, Sagua la Grande, Guanajay, Güines, Cienfuegos, Puerto Principe, Jaruco, Bejucal, Bahía Honda, Trinidad, Sancti Spiritus, Guantánamo, Guanabacoa, Isla de Pinos, and Nuevitas, the numbers given in the columns corresponding to Articles 1, 3, and 4, are up to December 31, 1874, except those of Articles 3 and 4 of Cienfuegos, which are of an earlier date. In the other jurisdictions, not including Havana, for the reason already given, the dates vary, but they are prior to the 31st of December, up to which day the numbers do not extend for want of the necessary returns.

3. The letter P. in the fifth column means that the figures are susceptible of alteration, because the returns

do not specify precisely whether all the freedmen acquired their liberty by virtue of the Law of 4th July, 1870, or whether some of them were not previously free, regarding which the respective Committees have been instructed to report particulars.

4. The blank lines show that in those jurisdictions where they occur there are no freedmen of the class referred to, excepting, however, the five columns of Havana, for the reason already given in Note 1.

(Signed) FRANCISCO F. IBANEZ, *Vice-President*.
IGNACIO L. TARRAGONA, *Secretary*.

Havana, May 11, 1875.

No. 258.

Acting Commissary-Judge Crawford to the Earl of Derby.—(Received October 2.)

(Extract.)

Havana, September 6, 1875.

I HAVE the honour of reporting to your Lordship that a Dr. Secchi has petitioned the Government here to allow him to import 600 Indians from Venezuela on the same terms as the Chinese, that is, under contracts for eight years.

The "Junta de Colonizacion," whose Vice-President is Don Francisco Ybañez, has reported favourably of Dr. Secchi's scheme, but only under the following six conditions:—

1. That Dr. Secchi shall satisfy the Spanish Diplomatic or Consular Agents in Venezuela that his Government authorizes the emigration of those persons who wish to dedicate themselves to agricultural labours in Cuba.

2. That as a preliminary, and previous to the carrying out of this matter, the Spanish agents should deliver to the Government of Venezuela, under acknowledgment, a copy of the Decrees which regulate all matters of colonization in Cuba.

3. That the Spanish Consuls shall neither countenance nor authorize the shipment of colonists unless they present their contract with Dr. Secchi, in which they declare that they are aware of the Spanish law that obliges those so contracted to dedicate themselves to agricultural pursuits during the entire term of their agreement, and to recontract themselves or to quit the island at the expiry of said agreement.

4. That no shipment be sanctioned unless at least one-third of the emigrants are women.

5. That whether Dr. Secchi keeps these colonists for his own estate, or transfers their contracts to other planters, they will always have the right to change owners, whenever they make justifiable complaint to the authorities, but they must continue in field labour, and not take to farming for their own account, or be employed as domestics or artizans.

6. That under no circumstances shall the individuals of the same family be separated, neither shall they ever lose the right of being contracted together.

"With these prudent restrictions, which guarantee the interests of all parties, the fears and opposition of those persons who see danger in the heterogeneous nature of races in our island will be conciliated and brought into harmony with the constantly increasing want of hands for agriculture and the cultivation of sugar."

According to the ideas of the "Junta de Colonizacion," as represented by M. Ybañez, the great desideratum is to get hands, no matter where, and to bind them down to endless, or at least life-lasting slavery. They must contract and re-contract themselves over and over again for field labour only. They must not dream of bettering their condition, but, as serfs, they must drag out their miserable lives. With such inviting conditions can it be wondered at that the planters of the Island of Cuba have seen the stoppage of Chinese emigration and the importation of Indians from Yucatan? The marvel is, that they still dream of getting a supply of labourers anywhere on such shameful terms.

SPAIN. (*Consular*)—*Puerto Rico*.

No. 259.

Consul Pauli to the Earl of Derby.—(Received May 31.)

(Extract.)

Porto Rico, May 12, 1875.

YOUR Lordship will doubtless expect me from time to time to report on the result of "abolition," and more especially on the contract of "libertos," which is now being carried into effect throughout this island.

In my despatch of October 12, 1874, I expressed my opinion that the Government intended honestly and fairly to carry out the provisions of the Act, and that the law was not only necessary, but even beneficial to the freedmen themselves, and I have the honour to report that I see no reason to change that opinion.

As distrust seems to have been expressed in some quarters, notably in an extract from the "Orden," published in the papers relating to the emancipation of the negroes of Puerto Rico, and presented to the House of Commons, I considered it my duty to take every precaution to acquaint myself precisely with the state of affairs here from the most reliable sources.

I have the honour to inclose a report from Mr. Vice-Consul Gibbons, because this gentleman is not a merchant, and because he has answered my questions categorically, and in a full and intelligent manner. I may, however, mention that the other reports are equally satisfactory, and only differ in minor details in different districts.

I visited some estates in this neighbourhood, where both "libertos" and free labourers were employed, and I carefully enquired into the subject. I can, therefore, report with confidence that the "liberto" under contract enjoys the same treatment as the free labourer, whether native of this country or British black from our own islands, except as to the fact of being bound by contract until the 20th of April, 1876.

The "liberto" receives the current wages, and is paid for overtime, which is voluntary. The working hours are from sunrise to sunset, and he is not worked on Sundays, or on the principal feasts of the Church. He receives from 50 to 62 cents per day, or say from 2s. to 2s 6d., and can make with overtime as much as 4s. 6d. In many places one meal per day is given, and he is housed free of cost. He is never flogged, and if idle or badly behaved is punished by the Alcalde of the district with fine, or imprisonment in default, during which time he is made to work on the roads, receiving only his subsistence from the Government. The same punishment is sometimes inflicted on the free labourer for riotous conduct, but the latter can leave his employment at any moment, whereas the "liberto" can only change his contract by permission, for good reasons, of the "Protector" of the "libertos," who is in most cases the "Alcalde" or magistrate, of the district.

Punishment is very seldom abused or carried to extremes, for two reasons:—

First, because the "libertos" are the best men for work, and their employers do not wish to lose their services for any length of time.

Secondly, because the work on the roads is not remunerative to the Government, who have more labour at their disposal from other prisoners than they care to employ on improvements.

The "liberto" is appreciated not only on account of his superior ability for the work, but also because he is available at all times, and cannot leave his employment during a busy season. Although the "liberto" is not expected to work on Sundays and Feast Days of Obligation, he does not stay away on the Mondays or days following feasts, as do the others, or if he does so he can be brought back by the police.

A gentleman informed me that in sight or within easy distance of his sugar estate were four towns or villages, each of which has its own Patron Saint, and consequent yearly festival, lasting nine days. Free labourers from that estate would leave their work on those days, thus adding thirty-six to the already numerous days of obligation, and Sundays, and in most cases the following Monday, making up nearly half the year of holidays.

The temptation to idleness is easily indulged, as their wants are but few, and the wages in proportion very high. For this reason, next to the "liberto," the British negro labourer is preferred, as they generally come here to avail themselves of the higher rate of wages, and save money, and only require an occasional holiday besides Sunday.

One result of the contract system, from the enforced continued work, is that the "liberto," if not given to gambling (a prevailing vice here), must of necessity make and save more money than their more independent fellow-countrymen; and, to retain their skilled labour after the expiration of the term of contract, some owners of estates give them small plots of land, which they gradually bring under cultivation, and on which they feed a horse, cow, pigs, poultry, &c., bought by their savings. As a proof of how seldom they attempt to evade the contract, a Report now before me, published in the "Official Gazette," of the number of people sent to prison throughout the Island for the month of March last, states that out of 987 persons committed for various offences enumerated, only 12 are "libertos" for being without contract.

One estate I visited was owned by the Alcalde of the district, and, in answer to my question if the "libertos" were ever allowed to change their contracts, he informed me that at first he had about eighty in his employment, but that now he only had about twenty-five; the others had been allowed to change, and he had never opposed their wish. Many preferred contracting on other estates where they had old companions, or going into service in the towns; although he was the judge, he did not wish to retain a man against his will.

At the time of the emancipation, the whole number of slaves did not greatly exceed 33,000, and, although it is difficult to ascertain, I am of opinion that not more than half that number work on estates; the remainder have found employment in the towns, or from age or physical causes are incapable of earning their living, and remain under the charge of the municipality of their district, or live on the estates of their former owners.

In consequence of the small proportion of slaves to the population in Puerto Rico, they have always been treated here, I am told, in a humane manner, with some disgraceful exceptions, and I was certainly much struck at the perfectly equal footing on which the "Libertos" appeared to be viewed, not only by the employers, but also by their fellow-workmen. In fact, in the process of sugar making the more skilled "liberto" is generally employed within the boiling-house, while the free labourer does the rougher task of cutting and carrying the cane.

The inclosures, by which in slave times the negroes were confined, have now either disappeared, or are not kept in repair, and there is nothing suggestive of the past system of degradation.

Slavery has left its mark on the race, which must take several generations to efface; but this applies equally to those who have long been free, and to their children, and is not more observable in the "liberto" of to-day than in the rest of their coloured brothers, as well as in the British negro here and in our own Islands. The want of purpose and reliability, the childish vanity and ignorance, their natural idleness and proneness to vice of one kind or another, seem to me common to most of the race, differing only in form and degree according to the habits of the nationality among whom they have lived.

I am inclined to think that the negro is more in sympathy with the Spanish white man than with an Englishman or an American. The same love of ease and want of earnestness is common to both, and the Spaniard, if not crossed, is very lenient to small offences; slowness and procrastination are not viewed by him as crimes.

In giving your Lordship my opinion on the position of the "liberto" at Puerto Rico, it is but right that I should mention a possible contingency.

I notice by Article 2 of the Law of Abolition of Slavery in Puerto Rico of March 22, 1873, that "freedmen are obliged to make contracts with their present owners, with other persons, or with the State, for a space of time which shall not be less than three years;" and, again, in Article 24 of the Regulations for giving effect to that Law, of August 7, 1874, under which the contract system is enforced, that "all contracts made by freedmen in consequence of Article 2 of the Law, and at present in force, as well as those which may be made hereafter, shall be considered binding until 20th April, 1876, at the least." The words "not less than three years," and "until 20th April, 1876, at the least," may possibly be taken advantage of to extend the term beyond the three years. I have no reason to suppose this to be in contemplation, but, if attempted, it would be a breach of the spirit, if not of the letter, of perfect emancipation.

The "libertos" certainly consider their present probation as finished on April 20,

1876, nor have I heard the question discussed by any one, but the words are there in both cases, and must have been used with intention. I bring this to your Lordship's notice, and will not fail to report any movement in that direction.

For my own part, I am more inclined to believe that more stringent vagrant laws, applying to all the labouring classes, will be introduced, tending to oblige every one to work who has no settled means of subsistence, and with the view of reducing the now exorbitant high rate of wages. I know that deputations have waited on the Governor to represent the high price of labour, but I have not heard that any conclusion has been arrived at hitherto.

On the whole, I think the abolition of slavery in Puerto Rico has been a great success, and has been honestly and intelligently carried out. The conditions under which it has been attempted were much more favourable here than they are in Cuba, but, even with some allowance for that fact, the success of the step might be an inducement to Spain to extend abolition to that Island, and thus remove the last foul blot existing under a European Government.

In conclusion, I venture, with great respect, to bring to your Lordship's notice a subject which might cause some inconvenience. Some copies of the "Anti-Slavery Reporter," published under the sanction of the "British and Foreign Anti-Slavery Society," have been sent to me, and I notice in the numbers of January and March of this year statements contrary to fact on the contract system in Puerto Rico. In the January number is a long letter, abusing the political acts of General Sanz, and at the end are a few lines on the slavery question, in which it describes the contract system as "reducing the freedman almost to slavery," and other statements absolutely false; and in the March number, in another letter, headed "A Spaniard on the state of things in Cuba," it is said, "In Puerto Rico our poor freedmen are turned back into slavery, for they have not liberty to work where they choose, neither obtain just wages."

It is not for me to offer advice to a Society, doubtless including many good and earnest men, but I think that to print a letter on the political conduct of a Governor of a Colony, and so evidently written by a person opposed to him in politics, and not even true in facts, cannot tend to further the cause of abolition, must irritate the person abused, and weaken any representation which Her Majesty's Government might think fit to make on the subject at any future time.

I am not General Sanz's apologist, but in regard to slavery he does not deserve this treatment; and I should have thought it a much more effective course for the Society to point out the honest way in which he has endeavoured to carry out the Law of Abolition, as an example and encouragement for Cuba. In that case, I should have had much satisfaction in showing his Excellency the "Anti-Slavery Reporter," whereas now I must hope that my copy is the only one in the Island.

Inclosure in No. 259.

Report on the Position of "Libertos" in the Vice-Consular District of Guayama, Porto Rico.

Position of "Libertos" on Estates.

Q. 1. When contract is made is a certain sum per diem agreed on?—A. Yes.

Q. 2. If current wages become higher do "libertos" derive the advantage?—

A. Yes.

Q. 3. Are they paid for overtime?—A. Yes.

Q. 4. Is any difference made between them and other labourers in hours of work and general treatment?—A. None. Hours of work from sunrise to sunset; no work on Sundays.

Q. 5. Are they ever ill-used, or beaten, or imprisoned by the employers?—A. No. The employers can do neither.

Q. 6. In any difference between employers and labourers, are the employers favoured by the authorities, and have the "libertos" facilities given them to change their contracts for just causes?—A. The employers are not favoured, but rather the "libertos," who are protected, and they have every facility to change their contracts for just causes.

Q. 7. Is food and clothing provided by employer compulsory on the "libertos," and are the deductions made exorbitant, or is the quality or quantity of the food deficient?—A. No; one feed per day is generally given, which is both good and sufficient,

viz., codfish and cornmeal. No clothes are given. The wages are high, from fifty to sixty-two cents per day. They invariably get lodging besides on the estates *free*, and are paid for overtime. Many also work by piecework, and can earn a day and a half pay in one day. They are preferred to the native labourers ("giberos") as they work on feast days, which the latter will not. Many make 5 dollars per week with overtime.

When the emancipation was decreed, 1st April, 1873, the "libertos" were allowed to go altogether free; most of them left off work altogether, and only returned on the condition of exorbitant wages, paid by the planters to get off their crop.

At first the system of contracting was much abused, unprincipled men without means contracting with a hundred "libertos," and then allowing them to get their living the best way they could; but at the end of the first year all "libertos" had to sign a *bond fide* contract with a responsible party, who was responsible for their good behaviour; there was no obligation for them to return to their former masters, neither was there any restriction as to what wages they should receive; those who could not obtain a contract, generally on account of known bad conduct, were obliged to work on the roads, for which they were paid by the municipality sufficient for their food, viz., 12 c. a day, and at night they were locked up; this they were obliged to keep to until they could obtain better work.

A contract once made is as binding on the "contractor" as the "liberto," in fact, it must be a very good reason on either side for it to be broken, the "liberto" being favoured.

Position of "Libertos" who have elected to work in Towns.

Q. 1. Are they obliged to contract in all cases?—A. Yes.

Q. 2. Are they well treated and do they receive justice?—A. Yes.

Q. 3. What proportion of whole number work on estates?—A. Impossible to say, but very many who formerly worked on estates are now employed as cooks, house servants, etc., at wages from 5 dol. to 8 dol. per month; many of them if well conducted, are allowed to have their own houses, and sleep there.

Q. 4. Do employers of labour as a rule prefer "libertos" or other labourers, and why?—A. In the towns the employers have no preference, but on estates they prefer the "libertos" as they are strong and active, and accustomed to work every day including feast days, which in this country are very numerous.

General Remarks.

Q. 1. Is there any idea that the contract system may lead to the re-introduction of slavery, in fact, if not in name?—A. Not the least, it would scarcely be possible; at the end of a year the "libertos" will be as free as any one here, white or black; and now, so long as they behave themselves they are not in any way molested.

Q. 2. When "libertos" are fined by the authorities, and in default punished by being made to work for Government, is any limit put on their term of imprisonment in proportion to the fine inflicted, or the nature of their offences?—A. Yes, most certainly, they are generally imprisoned for a certain time, and are paid twelve cents a day out of the public funds for their maintenance, or if they are put to labour their work would cover this amount; they are treated as any free man.

Q. 3. Are proprietors ever fined for transgressing the letter and spirit of the law?—A. Yes.

Q. 4. Do "libertos" quite understand the terms of the contracts they enter into, or is advantage taken of their ignorance?—A. They quite understand the terms of their contract which is in writing, and read over to them before the "alcalde" or mayor; there is very little chance for anyone to take advantage of a "liberto," they know quite well when to claim the protection of the law.

Q. 5. Are "libertos" and other labourers subject to private fines by employers, and is this system ever exercised to excess, so as to deprive the labourer of his wages to any extent?—A. No; but any liberto coming to work late would not get any that day, and consequently no pay.

The arrangement of "libertos" is good, as without it few of the former slaves would work, they all prefer to "squat" and work one or two days a week to gain sufficient for their wants, which may be easily satisfied in this country, and for the remainder of their time sleep, and lead a general vagabond life.

Since the emancipation life and property are not nearly so safe as formerly, as

robberies from houses and from the person are now by no means uncommon, whilst before the emancipation they were very rare.

The gainers by the emancipation are, of course, the "libertos," but also the Government, who up to the present time have paid no indemnization to the planters and former slave owners.

Government is to pay 75 per cent. of the nominal value of the slaves in a term of years, but to do this it will take from the planter in taxes 100 per cent. and make 25 per cent. benefit.

The rates of wages are exorbitantly high, and Government will not allow foreign labour to be introduced into the island; in fact it does all it can to prevent labourers seeking employ from coming to Porto Rico, by putting exorbitant charges for passports both on entering and leaving the island.

(Signed)

CHAS. GIBBONS, *Vice-Consul*

British Vice-Consulate, Arroyo, Porto Rico,
April 30, 1875.

TURKEY.

No. 260.

Sir H. Elliot to the Earl of Derby.—(Received February 13.)

My Lord,

Constantinople, February 12, 1875.

HAVING been informed by Mr. Consul Cumberbatch that he had received a telegram from the Governor of Malta that several supposed slaves had left that island in the British steamer "Macedonia" for Syra, Smyrna, and Constantinople, I caused the Minister of Police to be warned, and upon the arrival of the vessel here he found on board four slaves, who were at once liberated.

I also directed Sir Philip Francis to ascertain the circumstances under which the slaves had been embarked, and I have the honour to inclose the copy of his report.

I have, &c.

(Signed) HENRY ELLIOT.

Inclosure 1 in No. 260.

Sir P. Francis to Sir H. Elliot.

Sir,

Constantinople, February 9, 1875.

I HAVE the honour to return Mr. Cumberbatch's telegram relating to the conveyance of supposed slaves or black emigrants by the steam-ship "Macedonia," and with it a report made by Mr. Vice-Consul Wrench, who at my request has investigated the matter.

The case seems to have been at least twice examined. The master of the "Macedonia" has evidently incurred no responsibility.

I have, &c.

(Signed) P. FRANCIS, *Consul-General and Judge.*

Inclosure 2 in No. 260.

Report by Vice-Consul Wrench.

MR. ROBERT W. MARSH, commanding the steam-ship "Macedonia," states that before he left Malta on the 15th of January last, a Pasha named, he believes, Samich Pasha, embarked with a suite of thirty-six persons in all, nine of whom were to proceed to Constantinople, and the remainder to land at Syra; about twelve of these last mentioned were negroes. Besides the above mentioned there were also about twelve other deck passengers for Syra and Constantinople, of whom five were negroes.

Four of these five, it was discovered after leaving Malta, had no tickets from the agents of the vessel in Malta, and they were consequently made to pay the fare on board. Upon the arrival of the "Macedonia" at Syra, she was boarded by the officers of Her Majesty's ship "Bittern," and an investigation was held respecting the negroes; the supposed slaves declared without exception that they were servants, and the four that had no tickets stated that their master was left behind accidentally in Malta. Upon arrival at Constantinople on the 22nd ultimo, Mr. Marsh instructed the officer who went on shore to take pratique to inform the authorities that some supposed slaves were on board his vessel, and the officer on his return reported that the authorities to whom he made the report knew all about the matter. Mr. Marsh states that his attention had not

been called in Malta to these persons, nor should he have ever imagined that slaves would have come from the shore in an English port. His suspicions were first aroused in Syra by the inquiry held by the "Bittern" officers, the result of which was that, although the blacks were promised a free passage back to their own country, they one and all refused to take advantage of the offer.

(Signed)

WILLIAM H. WRENCH.

Constantinople, February 1, 1875.

No. 261.

The Earl of Derby to Sir H. Elliot.

Sir,

Foreign Office, March 10, 1875.

MR. CUMBERBATCH has communicated to me a copy of his despatch to your Excellency of the 19th ultimo,* respecting the proceedings of Hassan Bey, the Captain of the Ottoman Government steamer "Azir," and I have now to request your Excellency to furnish me with any information you may possess as to the notice which may have been taken by the Turkish authorities of what would seem to be an evident case of slave-trading.

I am, &c.

(Signed)

DERBY.

 No. 262.

Sir H. Elliot to the Earl of Derby.—(Received March 22.)

My Lord,

Constantinople, March 11, 1875.

ON the 16th of February Her Majesty's Consul at Smyrna informed me by telegraph that he had reason to believe that several negro slaves had arrived in that port on board of the Ottoman steamer "Azir" from Egypt.

They were stated to belong to the Captain and crew of the vessel, which had left for Constantinople before Mr. Cumberbatch was informed of the circumstance.

I directed Mr. Casolani to represent the matter to the Ministers of Police and Marine, expressing a hope that the slaves might be liberated, and that so discreditable a proceeding might be properly visited upon those concerned in it.

The Minister of Police replied that, amongst the passengers landed from the "Azir," there were only six African women belonging to the palace, who were returning from Mecca; and Essad Pasha stated that nothing had been elicited at the inquiry which he had instituted to show that the captain or crew had slaves owned by them on board.

Having, however, received, a few days later, Mr. Cumberbatch's despatch of the 19th ultimo, giving further details, copy of which he has transmitted to your Lordship, I caused it to be communicated to the Minister of Marine; and his Excellency has, in consequence, promised a more searching investigation.

I have, &c.

(Signed)

HENRY ELLIOT.

 No. 263.

The Earl of Derby to Sir H. Elliot.

Sir,

Foreign Office, March 31, 1875.

I HAVE to express my approval of the steps taken by your Excellency respecting the inquiry into the supposed case of slave-carrying on board the "Azir," as reported in your Excellency's despatch of the 11st instant.

I am, &c.

(Signed)

DERBY.

No. 264.

Sir H. Elliot to the Earl of Derby.—(Received April 12.)

My Lord,

Constantinople, March 31, 1875.

HAVING been informed by Mr. Consul Cumberbatch that an Ottoman Government steamer was on her way to Constantinople with about thirty slaves on board belonging to the captain and crew, I caused notice to be given to the authorities by Mr. Casolani, who has since been informed by the Minister of Police that, on the arrival of the vessel, nine slaves were found on board; that they belonged to some of the passengers, and not to the captain or crew; and that they were immediately liberated.

I have, &c.

(Signed) HENRY ELLIOT.

No. 265.

The Earl of Derby to Sir H. Elliot.

Sir,

Foreign Office, April 12, 1875.

I HAVE received from Mr. Consul Cumberbatch a copy of a despatch which he addressed to your Excellency on the 18th ultimo, respecting certain Africans who left Smyrna on board the Ottoman Government steamer "Ismail," en route for Constantinople, and I have to request your Excellency to inform me, if possible, what has become of the Africans in question.

I am, &c.

(Signed) DERBY.

No. 266.

The Earl of Derby to Sir H. Elliot.

Sir,

Foreign Office, May 11, 1875.

I COMMUNICATED your Excellency's despatch of the 12th February, and its inclosures, to the Secretary of State for the Colonies, and I have now to inform you that from inquiries which have been made in Malta it appears that the statement of the four slaves alluded to in Mr. Wrench's report, inclosed in your Excellency's despatch now under reply, was in substance correct, and that their master, Sadick Effendi, was in fact left behind with their passage tickets and other papers when the steam ship "Macedonia" left Malta.

As regards the fact of the slaves having arrived at Constantinople without papers of manumission, the Governor of Malta observes to Lord Carnarvon that, in the present state of the law, the authorities in Malta have no power to require from any person the production of such papers. Sir C. S. Parker states that all that can be done is to prevent any person from being taken to another place against his or her will; and even a professed slave, if determined to follow his master, must be allowed to do so.

I am, &c.

(Signed) DERBY.

No. 267.

Sir H. Elliot to the Earl of Derby.—(Received July 20.)

My Lord,

Therapia, July 10, 1875.

MR. CONSUL HENDERSON having forwarded to me a copy of his despatch to your Lordship upon the continued complicity of the Governor of Bengazi in the traffic in slaves, I have addressed the inclosed note to Savvet Pasha, requesting that the Porte may mark its displeasure at these proceedings in such a manner as shall give evidence of its own sincerity, and shall deter other officials from embarking in the Traffic.

I have, &c.

(Signed) HENRY ELLIOT.

Inclosure in No. 267.

Sir H. Elliot to Safvet Pasha.

Sir,

Therapia, July 10, 1875.

I HAVE on previous occasions been called upon to represent to the Sublime Porte the complicity of the Governor-General of Bengazi in the traffic of slaves, which is as contrary to the laws of the Empire as it is repugnant to the civilized world.

Orders such as were to be expected from the feelings of humanity of the Imperial Government, and from its desire to fulfil the engagements which it has taken upon this subject, were consequently forwarded to the Governor-General.

The inclosed Memorandum, containing the substance of a report from the British Consul to Her Majesty's Government, will satisfy your Excellency that Aali Kemeli Pasha has not only deliberately disregarded the Imperial orders, but that he is himself a direct party to the Traffic, which he encourages for the pecuniary advantages which he derives from it.

In transmitting this Memorandum to your Excellency you will allow me to express the hope that the Sublime Porte will not be satisfied by merely reiterating orders which have no effect, but will mark its displeasure of the proceedings of the Governor-General in such a manner as shall give evidence of the sincerity of the Imperial Government in prohibiting the Slave Trade, and shall deter other officials from venturing to encourage or to embark on it.

I avail, &c.
(Signed) HENRY ELLIOT.

No. 268.

The Earl of Derby to Sir H. Elliot.

Sir,

Foreign Office, July 28, 1875.

I HAVE received your Excellency's despatch of the 10th instant, and I have in reply to acquaint you that I entirely approve the note of which a copy accompanies your despatch, addressed by your Excellency to Safvet Pasha, on the subject of the complicity of the Government of Bengazi in the traffic in slaves.

I am, &c.
(Signed) DERBY.

No. 269.

Sir H. Elliot to the Earl of Derby.—(Received August 17.)

My Lord,

Therapia, August 8, 1875.

I HAVE the honour to inclose the copy of a report from Sir P. Francis respecting a female slave, who lately took refuge at Her Majesty's Consulate.

The proceedings of the Minister of Police in this case appear to have been so unjustifiable, that in my note to Safvet Pasha herewith transmitted, bringing the circumstances to the knowledge of the Porte, I have thought it necessary to comment upon them in stronger terms than usual.

The Porte has always maintained that the engagements against slave-dealing were especially applicable to the traffic in negroes, and those which have been obtained concerning Circassians are far from being explicit, and seem to be more directed against their introduction from the Caucasus than against their sale in this country.

While there are many hundred of these women in the Sultan's paicé, and some in every considerable harem in the country, the institution cannot be regarded as an illegal one, but although the question is a delicate one to deal with, the present case appeared such a flagrant one as to induce me to take up a higher ground than would perhaps otherwise have been proper.

I have, &c.
(Signed) HENRY ELLIOT.

Inclosure 1 in No. 269.

Sir P. Francis to Sir H. Elliot.

Sir,

Constantinople, July 28, 1875.

A FEMALE, an Ottoman subject, and about 25 years of age, fled some months since to this Consulate declaring that she had been passed into the hands of a slave-dealer (called Hassan) by her former proprietor with whom she had lived from her childhood. She had been beaten, she said, by her former mistress and had fled to the police for protection, and had there been, under false pretences, passed over to the slave-dealer, who was putting her up for sale. I did not know what to do with her, because she refused to have resort to the police, who had already permitted her to be illegally dealt in as merchandise. Eventually a respectable married Turk, a Cavass at the Consulate, offered to take her as a servant. To this I agreed. Many weeks afterwards Hassan, the slave-dealer, claimed her as his property at the police. He first said she was "his wife," and as such the police demanded her. I found out this was a false representation and told the Mutessarif so. The Dragoman was then told she was the slave-dealer's "concubine." This falsehood was also subsequently abandoned, and now the Minister of Police, to whom the matter was referred, claims her simply as a slave.

Your Excellency will see by the Minister's letter what are the grounds he takes. He affirms that slavery in white, but not in black women, is still in force in the Ottoman Empire, and he admits that the trade of a slave-dealer is a legitimate trade.

The position he has taken up is such as to compel me to refer the matter to your Excellency.

If the Porte adopts the views of the Minister of Police it is desirable that we should know it. When we have a reasonable Minister of Police in office, which is not now the case, and circumstances like the present occur, a fair solution of the difficulty is generally given. But when a Minister insists on his right in enunciating principles like those of Hamdy Pasha, the Minister of Police, it is not easy to deal with him. *Prima facie*, local authorities have a right to administer their own laws over their subjects in their own country, but when a Minister seeks for my intervention, as in the present instance, with what seems to me an intimation that he is about illegally to defend the interests of a slave-dealer, I cannot shut my eyes and become a party, actively or passively, to his proceedings.

Nothing would have been easier (if the Minister had demanded to act under the religious law) than for him to have sent to the former proprietor of the woman, and having found out that she had been more than six years a slave, to order her freedom. If, on the other hand, it be said I could with equal ease have sent the woman to the authorities, who would have taken the legal course, I reply that I regret I cannot assume that this would be the case. The poor and helpless slave, in all probability, and as she believes and alleges, would have been again handed over, under some pretext, to the same or another slave-dealer, without affording her opportunity of redress.

I am aware how such an assertion might be plausibly met by the Porte, who might profess the purest of intentions; nor do I desire to enter into controversy with the authorities on the point. And as the Minister of Police has afforded the opportunity of escaping the dispute by raising other issues in his letter (a translation of which I herewith forward with my reply) and has thereby put himself in the wrong, I hope that the Porte will see that there is a fair opportunity of finishing the case reasonably, rather than prolong it by discussing abstract rights.

For convenience of reference, I may mention to your Excellency that in the "Législation Ottomane," page 35 *et seq.*, will be found some (I do not think all) of the provisions as to the "Prohibition du Commerce des Esclaves."

I have, &c.

(Signed)

P. FRANCIS,

Judge and Consul-General.

Inclosure 2 in No. 269.

The Mutessarif of Pera to Sir P. Francis.

M. le Consul-Général,

LE Ministère de la Police ayant été consulté au sujet de la marche à suivre à la suite de la correspondance échangée avec votre Honneur concernant l'esclave de Hassan

Effendi, marchand d'esclaves établi à Faléh qui, s'étant réfugiée à votre Consulat-Général a été consignée à la maison du Yussakdjî Effendi, vient de répondre que Hassan Effendi déclare ne pas avoir acheté cette esclave pour la revendre mais bien pour l'affranchir après deux années de service. Le Ministre [dit] que si cette esclave prétend être libre, elle sera admise à prouver sa qualité de libérée devant les tribunaux religieux et civils, où elle sera renvoyée à cet effet. Le Ministre ajoute que quoique le trafic des nègres se trouve être prohibé par Iradé Impérial, cependant aucune décision ni ordre Impérial ne venant à défendre l'achat et l'emploi des esclaves Circassiens de cette catégorie parmi la population, l'intervention de votre Seigneurie pour cette esclave demeure inexplicable.

Le Ministère de la Police ordonne donc que ces observations soient transmises à votre Honneur avec prière de vouloir bien nous mettre à même de donner à cette affaire sa marche usuelle, c'est-à-dire, d'envoyer cette esclave au Ministère de la Police afin qu'elle puisse être renvoyée devant les tribunaux compétents si elle persiste dans sa prétension d'avoir la qualité de libre.

En conséquence je prie votre Honneur de vouloir bien m'envoyer cette terme sans retard ou dans le cas contraire me faire parvenir dans l'espace d'un ou deux jours la réponse que vous croirez devoir faire en cette circonstance. Tel est l'objet de la présente lettre.

(Signé) HASSAN.

Inclosure 3 in No. 269.

Sir P. Francis to Hassan Pasha.

Excellence,

Galata, le 24 Juillet, 1875.

EN réponse à la lettre de votre Excellence concernant une personne que votre Excellence appelle l'esclave de Hassan Effendi, j'ai l'honneur de vous informer que cette question a pris une tournure si importante que je me trouve dans la nécessité d'en référer à son Excellence l'Ambassadeur d'Angleterre de même que son Excellence le Ministre de la Police trouvera peut-être opportun de s'adresser à la Sublime Porte.

Je vois d'abord que le Ministre de la Police considère que le trafic d'esclaves est un commerce légitime, cependant la Porte l'a dénoncé comme un procédé très blamable et abominable contre le point d'honneur et contre l'humanité.

Je vois que son Excellence disapprouve le commerce des esclaves quand il s'agit de la classe noire du genre humain, et qu'elle le considère comme légal quand les femmes et enfants de couleur blanche en sont l'objet. Je trouve que cette thèse est dénuée de toute preuve à l'appui, et qu'elle est une interprétation nouvelle et inexacte de la loi.

Je vois que l'objet de son Excellence est de m'emmener à faire arrêter une femme que vous invitez à prouver qu'elle est libre, tandis que si la version que nous avons à cet effet est exacte cette femme a déjà été remise à un marchand d'esclaves quoiqu'elle fut en droit d'obtenir sa liberté.

Je vois que le marchand d'esclaves qu'il ne l'a pas prise pour la vendre mais pour lui donner sa liberté après deux ans de service, mais cette déclaration est si futile et invraisemblable que je m'étonne qu'on me l'ait transmise.

Je ne puis que supposer que son Excellence le Ministre connaît la loi qui défend le commerce d'esclaves ainsi que le Emirnamé, la circulaire aux Gouverneurs, la circulaire des Grand Viziers, et les Firmans publiés à cet égard, mais il me paraît qu'elle leur a donné une interprétation spéciale dans le cas présent.

Je ne vois aucune utilité à discuter plus longtemps avec le Ministre de la Police vu la divergence de votre opinion sur cette matière et je crois devoir transmettre toute la correspondance relative à cette affaire à son Excellence l'Ambassadeur d'Angleterre, car il est très important que son Excellence voie qu'elle est l'opinion du Ministre actuel de Police à ce sujet et comment la Sublime Porte interprète les lois concernant le commerce d'esclaves.

Agréé, &c.
(Signé) P. FRANCIS.

Inclosure 4 in No. 269.

Sir H. Elliot to Safvet Pasha.

Sir, *Therapia, August 8, 1875.*
 I HAVE to invite your Excellency's serious attention to the inclosed correspondence between Her Majesty's Consul-General and the Mutesarif of Pera, and to the report of Sir P. Francis to me, of which the substance is likewise inclosed in French, respecting a Circassian slave of the name of Cheristé.

The case is so fully explained in these documents that I need not add much to them, but there are one or two points connected with the proceedings of the Minister of Police to which I must invite your Excellency's special attention.

It is stated in this report that the slave in question having been beaten by her mistress, in whose service she had been from childhood, fled for protection to the police, but the protection she received was that of being handed over to a slave-dealer.

Your Excellency is aware that when the Sublime Porte undertook to prohibit the traffic in slaves penalties were imposed upon those who should carry it on in defiance of the law, and you will see with surprise and indignation that in this instance the Minister of Police, in his zeal in espousing the interests of the dealer, speaks of that individual as Hassan Effendi, "marchand d'esclaves établi à Futéh," as if he acknowledged that trade to be legitimize and legal.

I must be allowed to observe that if a Minister of Police is acquainted with the existence of an illegal establishment his first and obvious duty is to put a stop to it, but it will be further seen by their correspondence that his Excellency has been directly aiding and abetting the slave-dealer in carrying on a traffic forbidden by the law under special penalties.

It did not signify what pretext Hassan put forward for recovering possession of the slave, in each, however contradictory the one to the other, he found the warm co-operation of the Minister of Police.

At one time the woman was claimed as the wife of Hassan.

When it was proved that she was not it was asserted with equal untruth that she was his concubine, and these two pretexts having both failed, it was next asserted that the slave-dealer wanted her for his domestic service without any intention of selling her, and to these subterfuges, the one after the other, the Minister of Police appears to have lent himself.

The declaration that the Sublime Porte does not sanction the traffic in slaves has been repeatedly made to Her Majesty's Government, but it will be difficult to reconcile it with such acts as have in this case been countenanced by so high a functionary as the Minister of Police.

Your Excellency, I do not doubt, will see this matter in the light in which I have represented it, and will cause regular papers of manumission to be delivered to the slave, as the only means of protecting her.

I avail, &c.
 (Signed) HENRY ELLIOT.

No. 270.

The Earl of Derby to Sir H. Elliot.

Sir, *Foreign Office, August 23, 1875.*
 I ENTIRELY approve the note which your Excellency addressed to the Porte on the subject of the Circassian slave, whose case is reported on in your Excellency's despatch of the 8th instant.

I am, &c.
 (Signed) DERBY.

TURKEY. (*Consular*)—*Bengazi*.

No. 271.

Consul Henderson to the Earl of Derby.—(Received July 12.)

(Extract.)

Bengazi, June 12, 1875.

I OBSERVED in the newspapers some months ago that the Porte had promised to take energetic and effective measures to put a stop to the Slave Trade at Bengazi, and the Governor of Bengazi informed me that he had received orders in the same sense from Constantinople. I have now thought it might be interesting to your Lordship to know how this promise has been fulfilled.

Aali Kimali Pasha, the Governor, informed me, at a long interview I had with him on this subject, that it was quite impossible for him to interfere with the Slave Trade in the interior, and that he could put no check on the exportation of slaves from Bengazi, in consequence of the venality of the police, and that the order must therefore remain in abeyance.

It is unfortunate that the execution of this order has been delayed, and has been intrusted to the hands of a Governor whose interests and fanaticism alike induce him to resist it. A Turkish Governor is invested with arbitrary and almost unlimited powers, and when he desires to do so he can and does impose his will on his subordinates in a most prompt and effective manner, and the excuse for the non-fulfilment of his instructions is obviously a pretext to delay yet a little longer the execution of a distasteful order.

I am quite aware of the difficulties the Sultan's Government has to contend with in liberating itself for its connection with the Slave Trade, but it is a matter of sincere regret and disappointment, that when the Government has been induced to take a step in the right direction, and has pledged itself to put an end to this Traffic in a particular locality, that its laudable intentions should be thwarted, and the misery or happiness of hundreds of helpless negroes be dependent on the caprice of a Provincial authority, who receives with such absolute indifference an order emanating from so high a quarter.

I could go into numerous instances where the Pasha himself has been identified with the exportation of negroes, but I will confine myself to what has occurred within the last few weeks.

On the 7th ultimo, some fifteen negroes were despatched to Constantinople by steamer in charge of one of the Pasha's Mektubdjis. These negroes were the property of his Excellency and his relatives, and had only been purchased a short time before.

A few days later five slaves, the property of the Cadi, were embarked for the same destination, and, as I write, I learn that more negroes are ready to be embarked by the next ship for the Levant.

Aali Kimali Pasha's complicity in this traffic is undoubted, and the secret of his resistance to the orders of the Porte in this matter is the pecuniary benefit he derives from the continuance of the trade. What I have said has been dictated by no sort of personal hostility towards him. On the contrary, I am on as good terms with him as men of widely-different characters and habits can well be when forced by circumstances into close relations.

No. 272.

Consul Henderson to the Earl of Derby.—(Received August 23.)

My Lord,

Bengazi, July 17, 1875.

I HAD an opportunity recently to speak to the newly-appointed Governor-General of this province on the subject of the Slave Trade still carried on here, and I availed myself of the occasion to remonstrate against the encouragement given to this Traffic by certain high officials for their own aggrandisement.

His Excellency promised me his assistance, and an official note has just been put

into my hands informing me that the Governor has received fresh instructions in this matter, and that he has been directed to carry out any suggestions I may make to him with a view to the suppression of this Traffic.

The slave entrepôt at Jalo (distant twelve days' journey from Osugazi) is the point at which a commencement must be made, and the Pasha has volunteered to accompany me there himself.

Should my health permit me, I propose making this journey in October, and I would request your Lordship's permission to absent myself from my post for this purpose, and for authority to charge the expense thereof to the public account.

Mr. Paolo Xerri will act for me gratuitously during my absence.

I have, &c.
(Signed) P. HENDERSON.

No. 273.

Mr. Lister to Consul Henderson.

Sir,

Foreign Office, August 31, 1875.

I AM directed by the Earl of Derby to state to you that he sanctions your making the journey to the slave-entrepôt at Jalo, which is proposed in your despatch of the 17th ultimo, and also approves of Mr. Paolo Xerri taking charge of the Consulate during your absence.

You will send to this office an account of your expenses, together with a full report of all information you may gather.

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

TURKEY. (*Consular.*)—*Jeddah.*

No. 274.

Consul Beyts to the Earl of Derby—(Received January 29.)

(Extract.)

Jeddah, December 27, 1874.

ON the 12th instant I did myself the honour to report to your Lordship my arrival at my post; since then, owing to the observance of formalities, the Sultan's Firman, which recognizes my appointment as Her Majesty's Consul at Jeddah, was not read in Council before the 21st instant, I was on that date officially installed in office, when the British flag was displayed at my Consulate.

Immediately afterwards a deputation of the Chiefs of British-Indian subjects waited on me to offer me their congratulations; in replying, I availed myself of the occasion to inform them that in securing to them their rights and privileges as British subjects, it was my duty at the same time to make known to them that they were strictly forbidden from trafficking in slaves, that Her Majesty's Government had determined to put down the iniquitous trade in the Red Sea, and that I looked to them, as good subjects of our gracious Queen, for a hearty co-operation with me in the discharge of this duty.

Their reply was satisfactory, inasmuch as they promised to do all that I require of them, only begging of me that I will not disturb family arrangements nor dissolve family ties now existing in consequence of female slaves having become mothers of families by their masters; my reply to this was, that this being a point upon which I was not prepared to act, I should refer it for further instructions from Her Majesty's Government.

The following morning two Abyssinian slave-boys, whose masters were British subjects residing at Jeddah, presented themselves at the Consulate to claim my protection

and their liberation from slavery, and to these I granted papers of manumission. Shortly afterwards four others, being Abyssinian slaves owned by Turkish subjects, presented themselves for the same purpose; when, observing that a great commotion had been caused in the city in consequence of the appearance of slaves belonging to Turkish subjects at the British Consulate, I deemed it the wisest course for me to pursue was to send them to the Governor with an official request that he would act with them in accordance with the Treaty existing between Her Majesty's Government and Sublime Porte.

I beg leave to express to your Lordship my conviction from what has fallen under my observation at Jeddah, that effectual suppression of slavery among the Arabs and Turks can only be accomplished by the presence of one of Her Majesty's gun-boats being kept at this port, and one or two more to be kept cruizing in the area of the Red Sea in order to intercept the dhows which convey slaves across the Red Sea, a few of which, when captured and destroyed at this port and Hodeida, would have a very salutary effect in discouraging the slave dealers in embarking in such risky enterprises.

With such measures adopted as suggested to your Lordship, and the intervention of Her Majesty's Ambassador at Constantinople, a very desirable end would soon be attained.

No. 275.

Consul Beyts to the Earl of Derby.—(Received February 9.)

(Extract.)

Jeddah, January 15, 1875.

SINCE I last had the honour of addressing your Lordship on this subject, from what has fallen under my own observation, I am convinced that the importation of slaves into the Hedjaz and Yemen countries, and from thence to Mecca and Jeddah, is a fact, and that they are conveyed across from the African side of the Red Sea and landed on the coast between this and Hodeida, probably a little south of the latter port; from whence, after supplying the depôts and slave mart at Hodeida, they are marched towards Mecca. The Turkish authorities, from pecuniary considerations of their own, certainly connive at, if they do not tacitly consent to this vile Traffic, being carried on under their very noses.

Under such disadvantageous circumstances, it is gratifying to be able to report to your Lordship the little that has been accomplished in so short a time by adopting a firm but yet conciliatory line of conduct, and by maintaining a cordial and friendly intercourse with the Governor of Jeddah, who, being an excellent worthy man, has rendered me every assistance that I have needed.

On my arrival at Jeddah I found a slave-mart located within 200 yards of my Consulate, the slaves being secretly introduced into the town by night, were disposed of during the day, under circumstances of examination the most revolting and degrading to be imagined. This, I am pleased to say, with the good offices of the Governor, is now no more; the mart is closed, and the dealers are forbidden to carry on slave transactions within the town. The evil has been so far overcome, but I fear only to be diverted and concentrated at Mecca.

I beg to forward a list of slaves liberated by me since my arrival at Jeddah, and I trust my proceedings in the discharge of my duty will meet with your Lordship's approbation.

Inclosure in No. 275.

LIST of Slaves that have been liberated at Jeddah.

Date.	Names of Slaves.	Country.	Village or Town.	Age.	Masters owned by.	Subjects.	
1874				Years.			
Dec. 23	Taiseer ..	Abyssinia ..	Valiso ..	12	Mahmood Shairi ..	Turkish ..	Manumitted by the local authority.
23	Aman ..	" ..	Limo ..	18	Saleh ba Amer ..	" ..	
23	Almaz ..	" ..	Joomâ ..	18	Othman ..	" ..	
26	Bellal ..	" ..	" ..	20	Bahlawan ..	Bouchara ..	
29	Said ..	" ..	Darfoor ..	13	Aguel ..	Turkish ..	
23	Aman ..	Abyssinia ..	Gairah ..	15 or 16	Ali Gotha ..	British ..	
24	Aman ..	" ..	Bajefar ..	20 or 21	Said Ali ..	" ..	Manumitted by Her Britannic Majesty's Consul.
1875							
Jan. 2	Aman ..	" ..	Warrata ..	20	Sadik Capoli ..	" ..	
5	Naseeb ..	" ..	" ..	18	Hafees Edeen ..	" ..	

Jeddah, January 14, 1875.

(Signed)

G. BEYTS.

No. 276.

The Earl of Derby to Consul Beyts.

(Extract.)

Foreign Office, February 11, 1875.

I HAVE received your despatch dated the 27th of December last, together with its inclosures relating to Slave Trade matters; and with reference to the holding of slaves by British Indian subjects, I have to acquaint that I entirely approve the intimation conveyed by you to them to the effect that they are strictly forbidden to hold or to traffic in any way in slaves, and whilst it will be your duty to see that all slaves held by British subjects are manumitted, and if the circumstances of the case should require it, that the offenders are punished, I have at the same time to observe that it is not the wish of Her Majesty's Government that when slaves are thus freed they should be compelled or induced to leave their owners; they must be made to comprehend that they are their own masters, and free to dispose of their services as they may see fit, but that being done, they must decide for themselves.

I have further to acquaint you that I approve of your having freed the two Abyssinian slave boys referred to your despatch as having been held by British subjects.

With regard to slaves held by Turkish subjects who may apply to you for protection, I have to state that it is not advisable that you should encourage applications of this nature, and when you are applied to you will not interfere in their behalf, unless you have good reason for believing that they have been ill-treated by their masters, when you will be at liberty to send the applicants to the Governor, or other proper Turkish authority, with such a communication to the authority as the circumstances of the case may warrant.

You acted rightly, therefore, in dealing with the cases of the four Abyssinian slaves belonging to Turkish subjects, who, as reported in your despatch now under reply, applied to you for protection.

Upon the general question of the Slave Traffic carried on by the Turks, or under the Turkish or Egyptian flags, I think it right to point out to you that there are no Treaty engagements existing between Her Majesty's Government and either Turkey or Egypt, that would authorize a British cruiser to seize or detain a Turkish or Egyptian vessel engaged in the Slave Trade, and for the present, therefore, you must confine your action to acquiring all the information possible in regard to the manner in which Slave Traffic is carried on, its amount, whence the slaves are derived, and their destination. You will be perfectly justified, however, in denouncing to the Turkish authorities any well authenticated cases of Slave Traffic which may come under your cognizance, and in requesting that the guilty parties may be punished according to their deserts.

When the question is settled as to the extent of your jurisdiction, I have to acquaint you that you will be justified in freeing any slaves which you may find in the possession of British Indian subjects at ports which may be recognized by the Turkish authorities as being within your Consular district, and you will take such steps as may be necessary for the punishment of the offending parties.

I need scarcely point out that considerable tact and judgment will be required on your part in dealing with Slave Trade questions in the provinces of the Hedjaz and Yemen, and you will be particularly careful, therefore, to distinguish between Slave Traffic, which you will be justified in denouncing, and the status of domestic slavery, in the latter of which it is not the wish of Her Majesty's Government that you should unnecessarily interfere.

No. 277.

Mr. Lister to Consul Beyts.

Sir,

Foreign Office, February 18, 1875.

I AM directed by the Earl of Derby to acquaint you that his Lordship approves your proceedings, as reported in your despatch of the 15th ultimo, inclosing a list of slaves liberated in consequence of your intervention, and reporting the closing of the slave-mart at Jeddah by the Government of that town.

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

No. 278.

Extract of a Letter from Consul Beyts, dated Suez, April 18, 1875.

AS far as I can learn, there are from 20,000 to 25,000 slaves imported to Yemen and Hedjaz; the Consul at Smyrna has been writing me that slaves have been found on board of two steamers which arrived there from Jeddah; this is nothing new, all the Government steamers, as well as those of the Austrian Lloyds', from Hodeidah, calling in at Jeddah, have numbers of Africans on board, but they are always protected by passports and other documents, signed by the Kadi, stating them to be the wives of the officers and soldiers; no doubt these documents are destroyed, and the victims are sold into slavery at Constantinople, but no slaves are bought and shipped at Jeddah, or we should hear of it. Some time after I had closed the mart and left Jeddah, some slaves (fourteen in number) were clandestinely introduced into the town at night, and an attempt was made to sell them in the mart. Mr. Wylde heard of it, and wrote to the Governor, who himself repaired to the spot, and dispersed them, putting the brokers into prison.

No. 279.

Consul Beyts to the Earl of Derby.—(Received June 21.)

(Extract)

Suez, June 10, 1875.

I HAVE the honour to inclose some remarks on the Red Sea Slave Trade from a thoroughly trustworthy source, which have been forwarded to me by Mr. A. B. Wylde, the Acting Consul at Jeddah, accompanied by a letter from himself. Mr. Wylde informs me that the Slave Trade had increased greatly, judging from the number of young slaves to be seen in the town. The public market is still closed, but there are so many facilities offered for private sales, that the closing of the market is hardly felt to be an inconvenience. The Governor, however well-disposed, is powerless to interfere with and put a stop to the private traffic; and he has made himself unpopular by paying so much attention to the subject.

Referring to the above remarks, I beg to inform your Lordship that the author's statements are derived from facts which have fallen under his own personal observation when visiting Massowah and Hodeidah; and they are, moreover, fully borne out by the testimony of an English mercantile gentleman who had been residing at, and 'is lately returned from, Hodeidah.

Your Lordship will observe that the remarks contain the most conclusive and confirmatory evidence which can be given to the Reports which I have had the honour to make in my previous despatches on Slave Trade. I look on the statements as being a recapitulation of my own, diffident as I felt at the time in making them, from want of positive proofs. I feel gratified in finding them to be substantively correct, and so faithfully verified on such good authority.

So long as the Turkish and Egyptian Governments make mere hollow professions of putting down the Slave Trade, and at the same time knowingly permit slaves to be embarked and disembarked at their ports; so long as they replenish their coffers by permitting (if they do not instruct) their Governors and other officials to levy a poll-tax on slaves that are landed at Jeddah, Hodeidah, and other ports on the Yemen coast, the tax probably having been already levied at the ports of shipment on the Abyssinian and Nubian coasts; so long as slave-landing operations can be carried on under the very guns of the Turkish men-of-war lying in port, and so long as the officials high and low participate more or less in the gains of the traffic, beyond dealing with British India subjects, on whom alone the restrictions can be enforced, and making futile representations to the authorities, Her Majesty's Consul can do little good in putting a check on a traffic which is carried on by the slave dealers with the utmost impunity, and in defiance of all authority. Any prohibitive measures attempted, without the means to enforce them, only incur the scorn and bitter hatred of the dealers, who show their resentment by inciting the fanatical Arabs against the Europeans, the small band of which, having no reliable protection, would be, in the case of a rise, entirely at the mercy of a savage mob.

It, therefore, becomes my duty to inform your Lordship that, to take firm and decisive steps for putting down the Slave Traffic at Jeddah, it would be absolutely necessary that one of Her Majesty's gun-vessels be stationed there, for the protection of her subjects. When Her Majesty's vessels of war acquire by Treaty the right of search in

the Red Sea, cruize in the limits indicated by Annesley Bay on the Abyssinian, and Suakim on the Nubian coasts, from which the supplies are drawn, and intercept the dhows carrying slaves across to the Yemen coast, a few seizures would deter the dealers from embarking in such risky enterprizes; and by cutting off the supply, the trade would diminish, and ultimately be rooted out.

Owing to the vigilance exercised by Her Majesty's vessels Slave Trade operations can no longer be pursued on the south-east coast of Africa, except with imminent risks to the dealers, which they do not care to incur; consequently, the trade has been diverted to the Red Sea, where it flourishes—slaves to the extent of 25,000 to 30,000 being annually imported into the Hedjaz and Yemen, a large portion of them being conveyed to Egypt, Constantinople, and other Mediterranean ports by steamers of the Austrian Lloyds' Company, and those belonging to the Turkish and Egyptian Governments. The steamers of the Austrian Lloyds' Company are in the habit of carrying slaves as deck passengers; they make no concealment of doing so. My attention was called to this fact by a letter addressed to me by Her Majesty's Consul at Tunis. On inquiring from the Company's agent at Jeddah, I learnt from him that such negro deck passengers were the wives and families of the Turkish soldiers, and that they were in possession of certificates from the Governor and Kadee of Hodeidah. There can be no doubt that the documents alluded to are fictitious, and that they are destroyed whenever opportunities offer for selling the slaves.

Inclosure 1 in No. 279.

Acting Consul Wylde to Consul Beyts

(Extract,)

Jeddah, May 28, 1875.

I HAVE the honour to report that, since writing my last letter to you on this subject, I have heard from most reliable European and native sources of the landing of a cargo of sixty slaves about five miles south of this port. The proof of this is that the quarantine officials have been informed of the same, and have collected their usual passenger dues on the batch from the owner of the Bugla.

Evidence is only too clear of the sad increase in this traffic. It but wants a walk through the bazaar during the early portion of the day to see with one's own eyes the many small and adult slaves standing about, or being moved from one part of the town to the other, chiefly towards the Mecca Gate, and to the village situated towards the south-east of the town.

If the Quarantine Department of the Turkish Government collect dues on the import of slaves, and the officers and officials openly buy male and female domestics, it will be hopeless for any Representative of Her Majesty's Government to try and put a stop to the trade.

The example set by the Turkish officials is a guarantee to the Arabs of their not being molested, and they can prosecute their trade with impunity.

The Austrian boat "Flora," steam-ship, which arrived yesterday from Hodeidah, brought four slaves, shipped as deck passengers for this port.

Orders have arrived from the Governor-General of the Hedjaz that all slaves seeking refuge in the British Consulate are not to be delivered up to their masters, but other arrangements to be made for their disposal. What these arrangements are I have not been informed, but will write further on the subject when the Governor-General's order can be made more explicit.

Inclosure 2 in No. 279.

Remarks on the Red Sea Slave Trade.

HODEIDAH, the seaport of the Province of Yemen, is the principal mart, and may be considered as the head-quarters of the Trade. It is here that the slaves are first landed after their voyage from the African coast, and the place from which Jeddah and the other towns to the north draw their supplies. There is not the slightest attempt made at concealing the traffic, and indeed it is whispered that the local authorities derive a benefit from each fresh importation, so much per head being paid for all slaves landed.

The slave-quarters, a collection of mat huts, are situated but a few yards outside

the walls of the city, and the business is done by slave-brokers, who go round the cafés inquiring for purchasers, and announcing the qualities of the human chattels for sale.

Professional duties having taken me to Hodeidah, I took advantage of the opportunity to make a few inquiries as to how the market was supplied. Accompanied by a Turkish officer, who was anxious to purchase a slave, to send to Constantinople, and a slave-broker, I went to the house of the principal dealer. Several young boys were brought in for our inspection. Their ages ranged from 12 to 16 years, and their prices from 75 to 100 dollars. A number of female slaves were then shown, young girls between 12 and 16 years of age; 130 dollars was the highest price asked by the dealer, though I was told that a young and good-looking slave girl would sometimes fetch 200 dollars.

Most of these poor creatures meet with a miserable fate. Purchased for their good looks, after a month or two of possession, the master, becoming tired of his victim, resells her to the slave-dealer at a reduction, and thus they are passed on from one to the other, serving the lusts of many masters until they sink down into kitchen drudges, or are cast adrift to shift for themselves.

The slaves which I saw were all finely featured and very intelligent-looking. The dealer said they were Abyssinians, although some were dark enough to have come from Sowalkim in Nubia. At another slave-dealer's we saw about twenty little fellows, the eldest of which could not have been ten years of age.

None of the slaves shown to us could speak a word of either Arabic or Turkish, nothing but their own native dialect, showing that they must have been but newly imported; in fact we were informed that a few weeks previous to our arrival quite a large number of slaves had been received from Massowah.

Owing to the active exertions of the British cruisers, we were informed that but very few dhows had entered the Red Sea from the south, and that the dealers were now dependent upon Massowah and Zeilah for supplies.

The slave-dealers were all most bitter in their denunciation against the English, who have so unwarrantably, as they consider, interfered with their trade, and stolen so many of their slaves.

Whilst at Hodeidah I saw no dhow with the plain Arab flag, and I believe the Traffic to be carried on entirely under the Turkish and Egyptian flag. The Austrian flag, too, cannot be quite exempted from a charge of indirectly assisting in this traffic, for the steamers of the Austrian Lloyds, which trade along the coast of the Hedjaz and Yemen, carry up to the northern ports, and sometimes even as far as Constantinople, many a batch of deck passengers who are nothing but slaves.

A person presents himself at the office of the Agency, or on board of the ship, and asks for a number of tickets for deck passengers. The money being paid no questions are asked, but the tickets are given at once, and serve for a shipment of a batch of slaves.

I have just been informed by a passenger that the steamer of the Austrian Lloyds, which arrived at Jeddah on the 18th instant (May 1875), landed at that place fifteen young Abyssinian women, shipped at Hodeidah as deck passengers, and which are now for sale.

One or two small cruisers in the Red Sea to watch the Abyssinian coast, with permission to examine all dhows under the Turkish or Egyptian colours, would soon put an end to this infamous Traffic. At the same time, representations being made in the proper quarter, the agents of the Austrian Lloyds might be instructed to make a visit of inspection with the captain of the ship previous to the vessel leaving port, and in case of any deck passengers being found under suspicious circumstances, to cause them to be immediately landed and placed in charge of the local authorities, with the view of their liberation.

TURKEY. (*Consular*)—*Smyrna.*

No. 280.

Consul Cumberbatch to the Earl of Derby.—(Received February 22.)

My Lord,

Smyrna, February 12, 1875.

I HAVE the honour to inform your Lordship that I acquainted Her Majesty's Ambassador by telegram on the 9th instant that there were four African slaves on board the Egyptian steamer "Mahalieh," bound for Constantinople; from the information I received, there can be no doubt that these captives were intended for sale at Constantinople.

I have, &c.
(Signed) ROBT. W. CUMBERBATCH.

No. 281.

Consul Cumberbatch to the Earl of Derby.—(Received March 2.)

My Lord,

Smyrna, February 20, 1875.

I HAVE the honour to transmit herewith, for your Lordship's information, copies of three despatches which I have addressed to Her Majesty's Ambassador.

It would appear that the Traffic in slaves is openly carried on at Jeddah notwithstanding the positive orders of the Sultan to the contrary, even by one of the Imperial officers.

Two or three British steamers have also conveyed pilgrims from Jeddah lately, but I am happy to report that I found no slaves on board.

I have the honour to state that I have reported these cases to Her Majesty's Consul-General in Egypt, as well as to Her Majesty's Consul at Jeddah.

I have, &c.
(Signed) ROBT. W. CUMBERBATCH.

Inclosure 1 in No. 281.

Consul Cumberbatch to Sir H. Elliot.

Sir,

Smyrna, February 18, 1875.

WITH reference to my telegram of the 16th instant to your Excellency herewith annexed, viz.: "Austrian steamer 'Flora' left this afternoon with ten African slaves on board, arriving at Constantinople on Thursday," I acquainted the Austro-Hungarian Consul-General of the fact, who telegraphed to his Legation, the vessel having left before he could take any steps on board.

I cannot say precisely where these slaves were embarked, but I imagine that they were brought on board by the pilgrims from Jeddah, of whom there were a considerable number on board.

I have, &c.
(Signed) ROBT. W. CUMBERBATCH.

Inclosure 2 in No. 281.

Consul Cumberbatch to Sir H. Elliot.

Sir,

Smyrna, February 19, 1875.

I HAVE the honour to confirm my telegram to your Excellency of the 15th instant:—

“About twenty young slaves on board Ottoman Government steamer ‘Azir’ from Egypt, Hassan Bey Captain, left this evening. Slaves are below, owned by Captain and crew.”

This case of slave-carrying was represented to me shortly after the vessel had left, so that I could not make any inquiries through the Turkish authorities into the case.

My informant was a passenger from Jeddah in the “Azir,” and is, I believe, truthful in his statement. He declared that these children were taken on board by the captain at Jeddah, and that there was a considerable number of pilgrims from Mecca on board, and he supposed that they sold the slaves to the captain and crew in order to defray their expenses.

My informant further assured me that he had remonstrated with the said Hassan Bey respecting the small amount of bread and water he allowed these slaves, and acquainted him that he would inform me thereof on the arrival of the vessel. Upon this the captain ordered him to be locked up in his cabin until the vessel was ready for sea. I think it would be very desirable that Hassan Bey should be visited with the punishment he deserves for so flagrant a breach of the existing regulations.

I have, &c.

(Signed) ROBT. W. CUMBERBATCH.

Inclosure 3 in No. 281.

Consul Cumberbatch to Sir H. Elliot.

Sir,

Smyrna, February 20, 1875.

I HAVE the honour to acquaint your Excellency that the Egyptian steamer “Rhamanieh” arrived at this port on or about the 12th February, and that immediately after casting anchor three slaves were placed on board a shore-boat and conveyed to the opposite coast. The Turkish authorities immediately, at my request, placed policemen at the only points where the boatmen could pass on, returning by land or water; and towards evening the boatmen and slaves were secured. The former will be condemned to a short imprisonment, and the latter will be emancipated. The real owner of these slaves has not been discovered.

I have, &c.

(Signed) ROBT. W. CUMBERBATCH.

No. 282.

Mr. Lister to Acting Consul Cumberbatch.

Sir,

Foreign Office, March 8, 1875.

I AM directed by the Earl of Derby to express to you his Lordship's approval of your having addressed to Her Majesty's Ambassador at Constantinople the several communications relative to the Slave Trade which are contained in your despatch of the 20th ultimo.

I am, &c.

(Signed) T. V. LISTER

No. 283.

Consul Cumberbatch to the Earl of Derby.—(Received March 30.)

My Lord,

Smyrna, March 20, 1875.

I HAVE the honour to annex, for your Lordship's information, copy of a despatch relating to Slave Traffic I addressed to Her Majesty's Ambassador dated 18th instant.

I have, &c.

(Signed) ROBT. W. CUMBERBATCH.

Inclosure in No. 283.

Consul Cumberbatch to Sir H. Elliot.

Sir,

Smyrna, March 18, 1875.

IN transmitting herewith annexed copy of my telegram to your Excellency of the 19th instant, viz. :—

“Ottoman Government steamer arrived from Egypt with above thirty young slaves, belonging to Captain Mehemet Bey and crew; leaves Smyrna Thursday, 18th March.”

I have the honour to state that I acquainted his Excellency the Governor-General of this district of the fact of these slaves being on board the “Ismail,” and he stated that unless the slaves were landed he could take no steps in the matter.

I have, &c.

(Signed) ROBT. W. CUMBERBATCH.

No. 284.

Consul Cumberbatch to the Earl of Derby.—(Received June 19.)

My Lord,

Smyrna, June 9, 1875.

I HAVE the honour to annex herewith copy of a despatch received from Mr. Vice-Consul Anamissaki of Tchesmeh and Scio relating to Slave Traffic.

I have, &c.

(Signed) ROBT. W. CUMBERBATCH.

Inclosure in No. 284.

Vice-Consul Anamissaki to Consul Cumberbatch.

M. le Consul,

Tchesmé, le 31 Mai, 1875.

J'AI l'honneur de vous annoncer qu'il y a deux jours qu'un jeune négre nommé Ahmet, esclave d'un Turque à Echelle-Neuve, une heure après son arrivé à Scio était déclaré, par nos soins, homme libre et pourvu, par l'autorité administrative de l'île, d'un certificat constatant sa nouvelle position sociale.

Veuillez, &c.

(Signé) D. ANAMISSAKI.

No. 285.

Acting Consul Joly to the Earl of Derby.—(Received September 1.)

My Lord,

Smyrna, August 20, 1875.

I HAVE the honour to transmit to your Lordship herewith inclosed copy of a despatch which I have this day addressed to Her Majesty's Ambassador at Constantinople, relative to the slaves which have lately arrived at this port on board the Egyptian steamer “Bechir” and the British steam-ship “Arcadia.”

I have, &c.

(Signed) STEPHEN JOLY.

Inclosure in No. 285.

Acting Consul Joly to Sir H. Elliot.

Sir,

Smyrna, August 20, 1875.

I HAVE the honour to confirm my two telegrams to your Excellency of the 17th and 18th instant, respecting the four African slaves on board the Egyptian steamer "Bechir," and the three on board the British steam-ship "Arcadia," which left this port respectively on the above dates, bound for Constantinople.

With reference to the slaves on the "Bechir," I was only aware of three being on board that vessel a few hours before her departure, and I am unable, therefore, to state further to your Excellency than that these slaves arrived at this port the previous day from Alexandria, and that it is only owing to the vigilance of the local police authorities that they were not landed here.

With reference to those on board the steam-ship "Arcadia," I beg to state to your Excellency that I received a telegram from the Acting Secretary at Malta to the effect that several Africans, possibly slaves, had left on the 13th instant by that vessel for Syra, Smyrna, and Constantinople.

This steamer arrived here on the 17th instant, and I immediately proceeded on board to ascertain if there were any slaves, and as I had the honour to telegraph to your Excellency I discovered amongst the passengers three African female slaves.

Mr. G. Rogers, the master, informed me that these persons went on board his vessel at Malta together with other passengers for Constantinople, duly provided with tickets from the agent of the "Arcadia," and he positively assured me that he had not the slightest suspicion that they were slaves, which I fully believe.

On my representations the authorities here during the time the "Arcadia" remained in port took the necessary measures to prevent the slaves being landed.

I have, &c.

(Signed) STEPHEN JOLY.

VENEZUELA.

No. 286.

The Earl of Derby to Mr. Middleton.

Sir, *Foreign Office, October 14, 1875.*
I TRANSMIT to you, herewith, a copy of a despatch from the Acting British Consul-General at Havana,* respecting a project of importing Indians into Cuba from Venezuela; and I have to request you to bring this subject before the Venezuelan Government, and to point out to them that in a country where the status of slavery exists, the difference between the treatment which these Indians, if imported, will receive and that which slaves meet with will be merely nominal and to the detriment of the Indians, as the masters may have some interest in preserving the lives of their slaves, whilst they would have none in sparing the Indians.

I am, &c.
(Signed) DERBY.

APPENDIX.

[These Papers were received too late to be published with the Report of the Royal Commission on Fugitive Slaves, and they are, therefore, annexed to the Annual Slave Trade Correspondence.]

No. 1.

Dr. Kirk to the Earl of Derby.—(Received June 6.)

My Lord,

Zanzibar, May 1, 1876.

AS directed by your Lordship, I have the honour to forward, for information of the Royal Commission appointed to inquire into the question of Fugitive Slaves, a Report on the present status of slaves in the Zanzibar Dominions.

I have, &c.

(Signed) JOHN KIRK.

 Inclosure in No. 1.
Report by Dr. Kirk on the present status of Slaves in Zanzibar.

General position.—The position of the slave in Zanzibar is regulated by the general provisions of Mahommedan law, the spirit of which in relation thereto is embodied in a saying of the Prophet who, with reference to manumission, says :—“ Between him who frees a slave and the slave freed there arises a relation analogous to that of the father and the child ; for while in slavery the slave is non-existent, his independence being in abeyance, by the act of the master who frees him he is raised from nothingness into being, as a child from nothing is brought into being through the act of the father.”

Religious duties, obligatory on free Mahommedans, do not therefore apply to Mahommedan slaves where these are at variance with this doctrine, and the Pilgrimage—binding on all others—is not required of the slave. Neither in case of his murder does the *lex talionis* apply, and his market value, not the price of blood, is exacted in compensation.

In Zanzibar, which has for ages back supplied the East with slaves, it will readily be imagined the slave occupies a lower position than elsewhere. There he had got to be regarded until very lately as one, and that the most important, of the raw materials of commerce.

Supply.—Until 1873 as many as 20,000 slaves were sold yearly in public market, and shipped from Kilwa. Since then the public markets have been closed throughout the Sultan's dominions, and the trade moved from the sea to the land ; but, notwithstanding the practical abolition of the foreign Slave Trade, the numbers that still pass through Kilwa have not diminished, owing to the great demand that has arisen in the island of Pemba and along the coast, together with the increased mortality and losses occasioned by the land route.

Special position.—In Zanzibar, therefore—and in using this term I include the Sultan's dominions on the coast—the slave, when first obtained, in no way differs from such saleable commodities as goats and cattle, which when brought to the coast from inland, are kept until they can be resold or turned to use on the plantations.

The social position of the newly-obtained slave is here therefore the lowest which it is possible to imagine. There are, however, other stages to which he may progress after a time, such as the agricultural labourer, the town slave who works for his master with the merchants, and the domestic slave in native houses.

These three classes we shall have to speak of after having pointed out how far the institution of slavery and the position of the slave have been modified by the terms of Treaties with Great Britain and by the laws of the Sultan.

Effects of Treaties with Great Britain on the status of Slaves.—These different enact-

ments have, in the last few years, effected great changes in the position of the slave, the end of which is very far from being yet apparent.

The Treaty engagements of Zanzibar for suppression of the Slave Trade previous to 1873 were so open to evasion that little practical good resulted therefrom. Since 1873 it may be said, however, the foreign Slave Trade by sea has been brought to an end, and the supply practically cut off from Arabia and Persia, so far at least as Zanzibar is concerned, for doubtless slaves are still exported from the territory under Egyptian rule.

Present demand for Slaves.—The local demand for slaves in Pemba, consequent on the influx of capital into that island caused by the rise in the price of cloves that followed the hurricane of 1872, which, destroying the plantations of the island of Zanzibar, left those in Pemba intact, together with the requirements of the great agricultural districts of Malindi and Lamo, and the losses consequent on the long land-march by which slaves are now taken to these places in chain-gangs, have however served to maintain the demand for raw slaves from the interior at about the same numbers as formerly.

Effects of Treaty of 1873.—Thus while we have by the Treaty of 1873 put an end to the export Slave Trade from Zanzibar to Eastern countries, we have in no way ameliorated the position of the slave, but the reverse, and have completely failed in checking those wars which more or less directly are caused in the interior for the purpose of getting slaves, and which, so long as they continue, render the regeneration of Central Africa, and equally those parts nearer the coast, hopeless.

The only way in which slavery on shore is affected by existing Treaties is in the abolition of the public slave-markets, which, while they existed had so demoralizing an effect on the population, and served to keep the slave constantly before the public as a chattel to be speculated on for a rise or fall like any other commodity.

Probable effects of further concessions negotiated by Dr. Kirk.—Since the Treaty of 1873, and that of 1875, supplementary thereto, slavery afloat has been practically abolished. His Highness has, moreover, at my request issued three Proclamations, having the force of laws.

The first, dated 15th January, 1876, abolishing slavery as a status known to the Government, within the northern third of his dominions, that is throughout the South Somali Coast and the district of Kismayo.

The second, prohibiting the land route by which we have seen the slave-dealers evaded the Treaty of 1873; and the third, forbidding the fitting-out of caravans for the purchase of slaves in the interior, and the return of such caravans to the coast, under pain of imprisonment of the owners and confiscation of the slaves.

There is reason to believe that the first has effectively stopped the northern prolongation of the land slave-route to Somali land, and is also making a silent change in the position of the slave throughout the districts affected by it. The purchase or sale of a slave being now punished within these limits, and the slave-master reduced to the position of guardian only.

The second and third Laws having just been issued, it remains to be seen how far in practice they will be found to work, but the steps by which they have been preceded have been of a kind to make the dealers believe that a fatal blow has been struck at their business. The profits of the contraband Traffic are, however, already so great, and so certain to increase with the difficulties thrown in the way, that we have no reason to think the struggle is yet over—indeed, this never will be until the status of slavery has ceased to exist.

In pointing out more particularly the conditions of the various classes of slaves in the Zanzibar dominions, it will be convenient to speak of them:—

Classes of Slaves.—1. As raw slaves, or those lately captured and introduced.

2. Agricultural slaves settled on the plantations.

3. Slaves hired for daily or weekly wages to merchants and others in the town of Zanzibar.

4. Domestic slaves in the house of Arabs, &c.

Raw Slaves.—Regarding the first-class there remains nothing further to be said after what has been already stated. In Zanzibar, slaves are in this stage regarded as cattle or goods, and in no other light.

Agricultural Slaves.—When once, however, slaves of the above class have been for a few years settled on the plantations and have come to identify themselves as in a measure the property of some one or attached to one place, and have acquired a sufficient knowledge of the language, they are classed as agricultural slaves, who, by the custom of Zanzibar, are allowed, in lieu of rations and clothing, two days in the

week to work for themselves and cultivate an allotted plot of ground. In these two days they may also cut firewood or grass or otherwise work, retaining the produce to themselves, receiving nothing from the master out of the general produce of the estate, and giving him their labour as slaves during the five remaining days of the week.

Such is the usual arrangement within the island of Zanzibar, but there are slight modifications of it elsewhere induced by local causes.

These customs are, however, owing to the more frequent sale of agricultural slaves and the changes that have taken place since the ruin of the plantations in Zanzibar by the hurricane of 1872, and the great demand for field labour in Pemba, gradually breaking down.

Hired Slaves.—The third class is composed of boys and girls hired out to merchants and others for picking orchella weed, sifting copal, preparing hides for shipment, in carrying lime and stone for building, &c.; these receive daily wages, which their owners take on their return home.

I may remark that nothing is more common than for a native who gets a little money to invest in such slaves; they are, therefore, largely owned by comparatively poor people in town, who sell them when they get above a certain age.

This class includes also boatmen, town porters, &c., used for landing and shipping, and delivery of cargo to the merchants. These, requiring a special training, are owned principally by contractors, who keep gangs of such slaves and, for a stipulated sum, execute work for the European, American, and native traders, and as these contractors make themselves responsible for the safe delivery of the goods, it is difficult for casual labour to compete. This is a class of slave that has sprung up within the last fifteen years—formerly natives of Arabia, from Makulla and Sheher, did the work of porters themselves, but gaining capital through their own labour, they bought slaves whom they trained and supervised.

Domestic Slaves.—The last class of Zanzibar Slaves consists principally of concubines and common domestic servants, but it includes the overseers of estates and head men over other slaves, also agents who go trading in the interior for their masters.

The places of greatest trust are, in wealthy houses, generally reserved for slaves from abroad—Nubians, Abyssinians, or Gallas. There are also in the hareems Georgians and Circassians, of whom we need not here speak.

Admiralty Jurisdiction.—Cases that arise under the operation of Slave Trade Treaties come for adjudication before Her Majesty's Agent and Consul-General, in his Admiralty jurisdiction, from whose decisions there is an appeal to the Queen in Council under the provisions of the Acts regulating his powers.

In cases of condemnation, any slave dealers captured are made over to the Sultan for punishment, who also gives effect himself to the Laws and Regulations from time to time published.

Fugitive Slaves.—The question of fugitive slaves is not one that has ever given rise to serious discussion here, but as a rule nothing has been done that would indicate a direct acknowledgment of the right of the master to possess a slave; a slave taking refuge in the Consulate has, on this principle, not been given over to the master but turned out as an intruder at a time at which no one had notice.

Slaves on board ships of war, in harbour, have also been forced to leave the vessel, but have been sent over to the mainland or elsewhere at their pleasure, from whence they cannot under Treaty be reconveyed against their will. The principle has been steadily maintained that no slave can be surrendered on demand—as a slave—from under the British flag, but that neither the Consulate nor ships of war in harbour can be used as free quarters by all comers,—quite irrespective of whether they are slaves or free. Where a slave has been picked up three miles at sea, he has been looked on as absolutely free, nor has any case occurred to cause a discussion on this point.

Freed Slaves.—The freedom of slaves manumitted through the operation of Treaties and a Decree in Court, has also been scrupulously respected and enforced in a most summary manner by the present Sultan without any question. In like manner, those freed by the Consul from Indians now constitute a large and definite class in the population, and their greatest danger is that of being sold by their own people.

I think, looking back at the Slave Trade before 1873, with the additional knowledge now gained by me, I cannot estimate the annual numbers of slaves that passed through Kilwa at less than 25,000.

This is above the number as stated at the time, but there was, we now know,

much misrepresentation, and the Custom-house books showed a number far below the actual state.

The sudden cessation of the sea route, when it was expected to re-open in May 1873, caused an immense accumulation of slaves in Kilwa, but these were marched north towards the end of that year, and Captain Elton witnessed no less than 4,000 taken past him in thirty days, in the month of December. This would have indicated, had the same rate been maintained, 48,000 yearly, but, as I have said, the dealers were then working off the accumulated slaves that had been collected during the previous nine months.

In 1874, however, when this exceptional state had quite passed, there were 35,000 taken through Kilwa by land, and of these a very large part were conveyed to the Island of Pemba in contravention of Treaty. This gave us the *locus standi* made use of to induce the Sultan to abolish the land route, as he has now done.

The further step of forbidding all fitting out of slave caravans on the coast, and their return with slaves, will, when put in force, practically cut off the supply; but the effect of these concessions and acts of His Highness the Sultan will depend in a great measure on the manner in which Her Majesty's Government now act. If they give a liberal and hearty support to His Highness' authority, both directly and indirectly, without looking too closely into the immediate cost, there is no question this last blow will have an almost decisive effect against Slave Traffic as a great branch of trade. It will continue to exist, no doubt, but only as a contraband Traffic, and its numbers never can be great.

If, however, the Sultan's authority is not maintained, his Proclamations will become dead letters, and the unpopularity of his having yielded very possibly endanger his rule, for it is to be remembered there is not one of his subjects who accepts willingly the concessions he has found it expedient to make.

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

Zanzibar, May 6, 1876.

No. 2.

Mr. Tylour Thomson to the Earl of Derby.—(Received June 16.)

My Lord,

Tehran, May 23, 1876.

IN reply to your Lordship's despatch of the 29th of February last, I have the honour to report that, with the exception of the right of search conceded at the instance of Sir Justin Sheil to British cruisers, with a view to prevent the importation of slaves by sea into Persian territory, and renewed by Article XIII of the Treaty of Paris of 1857, no measures have been adopted by the Government of the Shah for the complete suppression of that Traffic. Under the action of the above arrangement, however, a considerable reduction of the number of slaves existing in Persia is believed to have been effected, and, with the exception of a few cases where slaves are still secretly landed upon the coast, they are nearly all the offspring of domestic slaves born in the country.

As a general rule, the domestic slave of Persia is treated with great consideration by his owner and the members of his family. Being usually employed as the confidential servant of the house he is, unless in the matter of personal liberty, in the enjoyment of advantages not always possessed by the ordinary paid servants.

No measures whatever are in progress in Persia for the emancipation of slaves whose bondage is recognized and sanctioned by the law of the country and upheld by the Mahomedan priesthood.

I have, &c.
(Signed) WM. TAYLOUR THOMSON.

No. 3.

Sir A. Buchanan to the Earl of Derby.—(Received June 24.)

My Lord,

Vienna, June 18, 1876.

WITH reference to your Lordship's despatches of the 25th February and 6th March, respectively, instructing me to procure information as to the law and practice in Austria-Hungary in regard to fugitive slaves, I have the honour to forward to your Lordship herewith a translation of the answer I have received to-day to the application made by me to the Austro-Hungarian Government on the subject.

I have, &c.

(Signed) ANDREW BUCHANAN.

Inclosure 1 in No. 3.

M. Orczy to Sir A. Buchanan.

(Translation.)

Vienna, June 17, 1876.

IN respectful reply to the esteemed note of his Excellency the Extraordinary and authorized Plenipotentiary of Great Britain, Sir Andrew Buchanan, of the 7th of March of this year, in regard to the orders given to His Majesty's navy in cases where fugitive slaves seek shelter on board the Imperial and Royal men-of-war on the open sea or in foreign territorial waters, the undersigned Minister of the Imperial House and of Foreign Affairs has the honour, after having consulted the Imperial and Royal State Ministry of War (Navy Section), to communicate the following:—

The Commanders of the Imperial and Royal men-of-war have to keep themselves strictly to the international Treaties for the suppression of slavery (Declaration of the 8th February, 1815; decisions of the Congress in Verona of the 28th November, 1822; and Treaty of London, of the 20th December, 1841), and especially also are to be guided by the resolutions determined upon, dated the 25th June, 1826 (Tribunal Decree of the 19th August, 1826, F. G. T. 2,215), by which every slave is, as soon as he steps on Imperial and Royal territory, at that moment free, as also on an Austrian ship, or even if he is handed over to an Austrian subject abroad, under whatever conditions. These resolutions are particularly expressed in sec. 373 of the Military Penal Code, copy of which is annexed.

According to the precise declarations of the Military Penal Code, and of the most perfect intentions, there is no doubt whatever that fugitive slaves who board a man-of-war, be it on open sea or territorial waters, for the purpose of seeking shelter, will assuredly find there shelter and help, and will be treated as free, and, moreover, dare not be delivered up.

An exception in the latter case could only appear justified if a slave should reach the deck of a man-of-war in territorial waters which are subject to a friendly Power, and his own Government should demand then and there his delivery on the ground of Treaties, and under circumstances according to which also every free subject of the respective friendly Power would also have to be delivered up. Such a delivery could naturally only be effected through the intervention of the Consulates or Representatives. There never having yet occurred a case giving rise to the necessity of special instructions, there have never yet been any such issued, and there does not exist any such instructions for Commanders of vessels as to how they are to behave if, in the territorial waters of a friendly Power, fugitive slaves seek shelter on board of men-of-war, in such a manner as to beg for reception before they actually put foot on the men-of-war, and have thereby obtained a right to shelter and aid.

The State Ministry of War (Navy Section) does not, however, perceive any necessity for issuing such instructions, as the conduct of the Commanders of such vessels must be governed by the particular circumstances of such cases, and must, therefore, be left to their tact and intelligence.

The Undersigned, &c.

(For the Minister of Foreign Affairs),
(Signed) ORCZY.

Inclosure 2 in No. 3.

(Translation.)

Fourth.—Chief Division on Public Violence.

§ 373.

Tenth Case.—K. The Treating a Man as a Slave.

AS in Austria slavery is illegal and all power coincident with such, and every slave becomes instantly free as soon as he puts foot on Imperial and Royal territory, as also upon Austrian ship-board, and even gets his liberty abroad at the moment he is passed over, under any condition, to a subject of the Austrian Empire, or to any person being in the war service of Austria, everybody commits a crime of public violence who hinders a procured slave in the use of his personal liberty, or sells him again at home or abroad, and every Captain or Commander of no matter what Austrian ship or vessel who takes one or several slaves, or hinders a slave who has reached the deck of an Austrian ship in the use of the personal liberty thereby acquired, is punishable by penal servitude of from one to five years.

But should the Captain or Commander of an Austrian ship, or any other Austrian subject, keep up a continuous traffic in slaves, the penal servitude will be extended to ten years, and, under specially aggravating circumstances, to twenty years.
