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CORRESPONDENCE RELATIVE TO THE SLAVE TRADE
[1877 [C.1829] VOL LXXVIII]

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CORRESPONDENCE
WITH BRITISH REPRESENTATIVES
AGENTS ABROAD AND
FOREIGN POWERS AND
REPORTS FROM NAVAL OFFICERS
RELATIVE TO THE SLAVE TRADE

Slave Trade

55



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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.
1877.

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

BRAZIL.

No. 1.

The Earl of Derby to Mr. Drummond.

Sir, *Foreign Office, April 22, 1876.*
I HAVE received your despatch of the 14th ultimo, inclosing Mr. O'Connor's report on slavery in Brazil;* and I have to request that you will convey to Mr. O'Connor my approval of the manner in which this report has been drawn up.

I am, &c.
(Signed) DERBY.

No. 2.

The Earl of Derby to Mr. Mathew.

Sir, *Foreign Office, July 21, 1876.*
I TRANSMIT to you herewith a copy of a despatch and of its inclosures from Her Majesty's Minister at Washington,† calling attention to the proceedings of the United States Steamship Company, whose vessels run from New York to Rio de Janeiro, touching at intermediate ports in transporting slaves from one Brazilian port to another.

It appears from Mr. Vanorden's statement that although the United States' Post Office contract with the Company in question to carry the United States' mails, the vessels employed are British steamers and carry the British flag; and on this understanding, therefore, I have to request that you will call the attention of the United States Steamship Company to the circumstances referred to by Sir Edward Thornton, and point out to them the serious consequences to which they may render themselves liable by allowing slaves to be conveyed on board their vessels.

You will remind them that Her Majesty's cruisers are entitled to search British vessels, and that, in the event of slaves being found on board, whether those slaves are being conveyed for sale or merely as consignments, the vessel may be detained on suspicion of being engaged in Slave Traffic, and sent for adjudication before a British Vice-Admiralty Court.

I am, &c.
(Signed) DERBY.

* Report of Royal Commission on Fugitive Slaves, 1876, page 94.

Mr. Mathew to the Earl of Derby.—(Received October 2.)

My Lord,

Rio de Janeiro, September 4, 1876.

UPON receipt of your Lordship's despatch of the 21st July I addressed a letter to Messrs. Johnstone and Co. of this city, the Agent of the British steam-ships under contract with the Post Office of the United States, for carrying mails to New York, a copy of which, and of their reply, I have the honour to inclose.

The ships are the property, I believe, of Messrs. Walker, of Middlesborough.

I am unable to concur in the view taken by Messrs. Johnstone, that the notice in the public papers of slaves "a entregar" (to deliver) is incorrect, as in the one to which they call my attention, referring to the Royal Mail Steam-ship "Mondego," domestic servant slaves are inserted immediately after the names of their masters, and the names of free blacks are specified as such.

I have no doubt, on the contrary, that all the steam-ships touching at the northern ports of Brazil have of late crept into the habit of bringing a few slaves "a entregar" each voyage. The captains may possibly have been unaware of the condition of their passengers, but the agents in the ports where they were embarked must have been perfectly cognizant of the facts. I have therefore addressed a despatch (copy inclosed) to Her Majesty's Consuls at those ports, as well as to the agents of the Royal Mail and of other steam-ship companies in this capital.

The sugar estates in the northern provinces have scarcely yielded any profit to their owners for several years, and this, coupled with prospective emancipation, has led many owners to purchase coffee-lands further south for slave cultivation. During the last four months the average arrival of slaves from the north has exceeded 100 per week.

I beg to inclose also copies of my letters to the agents of the various steam-ship companies.

I have, &c.

(Signed) GEORGE BUCKLEY MATHEW.

Inclosure 1 in No. 3.

Mr. Mathew to Messrs. Johnstone and Co.

Gentlemen,

Rio de Janeiro, August 17, 1876.

THE attention of Her Majesty's Government has been called to a statement made at Washington, that the steam-ships now under contract with the Government of the United States to carry the mails from Rio de Janeiro to New York, touching at intermediate ports, are in the habit of carrying slaves from one Brazilian port to another. A special instance of this has been pointed out as having occurred on the voyage of the "Nellie Martin" from Bahia to Rio on the 1st of March last.

Her Majesty's Secretary of State having further understood that these vessels carry the English flag, and are consigned to you, has instructed me to call your immediate attention to the matter, and to point out to you the serious consequences to which you will render yourselves liable by allowing slaves to be conveyed on board your vessels.

Her Majesty's cruizers are entitled to search British vessels, and in the event of slaves being found on board, whether those slaves are being conveyed for sale or merely as consignments, the vessel may be detained on suspicion of being engaged in Slave Traffic, and sent for adjudication before a Vice-Admiralty Court.

I have, &c.

(Signed) GEORGE BUCKLEY MATHEW.

Inclosure 2 in No. 3.

Messrs. Johnstone and Co. to Mr. Mathew.

Sir,

Rio de Janeiro, August 18, 1876.

WE have to acknowledge receipt of your Excellency's letter of yesterday's date, in which you inform us that the attention of Her Majesty's Government has been called to a statement made at Washington that the steamers now under contract with the Government of the United States to carry the mails between New York and Brazil are

in the habit of conveying slaves from one Brazilian port to another, and you point out a special instance of this as having occurred on board the "Nellie Martin" from Bahia to Rio on the 1st March last.

As special reference is made to our firm as representing the steamers in question, we should, in the first place, inform your Excellency that our connection with the Star Ball line of steamers, to which the "Nellie Martin" belongs, has always been limited to the management of the steamer's business as agents at this port, and that we have no further interest in the undertaking, nor have we any control over it beyond these limits. In the case which your Excellency brings forward, it would appear from inquiries which we have made here, that there were eleven blacks brought down from Bahia, but we are informed by our clerk, who went on board to receive the steamer's papers, that the captain stated that they had come on board as passengers in the ordinary way, and that he did not know anything about their being slaves. We have, however, written to the agents of the line at Bahia for further particulars, as the responsibility of taking the persons referred to on board, rested with them, and their action is not in any way under our control.

We would only add in conclusion, that no slaves have ever been carried from this port to the north by any of the steamers of the Star Ball line, and that the expression "escravos à entregar" is often used by the newspapers here, when manifestly incorrect, as your Excellency will see on reference to the passenger list of the Royal Mail steamer "Mondego," in the "Jornal do Commercio" of yesterday.

We have, &c.

(Signed) ED. JOHNSTONE AND Co.

Inclosure 3 in No. 3.

*Mr. Mathew to Consul Morgan.**

Sir,

Rio de Janeiro, August 28, 1876.

STATEMENTS having been made to Her Majesty's Government that slaves are carried from one Brazilian port to another in British steam-ships, I have received a despatch from the Earl of Derby, instructing me to point out to the parties concerned the serious consequences to which they may render themselves liable by allowing slaves to be conveyed on board their ships.

I am directed to remind them that Her Majesty's cruisers are entitled to search all British vessels, and in the event of slaves being found on board, whether conveyed for sale, or merely as consignments, that vessel may be detained on suspicion of being engaged in Slave Traffic, and sent for adjudication before a British Vice-Admiralty Court.

I find, upon inquiry in this capital, that any cases of this nature that may have occurred, have arisen from the acts of agents in the northern ports of Brazil, from which slaves are consigned—generally for sale—to Rio de Janeiro; and I therefore have to request you to warn the firms interested in steam-ship agencies in your Consulate of the danger to which their ships will be exposed by any further infringement of the laws of Great Britain.

I have, &c.

(Signed) GEORGE BUCKLEY MATHEW.

Inclosure 4 in No. 3.

Mr. Mathew to Messrs. Norton, Megan and Youle, Messrs. E. P. Wilson and Co., and Mr. May.

Gentlemen,

Rio de Janeiro, August 29, 1876.

A STATEMENT having been made to Her Majesty's Government that steam-ships under the British flag were in the habit of carrying slaves from one Brazilian port to another, I have been instructed by the Earl of Derby to point out to the parties concerned the serious consequences to which they may render themselves liable by allowing slaves to be conveyed on board their ships.

I am directed to remind them that Her Majesty's cruisers are entitled to search all British vessels, and, in the event of slaves being found on board, whether conveyed for

* Similar despatches were addressed to Mr. Walker and Mr. Green.

sale or merely as consignments, that the vessel may be detained on suspicion of being engaged in Slave Traffic, and sent for adjudication before a Vice-Admiralty Court.

I am, &c.
(Signed) GEORGE BUCKLEY MATHEW.

No. 4.

The Earl of Derby to Mr. Mathew.

Sir,

Foreign Office, October 10, 1876.

I APPROVE your proceedings, as reported in your despatch of the 4th ultimo, respecting the alleged transport of slaves by British steam-ships running from Rio de Janeiro to New York.

I am, &c.
(Signed) DERBY.

No. 5.

Mr. Mathew to the Earl of Derby.—(Received November 3.)

My Lord,

Rio de Janeiro, October 6, 1876.

I AM happy to be enabled to state that the various lines of English steam-ships have hitherto carefully attended to the communication I addressed to the agents with regard to the transport of slaves for delivery for sale.

They still carry slave servants accompanying their masters, but I apprehend that their passage tickets are taken as for servants.

The agents, however, complain, with some show of reason, of the course adopted by the French and German steam-ship companies, who are apparently the gainers by the prohibition extended to them.

The last vessel of the Bremen line brought forty-seven slaves "à entregar."

I am not fully cognizant of the law of France upon this point, but I apprehend that the German law is similar to that of England, and I assure myself that should your Lordship think proper to call the attention of those Governments to the question, the carrying of slaves will equally be put an end to by them.

I have, &c.
(Signed) GEORGE BUCKLEY MATHEW.

No. 6.

Mr. Mathew to the Earl of Derby.—(Received November 30.)

My Lord,

Rio de Janeiro, November 8, 1876.

IN my despatch of the 6th ultimo I alluded to the complaint of some agents of steam-ship companies that German and French vessels were permitted to carry slaves on the coast of Brazil.

I have since been informed by my colleagues the Chargés d'Affaires of France and Germany that a stop had been put to this custom.

M. Turnaux Compaces, the Chargé d'Affaires of France, indeed, spoke to me first on the subject upon which he evinced a warm interest.

I have, &c.
(Signed) GEORGE BUCKLEY MATHEW.

No. 7.

The Earl of Derby to Mr. Mathew.

Sir,

Foreign Office, December 23, 1876.

WITH reference to your despatches of the 4th September, 6th October, and 8th November last, respectively, I transmit to you herewith, for your information, copy

of a despatch and of its inclosure from Her Majesty's Ambassador at Berlin,* reporting the action taken by the German Government with the view to prevent the transport of slaves under the German flag between different parts of the Empire of Brazil.

I am, &c.
(Signed) DERBY.

BRAZIL. (Consular)—Bahia.

No. 8.

Consul Morgan to the Earl of Derby.—(Received January , 1876.)

My Lord, Bahia, December 31, 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. 8.

RETURN of the Prices of Slaves within the District of the Consulate at Bahia, at the respective times undermentioned.

	For the half-year ending June 30, 1875.				For the half-year ending December 31, 1875.			
	Currency.		Sterling.		Currency.		Sterling.	
	Milreis.	Milreis.	£	£	Milreis.	Milreis.	£	£
African males	600	to 900	60	to 90	900	to 1,000	90	to 100
„ females	600	750	60	75	750	—	75	—
Creole, males	600	750	60	75	750	1,200	75	120
„ females	600	750	60	75	750	—	75	—
Creoles, males, with professions ..	—	1,200	—	120	1,600	1,800	160	180

N.B.—1,875 slaves have been shipped to Rio de Janeiro from this Province this year, and almost every steamer arriving north conveys a large number of slaves from the Northern Provinces to the same destination.

(Signed) JOHN MORGAN, Consul.
British Consulate, Bahia, December 31, 1875.

No. 9.

Consul Morgan to the Earl of Derby.—(Received July 24.)

My Lord, Bahia, June 30, 1876.
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. 9.

RETURN of the Prices of Slaves within the District of the Consulate of Bahia, at the respective times undermentioned.

Description.	Half-year ending December 31, 1875.		Half-year ending June 30, 1876.	
	Currency.		Sterling.	
	Mileis.	Milreis.	£	£
African, males	900	to 1,000	90	to 100
„ females	750	—	75	—
Creole, males	750	1,200	75	120
„ females	750	—	75	—
„ males, with professions ..	1,600	1,800	160	180

Without alteration.

(Signed) JOHN MORGAN, *Consul.*
British Consulate, Bahia, June 30, 1876.

No. 10.

Consul Morgan to the Earl of Derby.—(Received October 12.)

My Lord,

Bahia, September 13, 1876.

THE emancipation fund, a special tax recovered at the Brazilian Custom-houses since the Law of September 1871 declaring the womb free for the gradual liberation of slaves in Brazil, has just been published.

The amount of that tax thus recovered from 1871 to July 1875, and distributable amongst the various provinces according to the number of slaves officially matriculated after the passing of that Law, is 3,440,462\$568, or 382,885*l.* 7*s.* 5*d.*, which, in a total number registered in all the Empire of 1,409,448 slaves, gives a net sum of 2\$440 per head, or 4*s.* 10½*d.* sterling.

The slave population and the amounts distributed to each province is as follows:—

Provinces.	Slave Population.	Quotas.
		Reis.
Amazons	1,183	2,887\$703
Alagoas	33,242	81,143 722
Bahia	173,639	423,852 799
Ceará	33,404	81,539 164
Espirito Santo	22,738	55,503 458
Goyaz	10,174	24,083 734
Minas Geraes	235,115	573,915 715
Matto Grosso	6,932	16,921 012
Neutral Municipality, capital of Empire	47,230	115,361 660
Pará	14,611	35,665 451
Piahy	25,533	62,326 053
Pernambuco	92,855	226,659 055
Paraná	10,715	26,155 315
Sergipe	32,974	80,489 534
St. Paulo	169,964	414,882 124
St. Catharina	10,551	25,754 991
Rio de Janeiro	304,744	743,880 104
Rio Grande Norte	13,484	32,914 444
Rio Grande Sul	69,366	169,322 406
Maranhão	74,939	182,926 099
Totals	1,409,448	3,440,462 568

The amount due to this province will liberate about 800 slaves.

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

EGYPT.

No. 11.

Sir J. Pauncéfote to Major-General Stanton.

Sir; *Foreign Office, February 1, 1876.*
 I AM directed by the Earl of Derby to transmit to you herewith, for your information, copy of a despatch from Her Majesty's Consul at Bengazi,* reporting upon the Slave Trade carried on from Wadai through Jabo to the northern ports of Barbary.

His Lordship would be glad to receive from you any information which you may be able to furnish which would show whether any slaves are introduced into Egypt by the western frontiers of that country, and if so, to what extent the traffic is carried on.

I am, &c.
 (Signed) JULIAN PAUNCEFOTE.

No. 12.

Major-General Stanton to the Earl of Derby.—(Received February 27.)

My Lord, *Cairo, February 17, 1876.*
 I HAVE had the honour of receiving your Lordship's despatch of the 1st instant, transmitting for my information the copy of a despatch from Her Majesty's Consul at Bengazi, reporting upon the Slave Trade carried on from Wadai through Jalo to the northern ports of Barbary, and calling for any information which I may be able to furnish which would show whether any slaves are introduced into Egypt by the western frontiers of this country, and the extent to which this traffic is carried on.

It is out of my power to offer your Lordship any positive information on this head, but I have reason to believe that since the annexation of Darfur to Egypt the numbers of slaves introduced into this country by the western frontier have been reduced most sensibly, though there is reason to suppose that notwithstanding the orders, and the precautions taken by the Egyptian Government, small numbers are still imported by way of Siwah, as reported in Mr. Henderson's despatch.

The geographical position of Siwah and the nature of the desert routes from that oasis to the Nile are much in favour of the slave-dealers, as they render efficient surveillance extremely difficult, but I have no reason to believe any large slave caravans now reach this country from any part of the Libyan desert.

I will endeavour to procure for your Lordship more accurate information on this subject; but without special agents to watch the caravan routes it is almost impossible for me to form any reliable estimate of the extent to which this traffic is carried on.

I have, &c.
 (Signed) EDWD. STANTON.

No. 13.

Sir J. Pauncéfote to Mr. Cookson.

Sir, *Foreign Office, July 12, 1876.*
 I AM directed by the Earl of Derby to transmit to you the accompanying copy of a despatch from Her Majesty's Consul at Jeddab respecting the introduction of cargoes of slaves into that port in open daylight by bugalows under Turkish colours.†

There is every reason to believe that these slaves come from the Egyptian coast of the Red Sea, and I am accordingly to instruct you to address a strong remonstrance to the Egyptian Government upon this subject, and to point out to them that their authorities have openly violated their instructions in permitting the export of slaves from Egyptian territory.

I am, &c.
(Signed) JULIAN PAUNCEFOTE.

No. 14.

Mr. Cookson to the Earl of Derby.—(Received August 1.)

My Lord,

Alexandria, July 22, 1876.

I HAVE the honour to acknowledge your Lordship's despatch of the 12th instant, inclosing a copy of a report from Her Majesty's Consul at Jeddah respecting the introduction of slaves into that port, and instructing me, as there is reason to believe that these slaves come from the Egyptian coast, to address a strong remonstrance to the Egyptian Government on the subject.

In obedience to your Lordship's instructions I have addressed to Chérif Pasha the letter of which a copy is inclosed.

I may be allowed to explain that the particulars in my letter as to the supposed road taken by the slave-dealers are derived partly from private information and partly from a letter published in the "Anti-Slavery Reporter" of 1st instant (Volume 20, No. 4, page 82).

I have, &c.
(Signed) CHAS. A. COOKSON.

Inclosure in No. 14.

Mr. Cookson to Chérif Pasha.

M. le Ministre,

Alexandria, July 22, 1876.

I HAVE the honour to inform your Excellency that I have received instructions from Her Majesty's Government to address to the Egyptian Government a strong remonstrance against an alleged violation of their instructions by the local authorities on the coast of the Red Sea in having permitted the export of slaves from Egyptian territory.

It appears from the report made by Her Majesty's Consul at Jeddah to Lord Derby that bugalows under Turkish colours openly enter the port of Jeddah in broad daylight and land cargoes of slaves; and there is every reason to believe from information received from several quarters that these cargoes of slaves having been brought from the western frontiers of Abyssinia up the Nile, a little above or below Khartoum, are thence driven across the country to some point on the coast between Suakim and Massowah, and there embarked, apparently with the connivance of Egyptian officials.

I doubt not that your Excellency will duly appreciate the gravity of these facts, and how much such conduct is calculated to neutralize the efforts which His Highness is making in other quarters to suppress the Slave Trade; and that immediate steps will in consequence be taken to exact from all naval and military authorities of the Egyptian Government in those parts the strictest vigilance in the execution of their orders, as well as to bring to justice any who may be convicted of violation of their duty in this respect.

I have, &c.
(Signed) CHAS. A. COOKSON.

No. 15.

Sir J. Pauncefote to Mr. Cookson.

Sir,

Foreign Office, August 4, 1876.

I AM directed by the Earl of Derby to express to you his Lordship's approval of the note addressed by you to the Egyptian Government, respecting the introduction

of slaves into Jeddah from the Egyptian coast, of which a copy was inclosed in your despatch of the 22nd ultimo.

I am, &c.
(Signed) JULIAN PAUNCEFOTE.

No. 16.

Mr. Lister to Mr. Cookson.

Sir, *Foreign Office, September 28, 1876.*
I AM directed by the Earl of Derby to transmit to you herewith for your information, an extract from a despatch dated the 16th ultimo, from Her Majesty's Agent and Consul-General at Zanzibar, relative to the Slave Traffic carried on in the Red Sea, and the Gulf of Aden.*

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

No. 17.

The Earl of Derby to Mr. Vivian.

Sir, *Foreign Office, October 31, 1876.*
I TRANSMIT to you a copy of a letter from the officiating Resident at Aden, with inclosure, to Her Majesty's Secretary of State for India, respecting the Traffic in Slaves from the port of Zaila, now an Egyptian possession, and from ports on the east shore of the Red Sea, and I have to request that you will make a representation to His Highness the Khedive in the sense suggested by the Acting Political Resident in his letter to the Government of Bombay.

I am, &c.
(Signed) DERBY.

Inclosure 1 in No 17.

Captain Goodfellow to the Marquis of Salisbury.

My Lord Marquis, *Aden Residency, September 13, 1876.*
I DO myself the honour to transmit copy of my despatch of 13th September, 1876, to the Government of Bombay, regarding the traffic in slaves from the Port of Zeila and ports on the east shore of the Red Sea.

I have, &c.
(Signed) G. R. GOODFELLOW,
Acting Political Resident.

Inclosure 2 in No. 17.

Captain Goodfellow to the Secretary to the Government of Bombay.

Sir, *Aden Residency, September 13, 1876.*
I HAVE the honour to report for the information of Government that traffic in slaves is still carried on extensively from the port of Zeila, now an Egyptian possession, and from ports on the east shore of the Red Sea.

2. Aboobuker Shohaim, the late Amir of Zeila, is stated to have taken as presents some valuable slaves to Egypt on the occasion of his late visit there, and I am given to understand that a cargo of 300 now await shipment from Zeila to Hodeidah, Jeddah, and Suez.

I am also given to understand that the traffic from this port is surreptitiously carried on, and there is an apparent dread of its being discovered; if such a feeling exists it may be well to press His Highness the Khedive in the matter, so that he may know we are

* No. 330.

fully aware of the fact that, by his acquisition of this port, no advantages have as yet accrued in the matter of the Slave Trade, such as we might naturally have hoped for.

3. A copy of this despatch has been forwarded to Her Majesty's Secretary of State for India.

I have, &c.
(Signed) G. R. GOODFELLOW,
Acting Political Resident.

No. 18.

Mr. Vivian to the Earl of Derby.—(Received November 20.)

My Lord,

Cairo, November 10, 1876.

I HAVE the honour to inform your Lordship that on the 8th instant I received information through Her Majesty's Vice-Consul here, that slaves had recently been brought to several depôts in Cairo, which were indicated to me, for the purpose of traffic.

I immediately conveyed this information to the Minister for Foreign Affairs, who obtained the Khedive's order to have the places which I had indicated, searched by the police, the slaves liberated, and the persons in charge of them duly punished.

I have not yet heard the result of these steps.

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

No. 19.

Mr. Vivian to the Earl of Derby.—(Received November 20.)

My Lord,

Cairo, November 12, 1876.

WITH reference to my despatch of the 10th instant, I have the honour to inform your Lordship that the search made by the police at the places I had indicated to Chérif Pasha and at other houses, resulted in the discovery of about forty slaves, supposed to be intended for sale, who, with the persons in charge of them, are now in the hands of the police, awaiting a regular inquiry.

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

No. 20.

Mr. Vivian to the Earl of Derby.—(Received November 26.)

My Lord,

Cairo, November 17, 1876.

I HAVE the honour to transmit to your Lordship a copy of a note which, in obedience to the instructions conveyed in your Lordship's despatch of the 31st ultimo, I have addressed to Chérif Pasha upon the subject of the Traffic in Slaves from the Port of Zaila.

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

Inclosure in No. 20.

Mr. Vivian to Chérif Pasha.

M. le Ministre,

Cairo, November 16, 1876.

IN obedience to orders from my Government, I am compelled to ask your Excellency to call the serious attention of the Khedive to the existence of a considerable Traffic in Slaves between the Port of Zaila and ports on the east coast of the Red Sea.

It is alleged that this clandestine traffic is carried on not altogether without the knowledge of the local authorities, and that two months ago a cargo of 300 slaves was at Zaila awaiting shipment to Hodeida, Jeddah, and Suez.

Her Majesty's Government have desired me, in bringing these facts to the knowledge

of the Khedive, to express their great regret and disappointment at learning that the Traffic in Slaves should still continue to this extent at a port brought under Egyptian control, and their hope that prompt measures will be taken to put an end to it.

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

No. 21.

The Earl of Derby to Mr. Vivian.

Sir, *Foreign Office, November 27, 1876.*
I HAVE to express to you my approval of the steps taken by you for the repression of Slave Traffic in Cairo, as reported in your despatches of the 10th and 12th instant.

I am, &c.
(Signed) DERBY.

No. 22.

Mr. Vivian to the Earl of Derby.—(Received December 9.)

My Lord, *Cairo, November 30, 1876.*
WITH reference to your Lordship's despatch of the 31st ultimo, and to my reply of the 17th instant, I have the honour to report that, in consequence of my representations based upon Vice-Consul Wylde's reports of the active prosecution of the Slave Trade from the Egyptian ports in the Red Sea, the Khedive has determined to send an officer at once to organize a special service of surveillance over the coasts and ports to which his attention has been directed.

He has selected Captain McKillop for this duty.

Captain McKillop says with much truth that it is highly improbable that the local authorities will allow this traffic to go on from their ports whilst he is on the coast, and he anticipates little success from his mission unless he is allowed to seize slavers at sea.

It is due to the Khedive to say that he repudiates all knowledge of the existence of this traffic to such an extent, and is disposed to think it is much exaggerated; and he is anxious to show his readiness to keep his engagements for the suppression of the Slave Trade.

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

No. 23.

Mr. Vivian to the Earl of Derby.—(Received December 16.)

(Extract.)

Cairo, December 8, 1876.

I REGRET to say, that from various quarters reports reach me of the existence of Slave Trade on a large scale within Egyptian territory, especially in the remote parts that are more removed from the eyes of foreigners.

Along the whole Egyptian line of coast on the Red Sea, and in the Equatorial provinces, which the Viceroy professes to be opening to civilization, accounts concur in establishing as a fact that an organized system of slave-trading and slave-hunting is being carried on, with the knowledge and even with the connivance of the local authorities, notwithstanding the promises and alleged orders of the Khedive to the contrary.

From Zeyla and all the Red Sea ports the export of slaves under the eyes of the Egyptian authorities amounts, according to the calculation of Mr. Wylde, Her Majesty's Vice-Consul at Jeddah, to 30,000 annually, and the existence of Slave Trade on a large scale at Zeyla, and the connivance thereat of the Emir Abou Bekr is corroborated by M. Arnoux, and by reports that the Foreign Office have received from Aden.

From the Equatorial provinces I have received reports from a trustworthy source that impress me still more strongly with their truth.

The Earl of Derby to Mr. Vivian.

Sir,

Foreign Office, December 19, 1876.

WITH reference to your despatch of the 30th ultimo, I have to request that you will express to His Highness the Khedive the satisfaction felt by Her Majesty's Government at the steps taken by His Highness to suppress slave-trading from Egyptian ports in the Red Sea.

I am, &c.
(Signed) DERBY.

FRANCE.

No. 25.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, April 3, 1876.

I TRANSMIT herewith, for your Excellency's information, extracts from a letter addressed to the Admiralty by Captain Ward, of Her Majesty's ship "Thetis," under date of the 31st December last,* reporting upon the illegal proceedings of a French vessel named the "Etienne et Laurence," and the difficulties experienced in consequence of the carrying on of Slave Traffic under French colours.

I am, &c.
(Signed) DERBY.

No. 26.

The Earl of Derby to Mr. Adams.

Sir,

Foreign Office, May 16, 1876.

I TRANSMIT you herewith, for your information, and for communication to the French Government, an extract from a despatch from Her Majesty's Consul at Mozambique, respecting the Slave Traffic carried on on the East Coast of Africa under the French flag.†

I am, &c.
(Signed) DERBY.

No. 27.

Mr. Adams to the Earl of Derby.—(Received May 19.)

My Lord,

Paris, May 18, 1876.

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 16th instant, with a copy of the extract from the despatch from Her Majesty's Consul at Mozambique which was therein included.

I have, &c.
(Signed) F. O. ADAMS.

No. 28.

Lord Lyons to the Earl of Derby.—(Received June 7.)

My Lord,

Paris, June 6, 1876.

WITH reference to Mr. Adams' despatch of the 18th ultimo, I have the honour to transmit to your Lordship a copy of a note from the Duc Decazes stating that the attention of the Governor of Réunion and of the Commander-in-chief of the French squadron in the Indian Ocean will be called to the facts relative to the Slave Traffic

* Inclosure in No. 367.

† No. 139.

under the French flag, which are stated in the extract from a despatch from Mr. Consul Elton which is inclosed in your Lordship's despatch of the 16th ultimo.

I have, &c.
(Signed) LYONS.

Inclosure in No. 28.

The Duc Decazes to Mr. Adams.

M. le Ministre,

Versailles, le 2 Juin, 1876.

J'E me suis empressé de communiquer à mon collègue, M. le Ministre de la Marine, les informations que vous m'avez fait l'honneur de m'adresser à la date du 18 de Mai dernier, et d'après lesquelles des trafiquants d'esclaves à la Côte Orientale d'Afrique se couvriraient de notre pavillon pour s'y livrer impunément à des opérations de traite signalées par le Consul de Sa Majesté Britannique à Mozambique.

M. l'Amiral Fourichon appellera sur ces faits l'attention de M. le Gouverneur de la Réunion et celle du Commandant-en-chef de notre division navale dans l'Océan Indien ; il saisira en même temps cette occasion pour renouveler les instructions déjà transmises aux officiers de nos stationnaires et qui leur prescrivent de redoubler de surveillance dans ces parages, pour prévenir le retour de ces coupables abus.

Agréez, &c.
(Signé) DECAZES.

No. 29.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, June 19, 1876.

WITH reference to your Excellency's despatch of the 6th instant, I transmit herewith for your information, copy of a despatch from Her Majesty's Consul at Mozambique, being the usual monthly report of that officer upon Slave Trade matters within his Consular district,* and I have to request that your Excellency will communicate to the French Government the passages in Consul Elton's Report which relate to the "Etienne et Laurence," and the Slave Trade said to be carried on under the French flag.

I am, &c.
(Signed) DERBY.

No. 30.

Lord Lyons to the Earl of Derby.—(Received June 22.)

My Lord,

Paris, June 21, 1876.

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 19th instant, forwarding extracts from a Report by Her Majesty's Consul at Mozambique respecting a vessel named the "Etienne et Laurence."

I have, &c.
(Signed) LYONS.

No. 31.

Lord Lyons to the Earl of Derby.—(Received July 5.)

My Lord,

Paris, July 4, 1876.

WITH reference to your Lordship's despatches of the 16th May last, and of the 19th ultimo, to Mr. Adams' despatch of the 8th May, and to my despatch of the 21st ultimo, I have the honour to transmit to your Lordship a copy of a note from the Duc Decazes stating that, in consequence of the communication made to him by this

Embassy respecting the abuse of the French flag by traders in slaves on the east coast of Africa, fresh instructions have been sent to the commander of the French squadron in the Indian Ocean, and to the Governor of Réunion.

I have, &c.
(Signed) LYONS

Inclosure in No. 31.

The Duc Decazes to Lord Lyons.

M. l'Ambassadeur,

Versailles, le 1 Juillet, 1876.

VOUS m'avez fait l'honneur de m'écrire le 18 Mai et le 21 Juin pour me communiquer des extraits de différents rapports récemment adressés au Gouvernement Anglais par le Consul de la Reine à Mozambique et destinés à signaler l'abus que feraient de notre pavillon des trafiquants d'esclaves de la Côte d'Afrique. M. le Ministre de la Marine, à qui je me suis empressé de transmettre ces documents, m'annonce qu'il vient d'en envoyer copie à M. le Commandant-en-chef de notre Division Navale de l'Océan Indien et à M. le Gouverneur de la Réunion. M. l'Amiral Fourichon insistera, à cette occasion, sur les instructions spéciales déjà données aux Commandants de nos stationnaires dans ces parages et leur prescrira de redoubler de surveillance pour prévenir le renouvellement de semblables fraudes.

Agréé, &c.
(Signé) DECAZES.

No. 32.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, July 29, 1876.

I TRANSMIT to your Excellency herewith a copy of a despatch from Her Majesty's Agent and Consul-General at Zanzibar respecting Slave Traffic in that neighbourhood;* and I have to request that your Excellency will communicate to the French Government so much of the inclosed report as relates to the dhow under the French flag, which is stated to have conveyed a cargo of slaves to Pemba and Arabia.

I am, &c.
(Signed) DERBY.

No. 33.

Lord Lyons to the Earl of Derby.—(Received August 2.)

My Lord,

Paris, August 1, 1876.

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 29th ultimo, directing me to communicate to that Government the statement respecting a dhow under French colours contained in Dr. Kirk's report to your Lordship of the 18th of May last.

I have, &c.
(Signed) LYONS.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, November 14, 1876.

I TRANSMIT herewith, for your Excellency's information, copy of a despatch from Her Majesty's Minister at Rio de Janeiro respecting the alleged transport of slaves for sale by foreign steam-ship companies from one Brazilian port to another.*

I have to request that your Excellency will make inquiries of the French Government with the view to ascertain whether French vessels are allowed to transport slaves for sale from one part of the Brazilian Empire to another, it having come to the knowledge of Her Majesty's Government that a traffic in slaves is thus carried on by vessels under French colours.

Your Excellency will add that on Her Majesty's Government being informed that slaves were similarly carried in vessels of British nationality, immediate steps were taken to put a stop to that practice.

I am, &c.
(Signed) DERBY.

Lord Lyons to the Earl of Derby.—(Received November 18.)

My Lord,

Paris, November 16, 1876.

I HAVE the honour to inclose a copy of a note in which, in obedience to the instruction conveyed to me by your Lordship's despatch of the day before yesterday, I have inquired of the French Government whether French vessels are allowed to transport slaves for sale from one part of the Brazilian Empire to another.

I have, &c.
(Signed) LYONS.

Inclosure in No. 35.

Lord Lyons to the Duc Decazes.

M. le Ministre,

Paris, November 16, 1876.

IT has been represented to Her Majesty's Government that a traffic in slaves is carried on by vessels under French colours in the Empire of Brazil, and, in fact, that slaves for delivery or sale are conveyed in such vessels from one part of that Empire to another.

Her Majesty's Government have, in consequence, directed me to inquire of the French Government whether French vessels are allowed to transport slaves for sale from one part of the Brazilian Empire to another.

On being informed that slaves were similarly carried in vessels of British nationality, Her Majesty's Government took immediate steps to put a stop to the practice.

I have the honour to request your Excellency to give me the information sought by Her Majesty's Government, and to accept, &c.

(Signed) LYONS.

No. 36.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, November 25, 1876.

I APPROVE the note which your Excellency addressed to the French Government on the subject of the transport, under French colours, of slaves for sale from one part of the Brazilian Empire to another, and of which copy was inclosed in your Excellency's despatch of the 16th instant.

I am, &c.
(Signed) DERBY.

No. 37.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, December 7, 1876.

WITH reference to my despatch of the 14th ultimo, I transmit herewith copy of a further despatch from Her Majesty's Minister at Rio de Janeiro,* from which your Excellency will perceive that a stop has been put to the practice of carrying slaves for sale under French colours on the coast of Brazil.

I am, &c.
(Signed) DERBY.

No. 38.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, December 20, 1876.

I TRANSMIT to your Excellency herewith, to be forwarded to its destination, an address to the President of the French Republic which I have received from the British and Foreign Anti-Slavery Society, and which relates to slavery and Slave Trade in the Ottoman Empire.

I have at the same time to explain to your Excellency that this Memorial is only sent by the Foreign Office bag as a safe means of transmission, and that it is not to be presented officially, or otherwise taken any official cognizance of.

I am, &c.
(Signed) DERBY

No. 39.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, December 20, 1876.

I TRANSMIT to your Excellency herewith a printed copy of a despatch from Her Majesty's Agent and Consul-General at Zanzibar respecting the removal of certain slaves from a French dhow by order of the Acting French Consul at that place, and their subsequent emancipation;† and I have to request that in communicating the substance of Dr. Kirk's report to the French Government you will express to them the acknowledgments of Her Majesty's Government for the ready co-operation afforded in this case by M. de Gaspary, with the view to prevent Slave Traffic being carried on under the French flag.

I am, &c.
(Signed) DERBY.

* No. 6.

† No. 359.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, December 20, 1876.

HER Majesty's Agent and Consul-General at Zanzibar having reported to me the arrival of M. Gaillard de Ferry at that place in the capacity of French Consul, I take this opportunity of requesting that your Excellency will express to the French Government the acknowledgments of Her Majesty's Government for the friendly manner in which M. de Gaspary, who has hitherto held that appointment, has co-operated with Dr. Kirk and with Her Majesty's naval officers in their endeavours for the suppression of the Slave Trade.

I am, &c.
(Signed) DERBY.

No. 41.

Lord Lyons to the Earl of Derby.—(Received December 23.)

My Lord,

Paris, December 22, 1876.

I HAVE this morning had the honour to receive your Lordship's despatch of the day before yesterday, transmitting to me to be forwarded to its destination, a packet containing an address to the President of the French Republic from the British and Foreign Anti-Slavery Society, relative to Slave Trade and slavery in the Ottoman Empire.

Your Lordship at the same time explains to me that this Memorial has been sent by the Foreign Office bag only as a safe means of transmission, and that it is not to be presented officially nor otherwise taken any official cognizance of.

Accordingly, I have simply closed the envelope and sent the packet to the Elysée Palace, at which Marshal MacMahon is now residing.

I have, &c.
(Signed) LYONS.

No. 42.

Lord Lyons to the Earl of Derby.—(Received December 23.)

My Lord,

Paris, December 22, 1876.

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 20th instant, directing me to express the acknowledgments of Her Majesty's Government for the co-operation of M. de Gaspary, late French Consul at Zanzibar, in the suppression of the Slave Trade.

I have, &c.
(Signed) LYONS.

No. 43.

Lord Lyons to the Earl of Derby.—(Received December 26.)

My Lord,

Paris, December 23, 1876.

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 20th instant, respecting the co-operation of the French Consul at Zanzibar, M. de Gaspary, in the removal of certain slaves from a French dhow to Her Majesty's ship "London."

I have, &c.
(Signed) LYONS.

No. 44.

Lord Lyons to the Earl of Derby.—(Received December 27.)

My Lord,

Paris, December 24, 1876.

IN his despatch of the 18th May last, Mr. Adams reported to your Lordship that he had on that day, in obedience to your orders, communicated to the French Government an extract from a despatch from Her Majesty's Consul at Mozambique relating to the abuse of the French flag for slave-trading purposes on the East Coast of Africa, and in particular to the alleged transportation of slaves from that coast and from Madagascar to Réunion on board French vessels.

In my despatches of the 6th June and 4th July last, I had the honour to transmit to your Lordship copies of notes from the Duc Decazes referring to that communication.

I have now the honour to send to your Lordship copies of a further note and inclosures on the subject which I received from his Excellency last night.

The inclosures are reports from French authorities in Réunion denying that slaves have been brought to the island, and stating that precautions have been taken to prevent any abuse of the kind.

I have, &c.

(Signed) LYONS.

Inclosure 1 in No. 44.

The Duc Decazes to Lord Lyons.

M. l'Ambassadeur,

Versailles, le 20 Décembre, 1876.

PAR une lettre en date du 18 Mai dernier, vous m'avez fait l'honneur d'appeler mon attention sur des opérations de traite qui se poursuivraient à la Côte Orientale d'Afrique et sur l'abus que les trafiquants d'esclaves feraient du pavillon Français pour tromper la surveillance des croiseurs Britanniques.

M. le Ministre de la Marine, à qui j'ai transmis ces renseignements, vient de me communiquer aujourd'hui les différentes pièces de l'enquête à laquelle se sont livrées les autorités coloniales de la Réunion. Je m'empresse de vous les adresser ci-jointes et il en résulte, ainsi que vous pourrez vous en rendre compte, que les faits dont il s'agit ne sont parvenus à la connaissance du Gouvernement de St. Denis. Vous verrez toutefois, que, dans l'opinion de M. Faron, les officiers de Sa Majesté Britannique auraient peut-être pu se méprendre sur le véritable caractère d'un mouvement d'émigration qui s'est établi entre plusieurs points de la Côte Occidentale de Madagascar et St. Denis, les Malgaches de Tullear et de St. Augustin profitant volontiers des navires qui desservent le commerce local, pour abandonner leur pays et venir chercher à la Réunion des ressources qu'ils ne trouvent pas chez eux.

Les ordres les plus formels n'en ont pas moins été donnés pour prévenir toute tentative de fraude du genre de celles que votre Excellence m'a signalées et pour que la plus sévère surveillance soit exercée sur les bâtiments à destination de notre Colonie.

Agréé, &c.

(Signé) DECAZES.

Inclosure 2 in No. 44.

M. Faron to the Minister of Marine and of the Colonies.

M. le Ministre,

Saint Denis, le 27 Octobre, 1876.

J'AI l'honneur de vous transmettre, ci-joints, les seuls renseignements qu'il m'ait été possible de me procurer jusqu'à ce jour, sur l'objet de la communication que vous avez bien voulu me faire d'un rapport de M. le Consul de Sa Majesté Britannique à Mozambique au sujet d'opérations de traite qui auraient eu lieu à la Côte Orientale d'Afrique, sous pavillon Français et à destination de la Réunion.

J'ai recommandé de la manière la plus formelle à M. le Directeur de l'Intérieur de faire surveiller avec soin toute tentative de traite ou toute fraude de travailleurs qui pourrait avoir lieu à l'Île de la Réunion et, si des actes de cette nature venaient à ma connaissance, je ne manquerais pas de les faire poursuivre avec rigueur.

Agréé, &c.

(Signé) FARON.

Inclosure 3 in No. 44.

M. de Lormel to M. Faron.

M. le Gouverneur,

St. Denis, le 13 Août, 1876.

SON Excellence le Ministre de la Marine et des Colonies a transmis à l'administration locale une lettre du Ministre des Affaires Etrangères et différents documents émanant du Foreign Office, relatifs à des opérations de traite qui se feraient à la Côte Orientale d'Afrique.

J'ai l'honneur de placer sous vos yeux copie d'une lettre écrite par l'un de vos prédécesseurs au Département, en Juin 1873, au sujet, non des opérations de traite à la Côte Orientale d'Afrique, dont nous ignorions l'existence, mais des introductions de Malgaches de Tullear, St. Augustin, et la côte ouest de Madagascar, par quelques navires du commerce local. Dès cette époque, les ordres les plus précis ont été donnés pour restreindre ces introductions aux plus étroites limites. D'autre part, le commerce local a été averti, en même temps, d'avoir à les restreindre dans les limites tracées.

Je ne saurais trop insister sur ce point, M. le Gouverneur, que les Malgaches qui viennent ici, le font de leur propre mouvement. Ce ne sont pas des esclaves, mais des hommes libres, émigrant de leur pays pour se procurer un bien-être et des ressources qu'il ne leur offre pas. Ce but une fois atteint, ils retournent à Madagascar avec le pécule qu'ils ont amassé.

Quant aux opérations de traite qui se feraient à la Côte Orientale d'Afrique, je ne crains pas d'affirmer qu'il n'est pas à ma connaissance qu'un seul navire ait introduit ici des Africains provenant d'un trafic, ou recrutés sur la Côte d'Afrique.

Veuillez, &c.

(Signé) Le Directeur de l'Intérieur.

Inclosure 4 in No. 44.

M. de Lormel to M. Faron.

M. le Ministre,

St. Denis, le 26 Juin, 1873.

LES navires du commerce local opérant à la côte ouest de Madagascar, notamment à Tullear Bay, ont l'habitude, depuis plusieurs années, de prendre sur ce point et d'amener à la Réunion, en vertu d'une tolérance accordée par mes prédécesseurs, un certain nombre de Malgaches, qui, à leur arrivée à St. Denis, contractent, par devant les autorités compétentes, un engagement de travail de dix ans. Ces hommes ont toujours été embarqués et considérés comme des passagers ordinaires.

En effet, tous déclarent à leur arrivée, venir volontairement à la Réunion pour y à amasser un pécule et retourner ensuite dans leur pays, et j'ai pu constater que leur rapatriement s'effectuait régulièrement par les navires qui s'expédient de la Réunion pour la côte ouest.

D'un autre côté, les soins à donner à la cargaison, qui comprend toujours un assez grand nombre d'animaux exportés de Madagascar, justifient la présence à bord de quelques hommes en plus des équipages toujours fort peu nombreux et limités au chiffre de matelots strictement nécessaires à la manœuvre.

Ces considérations avaient conduit mes prédécesseurs à tolérer, dans une limite assez restreinte, ces introductions, sans voir dans cette tolérance une dérogation aux prescriptions formelles qui interdisent toute introduction de la Côte d'Afrique ou de Madagascar.

Mais comme il était à craindre que cette tolérance ne dégénérait en abus j'ai ramené à quatre ou cinq au plus, le nombre de Malgaches que chaque navire pourrait introduire de la côte ouest, sous la condition formelle, d'ailleurs, que ces hommes déclareront devant le Commissaire d'Immigration, qu'ils viennent de leur plein gré, et contracteront des engagements en la forme réglementaire. On évitera ainsi, au moyen de ces mesures, toute supposition de recrutement et d'immigration irréguliers.

Veuillez, &c.

(Signé) DE LORMEL.

GERMANY.

No. 45.

Lord Odo Russell to the Earl of Derby.—(Received December 12.)

My Lord,

Berlin, December 6, 1876.

ON the receipt of your Lordship's despatch of the 14th ultimo,* I lost no time in addressing a note to Herr von Bülow, pointing out to his Excellency that the attention of Her Majesty's Government had been drawn to the fact that a traffic in slaves was being carried on by vessels under the German flag between different ports of the Empire of Brazil.

I inquired of his Excellency whether German vessels were allowed to engage in such traffic, and added that on Her Majesty's Government being informed that slaves were similarly carried in vessels of British nationality, immediate steps were taken to put a stop to the practice.

I have now received in reply a Pro-Memoriâ from Herr von Bülow, translation of which I have the honour to inclose, from which your Lordship will gather that instructions have been already sent to the German steamboat companies to abstain from carrying slaves, and that the attention of the Imperial Consuls has been again called to the subject.

I have, &c.

(Signed) ODO RUSSELL.

Inclosure in No. 45.

Pro-Memoriâ.

(Translation.)

TOWARDS the close of the year 1873 a few cases occurred in which vessels belonging to a German Steam Navigation Company took part in the transport of slaves from the northern to the southern provinces of Brazil, which had previously only been carried on under other flags.

This proceeding could not be considered as Slave Trade in the sense of the existing Treaties, for apart from other reasons for its not being contained in the Treaty stipulations, it only referred to the transport of individuals already in a state of slavery, and within the dominions in which slavery is still legally permitted.

The penal laws in Germany were also considered not to be applicable to these cases. This did not, however, prevent the German Government from forbidding the shipmasters of the company in question to take part in future in similar transports, as being incompatible with the honour of the German flag, and in spite of their protesting that they had not shipped, conveyed, or treated the slaves as such, but as ordinary passengers.

According to reports from the German Consuls in Brazilian ports, whose duty it then became to pay special attention to the observance of this prohibition, such cases were from that time not repeated, until a few months ago the Imperial Consulate at Rio de Janeiro was informed that two vessels belonging to another German Steam Navigation Company had arrived from Bahia, the one with ten the other with twenty-seven slaves on board. On inquiry being made it appeared that the persons in question had not been shipped as slaves but as between-decks passengers, and each one of them provided with a ticket made out in his name. The captains of vessels of this company have in the meantime been ordered to abstain for the future from taking any part whatever in the transport of slaves.

This opportunity has likewise been taken to renew the instructions to the Imperial Consuls to pay special attention to this question.

Berlin, December 1876.

* See No. 34.

ITALY.

No. 46.

The Earl of Derby to Sir A. Paget.

Sir,

Foreign Office, May 16, 1876.

I TRANSMIT to your Excellency herewith an extract from a despatch from Her Majesty's Consul at Mozambique, reporting on the Slave Trade in his district;* and I have to instruct you to call the attention of the Italian Government to the proceedings of their Vice-Consul at Tullear, in the south of Madagascar, who is stated to carry on an elaborate system of slave-trading under the guise of free emigration.

You will suggest that a strict inquiry should be made into the conduct of M. Rosier, with a view to such steps being taken as the circumstances of the case may warrant.

I am, &c.
(Signed) DERBY.

No. 47.

Mr. Malet to the Earl of Derby.—(Received July 11.)

My Lord,

Rome, July 5, 1875.

WITH reference to your Lordship's despatch of May 16, I have the honour to inclose herewith a copy of a note from Sir A. Paget, requesting that a strict inquiry should be made into the alleged connection of M. Rosier, Italian Vice-Consul at Tullear, with the Slave Trade; and a translation of a note from the Italian Minister for Foreign Affairs in answer.

From this communication it appears that his Excellency was ready to order the inquiry when news arrived that M. Rosier was dead.

I have, &c.,
(Signed) EDWARD B. MALET.

Inclosure 1 in No. 47.

Sir A. Paget to M. Melegari.

M. le Ministre,

Rome, May 22, 1876.

ACCORDING to instructions which I have received from Her Majesty's Principal Secretary of State for Foreign Affairs, I have the honour to call your Excellency's attention to the following information which Her Majesty's Government have received from the British Consul at Mozambique, relative to an elaborate system of slave trading which is carried on under the guise of free emigration, and in which the Italian Vice-Consul at Tullear seems to be actively engaged. This gentleman is supposed to be a brother of M. Rosier, who adopts the *alias* of Macullum, master of the "Etienne et St. Lawrence," which ship is one of several schooners that for some time back have been suspected of carrying slaves. It is believed that not eighteen months ago she shipped slaves at the mouth of the Quillimane River, and it is certain that she conveys labourers from time to time to Bourbon from the Madagascar ports. These labourers, according to the information received, are bought by the Italian Vice-Consul (Rosier *alias* Macullam) from the Sakalava Chiefs, at from 20 dollars to 30 dollars, and although kept in irons on

shore are shipped as passengers, with papers purporting to be signed by the Chiefs, stating that they proceed to Bourbon in search of employment of their own free will. At the time these details were collected it was said that thirty slaves were in confinement at Tullear, latitude 30° 23' 23" south, and fifty slaves at St. Augustine's Bay, 12 miles further south. About a year ago 150 were shipped at a time, but now orders are given only to ship a small number of them to Bourbon. The accuracy of these statements has been confirmed both by missionaries and by a native chief, and I have the honour to suggest to your Excellency that a strict inquiry should be made into the conduct of the Italian Vice-Consul, M. Rosier, in the above transactions with a view to such steps being taken as the circumstances may warrant.

(Signed)

A. PAGET.

Inclosure 2 in No. 47.

M. Melegari to Mr. Malet.

(Translation.)

Sir,

Rome, June , 1876.

IN his note of the 22nd of May last Sir Augustus Paget was pleased to inform me of the grave suspicions against Signor Nicola Rosier, Italian Consular Agent at Tullear, who seemed to have participated more or less directly in slave-trading under the guise of free emigration.

More properly speaking, Signor Rosier held the office of Royal Consular Agent only in name, and was under the authority and responsibility of his Consul at St. Denis (Réunion Island), by whom he had been recommended to the Italian Government.

Anyhow, I was ready to give instructions to the said Consul that he should institute a vigorous inquiry into the conduct of Signor Rosier, and that in the occurrence of blame to the same he should take the measures required by the gravity of the case, when the notice of Signor Rosier's death not long ago at Tullear reached me.

In consequence I have only to bring the above information to your Excellency's knowledge in answer to the above-mentioned note.

Receive, &c.

(Signed)

MELEGARI.

MADAGASCAR.

No. 48.

Mr. Lister to Consul Pakenham.

Sir,

Foreign Office, January 8, 1876.

WITH reference to my despatch of the 20th ultimo, I am directed by the Earl of Derby to acquaint you that instructions have been sent to the Naval Commander-in-chief in the East Indies to place himself in communication with you with a view to a representation being made to the Hova Government on the subject of the Mozambique Slave Trade.

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

No. 49.

Consul Pakenham to the Earl of Derby.—(Received February 5, 1876.)

My Lord,

Madagascar, Tamatave, September 28, 1875.

WITH reference to my despatch of the 11th instant, I have now the honour to submit, for your Lordship's information, the copy of a fourth despatch which I have considered it my duty to address to the Hova Chief Secretary of State on the subject of my previous complaint, and of further abuses which have come to my knowledge.

As will be seen from the present inclosure, the Hova Chief Secretary of State has not yet replied to my previous letters respecting the traffic in slaves from beyond sea, proved to have been carried on at Antananarivo on the 30th ultimo.

I venture to submit that this silence on the part of the Chief Secretary would appear to be conclusive evidence of his participation in the slave-dealings referred to; for if he had nothing to fear from the inquiry claimed by me, he would naturally have granted it, since its immediate effect would have been to disprove all connivance of the Hova authorities in regard to the slave-dealings complained of.

Under these circumstances I beg respectfully to submit for your Lordship's favourable consideration, the desirability, as appears to me, of my being authorized to demand from the Hova Government full explanations in regard to the late proceedings of their Chief Secretary of State.

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

Inclosure in No. 49.

Consul Pakenham to the Chief Secretary of State.

Sir,

Madagascar, Tamatave, September 28, 1875.

I HAVE the honour to remind your Excellency that on the 30th of last month, Mozambique slaves in considerable numbers were pointed out to the Hova Government at Antananarivo, as having been introduced into the capital contrary to the Treaty concluded between their Majesties the Queens of Great Britain and Madagascar on the 27th June, 1865.

I addressed your Excellency on this subject on the 10th and 11th instant. But up to the present date I have not yet received any reply to my letters, nor any communication whatever from your Excellency offering explanations in regard to the grave

infractions of the British Treaty committed lately under the very eyes of the Hova Government at Antananarivo.

It would be idle for me to decline the belief that it is practically impossible that the Arab slave-dealers with their Mozambique slaves can have entered the capital without the full knowledge of the local authorities, since it is public and notorious that no stranger whatever—much less any number of strangers—can enter the city gates without the full knowledge of the guards at such gates; and as a rule the admission of all parties arriving is entirely dependent on and subject to the will of the officers to whom the custody of the capital may be temporarily confided.

Whilst on this subject, as I have nothing whatever to conceal from the Hova Government, I beg to state that I have good grounds for believing that the number of Mozambique slave children lately found at the capital form but a very small portion of those lately introduced and admitted there in utter defiance of the Treaty engagements for the suppression of the Slave Trade entered into between our respective Governments as far back as 1865.

I am credibly informed by a very respectable European, who cannot have any interest in misleading me, that very lately he saw on the south side of Andahalo at Antananarivo, a whole district entirely inhabited by Arabs, having in their possession large numbers of Mozambiques, who could scarcely any of them speak a word of Malagasy. I am further informed that the country-house of a very high officer (whose name I will not at present mention) close to the capital, was occupied by Arab slave-dealers with their Mozambique slaves. I am also assured by another party that in the interior of the country, lying between the west coast and the capital, he came across considerable numbers of Mozambique slaves, who were bound, and who claimed his protection, alleging that they had been introduced into Madagascar since the conclusion of the British Treaty and had been subjected to the treatment they were then undergoing at the hands of the Hovas simply and solely because they had claimed their freedom under the provisions of the Royal Edict of October 2, 1874.

Under the circumstances aforementioned, and in presence of your Excellency's failure to accede to my demand for a full and searching inquiry at Tamatave into the grave infractions of the British Treaty reported by me to your Excellency on the 10th and 11th instant as having lately occurred at Antananarivo, I beg most solemnly to protest against the delay which has occurred in dealing with the very grave questions now pending, and above all against your Excellency's failure to report to me a kabar in which the British Government is so deeply interested.

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

No. 50.

The Earl of Derby to Consul Pakenham.

Sir, *Foreign Office, February 11, 1876.*

WITH reference to your despatch of the 28th of September last, I have to acquaint you that I approve the note addressed by you to the Hova Chief Secretary of State on the subject of the connivance of the Hova authorities at the Traffic in Slaves, which continues to be carried on in violation of the Treaty engagements of Madagascar towards this country.

I am, &c.
(Signed) DERBY.

No. 51.

Sir J. Pauncefote to Consul Pakenham.

Sir, *Foreign Office, February 24, 1876.*

I AM directed by the Earl of Derby to transmit to you the accompanying copies of a letter and its inclosures, addressed to the Lords of the Admiralty by Rear-Admiral Macdonald, Commander-in-chief in the East Indies,* respecting an attack on the launch of Her Majesty's ship "Thetis" by armed Sakalavas in the Nossumberelava River,

* Nos. 364.

Madagascar, whilst she was engaged in the suppression of the Slave Trade in September last, and the subsequent operations of the boats of that ship and of Her Majesty's ship "Flying Fish."

In communicating to the Hova Government such portions of the accompanying papers as you may consider necessary for their information in regard to the facts of this case, you will inquire whether they consider the Sakalavas to be under their jurisdiction, and whether they will undertake to prevent a repetition of similar attacks on the boats of Her Majesty's ships, as it will be necessary that Her Majesty's Government should know to whom they are to look for redress should British boats be attacked without provocation whilst in discharge of their duties.

I am, &c.

(Signed) JULIAN FAUNCEFOTE.

No. 52.

Consul Pakenham to the Earl of Derby.—(Received April 3.)

My Lord,

Madagascar, Tamatave, February 21, 1876.

I HAVE to report, for your Lordship's information, that the French schooner "Africa" has lately been discovered by the French authorities at Nossi Bé, West Coast of Madagascar, to have been engaged in the Slave Trade, and that this vessel has been sent to Réunion, where, I am assured, Captain Allard is being prosecuted criminally by the Procureur de la République.

It would appear that the "Africa" is a new vessel belonging to Bordeaux, partly owned by Captain Allard, and that she was sent out to these waters purposely to be engaged in the Slave Trade.

I have, &c.

(Signed) T. C. PAKENHAM.

No. 53.

Consul Pakenham to the Earl of Derby.—(Received April 3.)

My Lord,

Madagascar, Tamatave, February 21, 1876.

I HAVE the honour to transmit herewith, for your Lordship's information, the copy of a despatch received by me yesterday from the Senior Naval Officer, East Coast of Africa, reporting that the boats belonging to Her Majesty's steam-ship "Thetis" were fired upon in the Nossumbelava River, on the 25th September last, by the Sakalavas.

As the natives on that part of the West Coast of Madagascar are governed by petty Chiefs who do not, as a rule, acknowledge Hova authority, I consider that the only course which could have been adopted under the circumstances is that followed by Captain Ward.

But, as I purpose visiting the North-East and West Coasts of Madagascar, in a ship-of-war, towards the month of August, should this step be approved by your Lordship, I shall then be in a position to report more fully on the subject.

I have, &c.

(Signed) T. C. PAKENHAM.

Inclosure in No. 53.

Captain Ward to Consul Pakenham.

Sir,

"Thetis," Dalrymple Bay, October 14, 1875.

I HAVE the honour to inform you that on the 25th September last the cruising launch of Her Majesty's ship "Thetis" was fired upon by a number of Sakalavas from the banks of the Nossumbelava River, when beating down towards its mouth, and about two or three miles from it.

2. The launch had been up the river for the purpose of ascertaining if any slave dhows were concealed in it; no one had landed; and no possible provocation had been given to account for this hostile proceeding on the part of the natives.

3. Of course the fire was immediately returned by our boat, and, on the matter being subsequently reported to me, I proceeded up the river on the 7th October with six armed boats, which were fired upon from the same place without any provocation being given by us; the firing was comparatively feeble, and was easily silenced.

4. Having been unable to put myself in personal communication with the local Chief in consequence of the village where I afterwards landed being entirely deserted, and being wholly ignorant of any cause save the performance of our duty in suppressing the Slave Trade, which may have led to this breach of friendly relations between us and the natives of the west coast, I have deemed it advisable to lose no time in placing you in possession of the main facts of the case, premising that I have reported the circumstance to the Commander-in-chief on the East India Station, through whom the Home Government will receive information respecting it.

5. A proclamation in Swahili, complaining of this hostile act, and asking for an explanation, was stuck up on the flagstaff in the principal village; but as I left that part of the coast immediately after this occurrence, I shall not know the result till I hear from the "Flying Fish," at present stationed there.

I have, &c.
(Signed) TH. L. H. WARD.

No. 54.

Mr. Lister to Consul Pakenham.

Sir, *Foreign Office, May 8, 1876.*

HER Majesty's Consul-General at Zanzibar has communicated to Lord Derby a copy of a despatch addressed by you on the 15th of February, to the senior officer of Her Majesty's cruiser, on the East Coast of Africa, in which you will call attention to the fact that Aurontsangana, on the West Coast of the Island of Madagascar, has become an extensive depôt for newly-introduced slaves from Mozambique.

Lord Derby concurs in the suggestion made by you that this part of the coast should be closely watched by Her Majesty's cruisers, and his Lordship is further of opinion that it might be extremely advantageous to be furnished with accurate information on matters connected with the Slave Traffic in these districts.

I am, therefore to instruct you to take the first favourable opportunity that may present itself of making a tour of inspection to those parts of the coast of Madagascar, where the Slave Trade is reported to be carried on, and in order to assist you in carrying out these instructions, his Lordship has requested the Lords Commissioners of the Admiralty to give orders to the commanders of Her Majesty's cruisers to afford you any facilities in their power to enable you to visit such places as you may think it desirable.

You will report to me fully the result of any observations you may make on this tour, and you will be careful to keep Her Majesty's Consul-General at Zanzibar informed of any particulars with which you think he should be acquainted.

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

No. 55.

Consul Pakenham to the Earl of Derby.—(Received June 22.)

My Lord, *Madagascar, Tamatave, April 3, 1876.*

I HAVE the honour to acknowledge the receipt, on the 17th ultimo, of your Lordship's despatch dated December 22, 1875, transmitting to me, by direction of the Earl of Derby, the copy of a despatch from Her Majesty's Agent and Consul-General at Zanzibar, reporting certain information in regard to the alleged emancipation of slaves by the Hova Governor at Majunga, and instructing me to make inquiries as to the truth of these statements.

In reply, I beg, in the first place, to submit that there appears to be great confusion as to dates in Dr. Kirk's despatch, as I know of no Proclamation on the subject of emancipation issued by the Queen of Madagascar except Her Majesty's Proclamation, not of the 24th October, 1875, but of the 2nd October, 1874, a copy of which letter was forwarded in my despatch to the Earl of Derby of the 2nd November, 1874.

Secondly, I beg to represent that the emancipation demonstration got up by the

Hova Commandant of Majunga during the "Medina's" stay at that port was, in my opinion, organized simply to create in Captain Hansard's mind the impression which it appears to have produced—that the authorities were carrying out in good faith their Treaty engagements; as, since the "Medina's" visit to Majunga, the Hova slave-dealers have transferred the seat of their operations to Anorontsangana on the West Coast of Madagascar, lat. S. 13° 54', long. E. Gr. 48°.

I therefore apprehend that there is no reason whatever to believe that either the Hova Commandant at Majunga or any other Hova officer on the coast of Madagascar has ever caused a single slave to be emancipated. On the contrary, I feel sure that all Hova officials who reside or are in authority on the coast of Madagascar and a considerable number of the chief officers at Antananarivo are deeply interested in the Slave Traffic at present carried on in Madagascar.

In conclusion, I beg herewith to submit, for the information of the Earl of Derby, an extract from the "Antananarivo Annual and Madagascar Magazine for 1875," published in January last, from which it will be seen that the participation of High Hova officers in the Slave Traffic carried on on the West Coast of Madagascar is an ascertained fact, and this information, coming as it does from members of the London Missionary Society's Mission at Antananarivo, is, in my opinion, worthy in every respect of credence.

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

Inclosure in No. 55.

Extract from the "Madagascar Magazine."

BRIEF SUMMARY OF IMPORTANT EVENTS IN MADAGASCAR DURING THE YEAR 1875.—There has been not a little excitement during the year on the subject of slavery, and the importation of slaves into Madagascar. As far as can be ascertained, the Royal Proclamation of October 2, 1874, decreeing the freedom of all slaves brought into Madagascar since the signing of the Anglo-Malagasy Treaty, June 7, 1865, is practically a dead letter. It is still a disputed point whether any slaves have actually been set free as a result of the Proclamation, although, according to Sir Bartle Frere and other good authorities, from 8,000 to 10,000 slaves are imported annually. It is impossible to believe that such large numbers of slaves can be introduced into the country without the connivance of local governors and other officials; and from information received from those who have lately been on the coast, both east and north-west, it appears that there are regular establishments for the reception of newly-imported slaves, where they are kept until they can speak a few sentences of Malagasy: Not long ago a gang of slaves who could hardly speak a word of the language was seen only a few miles south of the capital by a missionary of the London Missionary Society. Those who know the all-pervading influence of the Central Government, even in remote parts of the island where Hova officials are stationed, can hardly avoid concluding that it must be to the interest of some persons very high in position not to put a stop to this state of things; and that, notwithstanding Proclamations which read exceedingly well, nothing very effectual will be done to stop the Slave Trade unless a constant pressure is exercised by England to oblige the Native Government to observe their Treaty engagements. The presence of a British Consul on the north-west coast would probably do much to check the evil.

No. 56.

Consul-Pakenham to the Earl of Derby.—(Received June 22.)

My Lord,

Madagascar, Tamatave, April 3, 1876.

I HAVE the honour to submit, for your Lordship's information, that since the British mail-steamers have called periodically at Mojanga, on the West Coast of Madagascar, the Hova slave-dealers have transported the seat of their operations to Anorontsangana, latitude 13° 54' south, longitude 48° east (Greenwich), and I beg to inclose, herewith, a copy of the report which I have addressed to Rear-Admiral Macdonald on the subject.

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

Inclosure in No. 56.

*Consul Pakenham to Rear-Admiral Macdonald.*Sir, *Madagascar, Tamatave, February 15, 1876.*

I HAVE the honour to report, for your Excellency's information, that Anorontsangana, on the West Coast of Madagascar, latitude 13° 54' south, longitude 48° east (Greenwich), has now become a regular slave depôt for Mozambique slaves newly introduced into Madagascar, in defiance of the provisions of our Treaty concluded with the Hova Government on the 27th June, 1865.

It is impossible to believe that the extensive Slave Trade now carried on at that port, can be so without the full connivance of the Hova authorities, as well at Anorontsangana as Antananarivo, and, in support of this view, I beg to inclose, for your Excellency's information, the copy of a recent publication in the London Missionaries Society's Magazine, containing statements on the subject, which I consider to be perfectly true, and which are the more important owing to the well-known fact that the London Missionaries Society's missionaries in Madagascar are in the habit of concealing rather than exposing the shortcomings of the present Hova Government.

I have, &c.

(Signed) T. C. PAKENHAM.

No. 57.

*Consul Pakenham to the Earl of Derby.—(Received June 22.)*My Lord, *Madagascar, Tamatave, April 3, 1876.*

I HAVE the honour to acknowledge the receipt, on the 17th ultimo, of Mr. Lister's despatch of the 20th December last, conveying to me your Lordship's approval of my proceedings respecting the representations addressed by me to the Hova Government on the subject of their failure to carry out their Treaty engagements; and, further, instructing me to place myself in communication with the Naval Commander-in-chief or Senior Naval Officer on the East African Station, for the purpose of making a joint protest to the Hova Government against the violation of their Treaty engagements.

In reply I beg to submit, for your Lordship's information, that in obedience to these instructions I have addressed Her Majesty's Senior Naval Officer on this station in the terms of the inclosure in this despatch, and that, on his arrival at Tamatave, I shall not fail to use my best endeavours strictly to carry out your Lordship's instructions conveyed to me in Mr. Lister's despatch.

I have, &c.

(Signed) T. C. PAKENHAM.

Inclosure in No. 57.

*Consul Pakenham to Rear-Admiral Macdonald.*Sir, *Madagascar, Tamatave, March 17, 1876.*

UNDER instructions from the Earl of Derby, conveyed to me in a despatch dated December 20, 1875, directing me to place myself "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," I beg now to solicit your early co-operation in carrying out this arrangement, and, in view of this, your presence at Tamatave as soon as the requirements of the service may permit.

I have, &c.

(Signed) T. C. PAKENHAM.

No. 58.

Consul Pakenham to the Earl of Derby.—(Received June 22.)

My Lord,

Madagascar, Tamatave, April 20, 1876.

I HAVE the honour to acknowledge the receipt of Mr. Lister's despatch dated the 24th February, with inclosures, reporting the unprovoked attack on the boats of Her Majesty's ships of war "Thetis" and "Flying Fish," on the Nassumbelava River, by armed Sakalavas, and further instructing me to address certain representations to the Hova Government on the subject of this outrage.

In reply I beg most respectfully to submit that in obedience to your Lordship's instructions I have addressed a note to the Hova Government on the subject, a copy of which I beg herewith to inclose.

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

Inclosure in No. 58.

Consul Pakenham to the Chief Secretary of State.

Sir,

Madagascar, Tamatave, April 20, 1876.

UNDER instructions from the Earl of Derby I have the honour to report, for the information of Her Majesty the Queen of Madagascar and the Hova Government, that on the 25th of September last the boats of Her Britannic Majesty's ship "Thetis," whilst cruising in the Nassumbelava River, latitude 16° 35' south, longitude 46° 31' east, in the performance of their duties for the suppression of the Slave Trade, and without having given the least provocation, were treacherously attacked and fired upon by armed Sakalavas. That on the 7th October following, the cutter and gig of Her Britannic Majesty's sloop-of-war "Flying Fish," and the cutter and cruising launch of Her Britannic Majesty's ship "Thetis," under the command of the Senior Naval Officer on the station, were again fired upon at the same place by the natives, without, as before, the slightest provocation having been given for this treacherous attack.

I beg to inclose, herewith, the copy of a Proclamation which Captain Ward had posted up at the principal village in the vicinity of the attack.

And I have received the commands of Her Britannic Majesty's Government, in reporting the facts of this disgraceful outrage committed on boats belonging to Her Majesty's ships of war, whilst in the peaceful performance of their duties, under the right secured to them by the British Treaty, to inquire of, and ascertain from, the Hova Government whether they consider the Sakalavas to be under their jurisdiction, and whether they will undertake to prevent a repetition of similar attacks on the boats of Her Britannic Majesty's ships, as it becomes necessary for Her Britannic Majesty's Government to know to whom they have to look for redress, should British boats be attacked without provocation whilst in discharge of their duties.

I have only to add that the right of entry into all ports, rivers, and creeks within the dominions of Her Majesty the Queen of Madagascar is conceded to Her Britannic Majesty's ships of war and other vessels duly empowered under Article XVI of the British Treaty, and that, consequently, this right will be at all times maintained, and, if necessary, enforced.

Begging that I may be favoured with an early and explicit reply to the present note, I remain, &c.

(Signed) T. C. PAKENHAM.

No. 59.

Sir J. Pauncefote to Consul Pakenham

Sir,

Foreign Office, July 3, 1876.

WITH reference to your despatch of the 20th April last, I am directed by the Earl of Derby to convey to you his Lordship's approval of the note which you addressed to the Hova Government on that date in regard to the attack by armed Sakalavas on the boats of Her Majesty's ships "Thetis" and "Flying Fish."

I am, &c.
(Signed) JULIAN PAUNCEFOTE.

No. 60.

Sir J. Pauncefote to Consul Pakenham.

Sir, *Foreign Office, July 3, 1876.*
 WITH reference to your despatch of 3rd April last, I am directed by the Earl of Derby to convey to you his Lordship's approval of the letter which you addressed on the 17th March last to the Senior Naval Officer on the East Africa Station on the subject of the joint protest which you have been instructed to present to the Hova Government in regard to the violation of their Treaty engagements with this country.

I am, &c.
 (Signed) JULIAN PAUNCEFOTE.

No. 61.

Sir J. Pauncefote to Consul Pakenham.

Sir, *Foreign Office, July 13, 1876.*
 WITH reference to your despatch of February 21, I am directed by the Earl of Derby to transmit to you herewith, for your information, copy of a despatch and of its inclosure from Her Majesty's Ambassador at Paris,* from which you will perceive that fresh instructions have been sent to the Commander of the French squadron in the Indian Ocean, and to the Governor of Réunion, respecting the abuse of the French flag by traders in slaves on the East Coast of Africa.

I am, &c.
 (Signed) JULIAN PAUNCEFOTE.

No. 62.

Consul Pakenham to the Earl of Derby.—(Received August 16.)

My Lord, *Madagascar, Tamatave, June 2, 1876.*
 WITH reference to my despatch of the 20th April, in which I had the honour to transmit, for your Lordship's information, a copy of my letter to the Hova Chief Secretary of State, containing representations in respect to the attacks on the boats of Her Majesty's ships "Thetis" and "Flying Fish," in the Nossumbelava River, by armed Sakalavas, on the 25th September and 7th October of last year; I beg now to submit herewith translation of the Chief Secretary's reply to my letter on the subject.

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

Inclosure in No. 62.

The Chief Secretary of State to Consul Pakenham.

(Translation.)

Sir, *Tananarivo, May 18, 1876.*
 I BEG to acknowledge the receipt of your letter of the 20th April, respecting Captain Ward's difficulty.

We are grieved to learn what has happened respecting the attack on Her Britannic Majesty's boats by bad people of savage disposition, whose acts are bad and wicked; and we are pleased with Captain Ward's proclamation against those bad people.

Madagascar truly belongs to Queen Ranavalona, but there are in some parts of it brigands who attack even us Hovas when we pass through their districts, especially the Sakalavas; and, therefore, we are glad of Captain Ward's proclamation, and that he returned their fire from the boats in self-defence.

Whenever similar acts should be committed in the vicinity of a Hova military station, the Hova Governor should be informed, and he will hold an inquiry to discover the guilty parties; and if he does not do his duty in this respect, he will be severely punished.

In places where there are no Hova soldiers and brigandage is carried on, we shall not be displeased to see the brigands punished by the ship's boats, and this course, which was followed on the 25th September and 7th October, 1875, will also check the Slave Trade. For this is not a difference between our respective Governments, but a punishment inflicted on brigands, since such things cannot destroy our good understanding.

Long may you live. May God bless you, saith your friend,

(Signed) RAINIMAHARAVO, *Chief Secretary of State.*

No. 63.

Consul Pakenham to the Earl of Derby.—(Received September 15.)

My Lord,

Madagascar, Tamatave, August 12, 1876.

I HAVE the honour to report, for your Lordship's information, the arrival here, on the 10th instant, of Her Majesty's ship "Undaunted," with Rear-Admiral Macdonald, Her Majesty's steam-sloop "Philomel" having preceded the "Undaunted" by twenty-four hours.

Admiral Macdonald landed yesterday, when he received from the Hova authorities the honours due to his rank, the guard of honour which escorted his Excellency to the Hova battery being commanded by the Lieutenant-Governor of Tamatave in person.

I beg here to record my grateful sense of Admiral Macdonald's cordial co-operation in carrying out the views of Her Majesty's Government, and further to submit my opinion that a great and lasting benefit to British interests in Madagascar will derive from his Excellency's visit to Tamatave.

In conclusion, I am happy to be able to report that, through Admiral Macdonald's kindness in placing the "Philomel" at my disposal, I shall have it in my power, in the course of a few days, in obedience to you Lordship's instructions, to visit different points on the east, north-east, and west coast of Madagascar, where the Slave Trade continues to be carried on.

I have, &c.

(Signed) T. C. PAKENHAM.

No. 64.

Sir J. Pauncefote to Consul Pakenham.

Sir,

Foreign Office, September 30, 1876.

I AM directed by the Earl of Derby to transmit to you, for any remarks you may have to offer thereupon, a copy of a despatch from Her Majesty's Agent and Consul-General at Zanzibar, respecting the emancipation of slaves at Majunga, in Madagascar.*

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 65.

Sir J. Pauncefote to Consul Pakenham.

Sir,

Foreign Office, October 11, 1876.

I AM directed by the Earl of Derby to transmit to you a copy of a Report from Her Majesty's Consul at Mozambique on the Slave Trade within his Consular district;† and I am to call your especial attention to the allusion to slave-holding by British-Indian subjects on the west coast of Madagascar.

The visit which you have received instructions to pay to that portion of the island will probably afford you an opportunity of ascertaining the state of affairs there as regards this matter, and I am to instruct you to report fully to his Lordship on any cases of such slave-holding by British-Indian subjects which may come within your observation in the course of your tour.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 66.

Consul Pakenham to the Earl of Derby.—(Received December 11.)

My Lord,

Madagascar, Tamatave, September 19, 1876.

I HAVE the honour to report, for your Lordship's information, my return from the West Coast of Madagascar to Tamatave on the 17th instant.

I desire further to submit herewith the copy of a letter which I have addressed to Her Majesty's Consul-General at Zanzibar relative to two Mozambique slave children whom I claimed from, and had surrendered to me by, the Hova officials at Majunga during my late visit to that port as having been landed there contrary to the provisions of the British Treaty.

I beg to represent that in adopting this course I have been influenced by the consideration that the liberty of these slave children could not, under existing circumstances, be fully secured in Madagascar, since they appear to have formed part of a large cargo of Mozambique slaves very lately landed at Majunga.

In conclusion I beg to state that I shall not fail to address the Hova Government in regard to this fresh violation of their Treaty engagements, and that a copy of my representations on the subject shall be forwarded to your Lordship with all possible dispatch.

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

Inclosure in No. 66.

Consul Pakenham to Dr. Kirk.

Sir,

Madagascar, Tamatave, September 19, 1876.

I HAVE the honour to report, for your information, that I am forwarding by Her Majesty's ship "Philomel" to Zanzibar two Mozambique boys which I claimed and had surrendered to me by the Hova authorities at Majunga in the early part of this month on account of their having been recently landed at that port, contrary to the provisions of the British Treaty.

In adopting this course I have been influenced by the consideration that the liberty of these slave children would not be fully secured in Madagascar, as I gather from the substance of their statement made on board the "Philomel," that they form part of a much larger number of Mozambique slaves lately landed at Majunga, but sent into the interior prior to the "Philomel's" arrival at that port, and that consequently it would be to the interest of the guilty parties to cause to disappear evidence of so compromising a nature.

I beg to suggest, in the event of this arrangement meeting your views, that these children be sent to the Anglican Mission at Zanzibar to be educated and brought up.

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

No. 67.

Sir J. Pauncefote to Consul Pakenham.

Sir,

Foreign Office, December 19, 1876.

THE Earl of Derby approves the steps taken by you in regard to the two Mozambique slave children which were given up to you at Majunga during your late visit to that port, as reported in your despatch of the 19th of September.

I am, &c.
(Signed) JULIAN PAUNCEFOTE.

PERSIA.

No. 68.

Mr. Tylour Thomson to the Earl of Derby.—(Received June 16.)

My Lord,

Tehran, May 17, 1876.

I HAVE the honour to transmit herewith copy of a telegram forwarded to me by the officiating Resident in the Persian Gulf, reporting that the Persian Slave Commissioner and his Assistants had been ordered to return to Tehran, together with a copy of my reply.

The officiating Resident is of opinion that there is no further necessity for the retention of this appointment, and by its abolition the annual payment of 150*l.* made by Her Majesty's Government to these Commissioners will cease to be made.

I have, &c.

(Signed) WM. TAYLOUR THOMSON.

Inclosure 1 in No. 68.

Captain Prideaux to Mr. Tylour Thomson.

(Telegraphic.)

Bushire, May 6, 1876.

PERSIAN Slave Commissioner informs me that he and his assistants have been ordered to proceed to Tehran. Can your Excellency inform me if it is intended to denounce Article XIII of the Treaty of 1857. There is no further necessity for the retention of this appointment.

Inclosure 2 in No. 68.

Mr. Tylour Thomson to Captain Prideaux.

Sir,

Tehran, May 7, 1876.

IN reply to your telegram of yesterday, I have to state that the reason assigned by the Persian Minister for Foreign Affairs for recalling the Persian Slave Commissioners from Bushire was that as their services had not been required for a considerable length of time in the Gulf, they had been instructed to return to Tehran with a view to financial economy.

The Persian Minister gave no indication of its being the indication of his Government to denounce Article XIII of the Treaty of 1857.

No. 69.

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 Justice 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 servant.

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 Mahometan priesthood,

I have, &c.
(Signed) WM. TAYLOUR THOMSON.

No. 70.

The Earl of Derby to Mr. Taylour Thomson.

Sir, *Foreign Office, June 22, 1876.*

WITH reference to your despatch of the 17th ultimo reporting the withdrawal of the Persian Slave Commissioner and his assistants from Bushire by order of the Persian Government, I have to state to you that Her Majesty's Government learn with satisfaction that the officiating Resident at Bushire is of opinion that there is no longer any necessity for the retention of the appointments in question.

I have, however, to request that you will state to the Persian Government that Her Majesty's Government will expect that Slave Trade Commissioners shall be reappointed at Bushire in the event of circumstances rendering it necessary that such a step should be adopted.

I am, &c.
(Signed) DERBY.

PERSIA. (*Consular*)—*Resht*.

No. 71.

Consul Churchill to the Earl of Derby.

My Lord, *Resht, April 10, 1876.*

ON his way through Resht, returning from Mekka, Prince Ferhad Mirza, uncle to His Majesty the Shah of Persia, brought with him in his suite, three black slaves that he had bought in the holy city of Mohamed. Two of these had been mutilated, and they all came originally from the Zanzibar dominions, but they had remained long enough in Arabia to acquire a knowledge of the Arabic language. I am not aware of the exact price paid for them, but they cost him, said His Highness, much money, as slaves had risen in price since England had set her heart upon stopping the supply.

The introduction of slaves into Persia through Russian territory is a novel phase in this trade, but now that the Caucasus are likely to become the highway between Persia and Constantinople, it will not be a matter of rare occurrence to see slaves introduced into Persia by that route if something be not done to put a stop to it. The number of negroes to be met with, even in these northern latitudes of Persia, is surprising; they have hitherto been imported through the south of Persia and by Bagdad, and I make no doubt that vast numbers continue to be imported through the Persian Gulf by the Muscat Arabs; but the fact that Zanzibar slaves are to be found in the slave markets of Mekka, proves that the five or six Jedda dhows that annually frequent the port of Zanzibar are not sufficiently watched, and that they still contrive to smuggle slaves out of the Zanzibar dominions, under the Turkish flag, and under the pretence of carrying on a legitimate trade between Zanzibar and the ports of the Red Sea.

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

PORTUGAL.

No. 72.

Lord Lytton to the Earl of Derby.—(Received January 4, 1876.)

My Lord,

Lisbon, December 28, 1875.

THE telegraphic intelligence received from the Portuguese Island of San Thomé, on the West Coast of Africa, on the 18th instant, has caused some alarm in this capital. The intelligence above referred to, is to the effect that fifty-seven negroes of the "Roca," or plantation called "Conde de Frades," had appeared before the Governor, Senhor G. J. Ribeiro, complaining of their masters. The Governor referred them to the "Protecting Board," but refused to follow their advice and obliged them to engage their services, under contract, to several of his friends. This proceeding caused great dissatisfaction in the Colony.

Serious apprehensions were also entertained of the town being invaded by large numbers of negroes who had abandoned work, and who might possibly commit every sort of excess, for the repression of which the Governor had only about 200 soldiers at his disposal, chiefly recruited among the convicts transported to the island.

On the 18th instant a deputation of Lisbon merchants, trading to San Thomé, and other persons, waited upon Senhor J. de A. Corvo, the Minister for Foreign Affairs, and *ad interim* for the Navy and Colonies, to request that steps might be taken to avert the threatened evil. His Excellency promised that, in case the intelligence expected by the Portuguese packet should confirm the gravity of the news received by telegraph, he would despatch some vessels-of-war for the protection of the authorities and inhabitants of the island.

The Portuguese Government have not published any despatches in the "Official Journal" upon this matter, but yesterday the Portuguese steam-corvette "Bartholomew Dias," 17 guns, sailed for San Thomé.

I have, &c.
(Signed) LYTTON.

No. 73 .

Lord Lytton to the Earl of Derby.—(Received January 15, 1876.)

My Lord,

Lisbon, December 31, 1875.

WITH reference to Mr. Cobbold's despatch of May 12, 1875, wherein he transmitted to your Lordship translation of the Law of April 29 last, which abolished the condition of slavery specified in the Decree of February 25, 1869, at the expiration of one year after its publication in the Portuguese colonies, I have now the honour to inclose herewith translation of the Royal Decree sanctioning, in accordance with the 38th Article of that Law, the general regulations for the execution thereof, under date of the 20th of December, 1875, which were published in the official journal of the 24th of this month.

I may add that the task of drawing up these regulations was committed by the Government to a special Committee appointed for the purpose, and which has now been dissolved.

I have, &c.
(Signed) LYTTON.

Inclosure in No. 73.

Extract from the "Diario do Governo" of December 24, 1875.

(Translation.)

WHEREAS a draft of the Regulations drawn up by the Committee appointed by the Decree of the 29th of April last, for the purpose of carrying into effect the Law of that same date, which abolished the servile condition of the "libertos" in the Transmarine Provinces, has been laid before me ;

And whereas it is an urgent matter that the said Regulations, which complete and develop the object of that Law, establishing the recognition of the freedom of labour in the Portuguese African Colonies upon a solid basis ;

Availing myself of the authority conferred upon my Government by the 15th Article, section 1, of the Additional Act to the Constitutional Charter of the Kingdom ;

After having consulted the Colonial Board and the Council of Ministers ;

I am pleased to decree as follows :—

Article 1. The Regulations for the execution of the Law of the 29th of April of this year, which abolished the servile condition of the "libertos" in the Transmarine Provinces, which forms part of this Decree, and is subjoined hereto under the signature of the Minister and Secretary of State for Foreign Affairs, and *ad interim*, for the Navy and Colonies, is hereby approved.

Art. 2. All legislation to the contrary is hereby revoked.

The said Minister and Secretary of State shall accordingly carry out the said Decree.

At the Palace, December 20, 1875.

(Signed) THE KING.

(Countersigned) JOAO DE ANDRADE CORVO.

Regulations for the due execution of the Law of 29th of April, 1875.

Chapter I.—*Of the Condition of Liberty accorded to the "Libertos," and of the Tutelage to which they are to remain subject.*

Article 1. At the expiration of one year after the publication in the Transmarine Provinces of the Law of 29th April, 1875, which abolished the servile condition of the "libertos" ("freed men"), the latter shall be considered free for all intents and purposes.

Art. 2. The provision laid down in the 1st Article applies, *pleno jure*, not only to all the "libertos" at present existing in each of the Transmarine Provinces, but also to any "libertos" or slaves that may be introduced therein, and no further declaration shall be requisite for that purpose.

Art. 3. All individuals that shall thus acquire the condition of freedom shall, in accordance with the 2nd Article of the Law, remain subject to public tutelage, and they are as follows :—

1. All those who may still be under the condition of "libertos" in virtue of the Decree of 14th December, 1854.

2. The children of a slave woman, as referred to in the 2nd Article of the Law of 24th July, 1856.

3. Those who passed to the state of "libertos" in virtue of the Decree of 29th February, 1869.*

4. All those who may have been in any manner introduced into any of the Transmarine Provinces as "libertos," and are still in that state.

§ Those professing any art or trade which they may exercise, and knowing how to read and write, or those engaged in public or private tuition, shall not remain subject to the public tutelage referred to in this Article.

Art. 4. The public tutelage mentioned in the 3rd Article will cease *de jure* on the 29th of April, 1878.

Art. 5. The labour of those who remain subject to public tutelage is declared free in order to enable them to stipulate the conditions thereof, and to receive the wages agreed upon ; nevertheless, they are bound to contract their services in accordance with the provisions contained in these Regulations.

* *Sic.*, ought to be 25th February.

Art. 6. The public tutelage is to be exclusively exercised by a Curator-General and by the Governor of the Province, whenever in the discharge of his functions, as conferred upon him in the 1st section of the 3rd Article of the Law, he shall give a decision as the chief authority therein.

Art. 7. The duties appertaining to the public tutelage referred to in these Regulations are those decreed in the Law, and which are herein noted.

Art. 8. The General Curator is the protector *ex officio* of those who remain subject to public tutelage, and it shall be his duty—

1. To exercise an intervention in the contracts of labour which they are bound to perform in virtue of the 5th Article of the Law.

2. To cause, under his responsibility, all the provisions contained in the Law, and in these Regulations, to be observed in the contracts in question.

3. To oppose the conclusion of any contracts, whenever he shall think it his duty not to give his consent thereto for some special motives.

4. To watch over the faithful compliance with the contracts on the part of the masters, either in person or by means of his subordinate authority, and he may proceed, or cause his delegates to proceed, to any inspections that may be requisite.

5. To receive directly, or by means of the authority charged with this duty by these regulations, any representations or complaints that may be addressed to him with reference to the carrying out of those contracts.

6. To withdraw the sanction already given to any contracts whenever there may be sufficient grounds to do so, in consequence of any violation of the Law or of these Regulations.

7. To take the necessary steps for the due execution of, and compliance with, all the clauses which protect those who have engaged their services to others, and also to compel them to carry out the duties imposed upon them by the Law and by these Regulations.

8 and finally. To discharge all the other duties intrusted to him by the law and by these regulations.

Art. 9. The General Curator shall correspond directly with the Marine and Colonial Department, with all the authorities of the province, and with the Governors and Curators of other provinces.

Art. 10. The administrative authorities of the different ("concelhos") districts, as well as the public prosecutors, are bound to give him their assistance, and to carry out whatever duties may be entrusted to them in their respective "concelhos" and districts by the Curator-General.

Art. 11. Whenever the Curator-General shall, in virtue of the powers conferred upon him, consider it his duty to withdraw the sanction that may already have been given to any contract, he shall, before doing so, institute all the necessary inquiries, hearing what the masters or the complainant, or else his representative, may have to say upon the matter, and he may question witnesses or cause them to be questioned, and embody their depositions in authentic form.

§ From the decision given by the Curator-General, the only appeal that can be made is to the Governor of the Province in Council.

Art. 12. All contracts, from which the sanction shall thus have been withdrawn, are null and void, saving the right of the colonists or labourers to be paid their return passage, in case the latter should be due to them.

Art. 13. When those subject to public tutelage in accordance with these regulations shall happen to be minors according to the Civil Code, it will be the special duty of the Curator-General to exercise, either in person or through the public delegates in the different judicial districts, the several functions entrusted by law to the public delegates.

Art. 14. With the exception of the cases mentioned in the foregoing Article, the decision of the Curator-General can only be overruled by the Governor-General of the Province in Council.

Art. 15. The Governor of the Province may issue an order for laying before him any matters that may have already been decided by the Curator-General, but his decision thereon must always be given in Council.

Art. 16. The Curator-General may, whenever he may think it expedient, inspect in person, or cause his delegates to inspect, how the several duties and services subject to his supervision and authority are carried out.

§ 1. While he is carrying on such inspection, he shall receive from the Provincial Treasury the same allowance which is given to Judges while inspecting their respective districts.

§ 2. If the said inspection is made by delegate, the latter shall receive the allowance which the Governor in Council shall determine, but in no case is it to exceed the sum referred to in the 1st §.

Art. 17. The Curator-General shall not be hindered in any way from discharging his proper functions by any authorities in the Province, and the latter shall afford him aid and assistance in the discharge thereof, as far as in them lies, saving, however the duties committed to the Governor of the Province in the 1st §. of the 3rd Article of the Law, and in the 15th Article of these Regulations.

Art. 18. The Curator-General's Office shall be held in the Office of the Government of the Province, and he shall have under him as many clerks as he may require.

§ The number of these clerks and their pay shall be fixed by the Governor in Council, according to the requirements of the public service.

Art. 19. The Curator-General is a Member of the Council of Government, as organized in the 26th Article of the Decree of December 1, 1869, but he is not to take part in any appeals made thereto from any decisions given by him.

Art. 20. The Curator-General's salary is 1,200 reis;* for all intents and purposes he is placed on the same footing as the Crown and Treasury Solicitors in the Colonies, and his appointment is subject to the same rules and conditions.

Chapter II.—Of the Contracts for the Labour of any Individuals subject to Public Tutelage.

Art. 21. All individuals subject to public tutelage in virtue of these Regulations, if more than seven years old, are bound to contract their services for two years, from the date of the publication of the Law in each of the Transmarine Provinces, either personally or through their representatives.

§ 1. Such contracts shall be made in preference with their former masters, should the latter wish it, the said contracts being in all things subject to the conditions laid down in these Regulations.

§ 2. Should the contracts not be made with their present masters, they shall be made with others.

Art. 22. The contracts are as follows :—

1. Solely for the performance of labour.
2. For the performance of labour and for the purpose of colonization by means of the concession of land.
3. Solely for the purpose of colonization by means of the concession of land.
4. For service in their own province.
5. For service in another province.

Art. 23. The contracts may be made with the sole stipulation for wages, or else for wages, food, and clothing.

Art. 24. Those are to be considered colonists who contract their services solely for the purpose of colonisation by means of the concession of land, or else by means of the concession of land and performance of labour.

Those are to be considered servants who make contracts solely for the performance of labour.

Those contracted for apprenticeship are to be considered servants.

Art. 25. All contracts made solely for the concession of land shall be drawn up in accordance with the provisions of the Civil Code, and they may be made, according to the agreement between the parties, either for a limited period or *in perpetuam*, as laid down in the said Code.

Art. 26. Should the concession of land be coupled with the performance of personal service, the latter cannot be made obligatory for more than one half of the working time, or for a longer period than two years.

Art. 27. In the contracts for colonization no certain price shall be stipulated for the sale of any produce grown by the colonist, or that it is only to be sold to the landlord.

Art. 28. The following specifications shall be inserted in the regulations of each province, namely :—

1. The minimum amount of concession of lands which may be stipulated for with each colonist, with or without a family, and with or without any engagement for the performance of labour.

2. The minimum of wages and rations, as well as the clothing and lodging of the persons contracted for, with the necessary references as to age and sex.

3. The necessary conditions and nature of the labour to be performed, specifying

the hours of labour per diem with reference to the ages from 7 to 11, from 11 to 15, and from that age upwards.

4. The respective blank forms to be filled up, with the records of the different proceedings, &c.

For each of the periods above-mentioned the amount of labour to be sanctioned, as well as the hours for labour, shall be in proportion to the respective sexes and ages of the labourers, having in view the 37th Article of these Regulations.

Art. 29. No contracts can be made with any colonists so as to entail a separation from their wives or from their children up to the age of 15 years.

Art. 30. All minors who may happen to be foundlings, or abandoned by their parents, shall, when making their contracts, be subject to the provisions laid down in these Regulations in addition to those contained in the respective "Titles" of the Civil Code.

Art. 31. The contracts shall specify as much as possible the nature of the services to be performed, and in what district and place; the wages, rations, and clothing to be paid to the parties contracted for, as well as the hours of labour per diem, excepting holidays to which they bind themselves.

Art. 32. Every servant or colonist who may also be liable to personal service shall be furnished by their masters with a bed raised from the ground, with clothing every year, and with all articles that may be absolutely requisite for preparing, &c., their food.

Merely furnishing them with a "tanga" (drawers worn by negroes) shall not be considered a sufficient supply of clothing.

The respective schedules shall specify the special conditions as to the clothing which the masters are bound to furnish.

Art. 33. Labour after sunset, if there be any, shall be paid at double the rate, but no engagement to perform any such labour can be stipulated for in the respective contracts.

Art. 34. No advances of wages (to be discounted afterwards) shall be made by the masters in any one year for more than the amount thereof corresponding to two months.

§. Such advances shall be considered as paid at the expiration of twelve months from the date thereof, if they should not have been paid before, and the discount thereof shall not be made at a higher rate than one-twelfth part per month.

Art 35. No contracts for the performance of labour, and for the concession of lands coupled with the performance of labour, shall be allowed unless the masters are able to prove to the satisfaction of the public authority sanctioning the said contracts that they are land farmers or else owners of a duly organized industrial establishment. Contracts for domestic service are excepted.

Art. 36. Should the masters die, their heirs succeed in the right to have the existing contracts carried out, unless they should give up such right.

Art. 37. Any colonists or servants shall not be compelled to work on holidays, or during more than 9½ hours per diem.

§ 1. Works by the job, if there be any, shall be freely agreed upon with the colonists or servants, without any violation, however, of the advantages which may have been stipulated in the primitive contracts, which advantages the masters shall not be allowed to diminish by this means.

§ 2. The exemption from labour on holidays does not exempt them from the work which may be requisite for the treatment, &c., of the cattle, and from the common domestic service.

Art. 38. All contracts involving the performance of personal service shall not be transferred to other parties by the masters without the consent of the servants themselves, except in the cases authorised in these Regulations. When the transfer in question is, however, admissible, it shall be done with all the formalities required for the primitive contract, and under the same conditions.

Art. 39. No contracts for the performance of personal service shall be prolonged before the expiration of the period for which they may have been made.

Art. 40. All the contracts mentioned in these Regulations must be approved by the General Curator, who shall be a party thereto either in person or through the administrative authority or public delegate whom he may have authorized for the purpose in the several "Concelhos" or judicial districts.

Art. 41. The contracts thus approved shall be registered in the offices of the Syndics ("Administradores") of the districts, with all the due and proper legal formalities, in a special register appointed for the purpose. With this object those offices are to be provided with the necessary books for the purpose, the beginning and end of which are to be duly certified, and every leaf thereof is also to be signed.

Art. 42. No contract shall be registered unless it shall have been signed by the Curator-General, or of the person duly authorized by him for the purpose, in accordance with the 40th Article of these Regulations.

Art. 43. The "Administradores" of the several districts shall forward to the General Curator every quarter a detailed list of all the contracts registered during th quarter.

The list must contain—

1. The name, place of residence, and possession of the masters with reference to the 35th Article of these Regulations.

2. The name, sex, age, condition, place of birth, and residence of the persons contracted for.

3. The special conditions of each contract, and for what a period they may have been made.

4. The districts and places where such contracts are to be carried out.

5. In what book they are registered.

Art. 44. The "Administradores" of the districts who shall fail to comply with the rules laid down in the preceding Article, or shall falsify their lists, shall be dismissed, irrespective of any criminal proceedings to which they may have become liable by the very nature of the act which they may have committed.

Art. 45. Any contracts proved to have been made in contravention of the provisions laid down in this law and in these Regulations are *pleno jure* null and void.

All contracts that are not signed by the public authority, and all those that have not been properly registered are likewise null and void.

§ From any decision that may be given to this effect by the Curator-General an appeal may be made to the Governor of the Province in Council.

Art. 46. The fee laid down in the schedules for each Province shall be paid for the registration of contracts.

Art. 47. Contracts shall only be made by the masters themselves or their agents, duly authorized for the purpose by the Governor of the Province in Council.

§ 1. The agents thus authorized in accordance with this Article must prove that they have never been condemned for any crime, and they must give a bond, as laid down in the Regulations of the Province, and which cannot be of less than 200 milreis (44l.).

§ 2. Both the Governor of the Province and the Curator-General may, in the event of any abuse, quash such authority, in which case the bond is to cease if it be not subject to any other liability.

§ 3. The decision quashing the license in question is a purely administrative matter, and therefore no appeal can be made therefrom.

Art. 48. Any individual subject to public tutelage in accordance with these Regulations who may refuse to contract their services, or shall abandon work afterwards, are to be considered as vagrants, and they will be liable to the provisions laid down in the 27th Article of this Law, and to those laid down in these Regulation for the purpose therein mentioned.

Art. 49. Any colonists who are bound to work, and any servants who shall fail to comply with their work, without any good reason for doing so, shall forfeit for such working day the day's ration, and double the amount of their respective wages.

Art. 50. Absence from work during fifteen consecutive days without any motive shall be considered as vagrancy, and, as such, liable to the penalties hereinafter laid down.

Art. 51. Any masters who shall fail to pay their servants or colonists the wages stipulated for, to furnish them with food, and to comply with the conditions of the contracts made with them, shall be summoned by the administrative authority of the place to do so, and the latter shall immediately act *ex officio* in the matter as soon as any such non-compliance shall come to his knowledge.

§ 1. If after being summoned they still refuse to comply therewith, they shall be compelled to pay double the amount.

§ 2. Should the wages not have been paid for one whole month or more, the Curator-General may contract rescinded, should the colonist or servant prefer this course, and should he think it expedient. In this case the master shall also be compelled to pay the return passage stipulated in the contract, should the colonist or servant not contract his services again in the same Province.

Chapter III.—*Of Contracts in Feudatory Lands and in Foreign Countries.*

Art. 52. All natives who may be rescued in any feudatory territory or outside thereof in a foreign country for the purpose of serving in the Portuguese African Possessions, and who may be introduced therein, shall be immediately free in virtue of this Law.

Art. 53. All contracts made with them must be registered in the district into which they may have been introduced, without which they shall not be valid.

§ 1. In order that the same may be registered, it is necessary to prove that they have been ratified by the Curator-General or by his representative.

1. None will be ratified except those made in accordance with the rules laid down in these Regulations.

2. The ratification must be annexed to the contracts made, and mention is to be made thereof in the Register.

§ 2. None shall be introduced into any Province without a pass issued by the chief local administrative authority, to be exhibited by the parties contracted for at the Administrative Office of the district to which they are bound in order that the registration may be made.

§ 3. The term for the exhibition of this pass shall be fixed therein according to the distance.

§ 4. The said pass shall be duly registered.

Art. 54. On making the registration the parties contracted for shall be questioned as to whether they engaged their services of their own free will, and note shall be taken of their answers.

Art. 55. A list of the entries made in the Register with respect to these contracts shall also be sent to the Curator-General as mentioned in the 43rd Article.

Chapter IV.—*Of Contracts for the Performance of Service and for Colonization out of the respective Province.*

Art. 56. Contracts for the performance of labour or for colonisation out of the respective Province shall be subject to the several conditions which have been laid down, and they shall be registered in the districts where they may have been concluded. The rules laid down in the 53rd Article are to be followed with respect to any contracts made in accordance with Art. 52.

Art. 57. Such contracts may be made by the masters or landlords themselves, on their proving the conditions specified in the 35th Article of these Regulations either in person or else through duly authorised agents in accordance with the 47th Article.

§. These agents must render an account to the Curator-General with respect to any contracts thus made by them.

Art. 58. These contracts, whether they be made in the Portuguese Provinces or in feudatory territory, or in a foreign country, shall in all things be subject to the conditions already herein established, as well as to those under-mentioned herein.

Art. 59. These contracts shall specify:—

1. The names of the masters whom they are going to serve.

2. Their condition or profession, as mentioned in the 35th Article.

3. That the masters assume the responsibility of the full execution of the contract, and for all the expenses of their stay and conveyance.

§. The agents must exhibit a proper power of attorney authorizing them to make these contracts, and they shall likewise be responsible for all the expenses incurred until the arrival of the parties contracted for at their places of destination.

Art. 60. No colonists or servants shall embark for any of the Provinces until their contracts shall have been revised by the Curator-General.

Art. 61. None shall be allowed to embark without a pass signed by the Governor of the Province, who shall be in communication with the Governor of the Province to which the said colonists or servants are proceeding—of whose names he shall forward a duly signed list which shall be considered authentic for all intents and purposes.

Art. 62. No minor up to fifteen years of age shall be allowed to be contracted, unless he should be going with his father or mother, or any relative as far as the second degree.

Art. 63. These contracts shall be duly registered in the Province to which they are bound within five days after their arrival.

§. The registration shall be made in the office of the Government of the Province, and the respective masters are to be furnished with a copy thereof.

Art. 64. These contracts shall always contain an engagement to pay for the return

passage of the parties contracted for and of their families who may wish to go back to their own country at the expiration of the term of the contract.

§ 1. Within six months before the expiration of the term of the contract, the parties contracted for will have the option of choosing between the return passage and a premium equal to the expense of personal conveyance, which shall in this case be paid unto them by their former master.

§ 2. They shall not be entitled to the said premium unless they can prove that they have already contracted their services or settled in the province.

Art. 65. Masters are bound to provide for the treatment of the sick, and in case the latter are received in the hospitals of the province, they are bound to pay the expense, according to the usual scale.

Art. 66. The owners of any industrial establishments, having more than twenty servants or contract persons employed and resident therein, are bound to provide a proper place to serve as an infirmary, and attend to the proper treatment of the sick.

Art. 67. In case any of the individuals under contract should be invalidated, masters are bound to lodge and feed them until they are forwarded to their native places, or until the expiration of the contract.

Art. 68. Any servant or colonist who for any reason shall remain unemployed during the period of two years referred to in the 21st Article of these Regulations, shall be bound to contract his services for the time which may be wanting to make up the two years; and should he refuse to do so, he shall be considered as a vagrant for all intents and purposes, and liable to the penalties hereinafter mentioned.

Art. 69. Agents duly approved shall be allowed to organize parties of labourers for the performance of labour for any farmers or manufacturers who may prefer not to make contracts for some years.

§ 1. All such labourers thus contracted by these agents shall not be so for a longer period than 2 years, and by no means in worse conditions than those laid down in these Regulations; they may, however, be contracted for a shorter period.

§ 2. A clause shall be expressly inserted in these contracts binding the labourers to this kind of labour, and they must go to any part of the province to which they may be sent.

§ 3. The agents contracting these people shall always be responsible towards them as far as regards the carrying out of the conditions specified in the contracts which they may make for the transfer of their services.

§ 4. The schedule of the minimum price of the wages at which such transfers shall be allowed to be made is to be inserted in the Regulations of each province.

§ 5. Work by the job is also allowed.

§ 6. The other conditions laid down in the 19th Article of the Law shall be duly complied with.

Chapter V.—*Of the Conditions of Conveyance.*

Art. 70. The conveyance of colonists or servants shall only be carried on in Portuguese vessels, registered for the purpose, after either giving a bond or making a deposit in cash.

Art. 71. Any ship receiving on board more than ten colonists or servants shall be considered as specially engaged in such conveyance, and shall have either to give a bond for, or to deposit in cash, the sum of 2,000,000 reis (444l.).

Art. 72. The regulations of each province shall specify the number of contract individuals whom each ship may carry without special reference to its tonnage, they being considered as third-class passengers, with a view to the accommodation to be furnished to them.

§ 1. These Regulations shall also specify the amount of space and of luggage, as well as the quantity of food to be allowed to each contract individual, and also the amount of clothing requisite for them to be received on board.

§ 2. Each sex shall be lodged separately.

Art. 73. The bond or deposit, as laid down in the 71st Article, shall be responsible for any non-compliance with the conditions imposed for the conveyance by sea of the servants or colonists.

§. The decisions upon this matter shall be given by the Council of Government, at the suggestion of the Curator-General, who shall not vote in this case, and after hearing what the interested parties may have to say.

Art. 74. The colonists or servants shall not be conveyed under arrest, unless they shall have committed some crime for which they may have deserved it.

In this case they shall on arrival be immediately delivered over to the proper authorities, with a view to the instituting of criminal proceedings against them.

Art. 75. At the end of each voyage the Governor shall furnish the master of the vessel with a document stating that the voyage has been completed in a regular manner should this have been the case.

Art. 76. In order to enable the vessels engaged in the conveyance of colonists or servants to proceed on other voyages of the same nature, the masters must exhibit the document mentioned in the foregoing Article.

Chapter VI.—*Of Contracts made on account of the Province.*

Art. 77. In case the Government should sanction the use of the authority accorded in virtue of the 24th Article of the Law, the rules laid down in the following Articles are to be adhered to, in addition to any others that the Government may prescribe.

Art. 78. In the event of the authority mentioned in the foregoing Article being made use of, the cost of conveyance shall be defrayed by the Provincial Treasury, and all other expenses are to be charged in the account for transfers of contracts for payment thereof.

Art. 79. Transfers of contracts shall only be made to individuals duly qualified in accordance with the 35th Article of these Regulations.

Art. 80. Applications on the part of any persons possessing the qualifications mentioned in the foregoing Article for the purpose of getting any servants or colonists shall be addressed directly to the Governor of the Province, who will lay them before the Council.

§ 1. The applicants shall assume all responsibility for the respective contracts under all the conditions laid down in the Regulations, as well as for all the expenses which may be incurred by the Government of the Province up to the delivery of the parties contracted for, as per account current.

§ 2. For all the effects of the foregoing section the applicants shall either give a bond for, or deposit in cash, the sum to be fixed by the Governor in Council.

Art. 81. After these applications shall have been thus set in order a list is to be made of them all, for the purpose of being submitted to the Council of Government, who will decide as to what applications may be granted and in what manner.

Art. 82. After the approval of the several lists the Governor of the Province shall cause the contracts to be made out for the places where it may be most expedient to have them, and in accordance with the agreements made with the future under-tenants ("sublocatarios").

Art. 83. No individuals are to be contracted in any territory that is not feudatory without the permission of the respective Governments or Chiefs. This rule is also applicable to such contracts as are not made on account of the Province.

Art. 84. The distribution of the individuals contracted for in accordance with this Chapter by the Province shall be made with reference to the applications which may have been sent in and granted, and also to the importance of the agricultural or industrial establishments for which they may be destined.

Art. 85. The farmers or manufacturers inscribed on the list shall bind themselves to receive the colonists or servants up to the number for which they may have applied for, under penalty of their names being struck off the list, and of having to pay to the Province the amount of all the expenses that may have been incurred, and of the return passage of the parties contracted for, in case they should have returned.

Art. 86. The following are to be excluded from the list of persons who are to receive colonists or servants from the Province:—

1. Those who may have refused to pay the return passage of the parties contracted for;

2. Those who may have failed to carry out the conditions of their contracts, and suffered condemnation on that account;

3. Those who may have been condemned for ill-treatment of the parties under contract.

Art. 87. Nothing in the rules laid down in this Chapter shall prevent any duly qualified individuals from entering directly into any contracts for servants or colonists, or causing them to be made.

Chapter VII.—*Of Vagrancy, and of the Penalties to be inflicted for it.*

Art. 88. The individuals referred to in the Articles 1 and 3 of these Regulations who may be adjudged to be vagrants under the conditions laid down in the

256th Article of the Penal Code shall be liable to forced labour for two years in any establishments of the State especially appointed for the purpose, or else in the fortresses or public works of the Province, and they shall receive the wages as may be fixed by the Governor-General in Council.

§ 1. They may, however, at any time contract their services with any private individuals, in which case the obligation of public service is to cease.

§ 2. The public authorities shall not cede to any private persons the services of the individuals in question, except in the cases of the 19th and 24th Articles of the Law, or in virtue of contracts freely entered into by them, in accordance with the conditions herein set forth.

Art. 89. In the case of a repetition of vagrancy, they shall be subject to forced labour for the maximum period laid down in the 27th Article of the Law, and in accordance with what is therein set forth, and also in conformity with the rule laid down in the 86th Article of the Penal Code, or else they shall be ordered to serve in the army, in accordance with the 51st Article of the Law of 27th July, 1855.

Art. 90. Should those who have contracted their services to any private persons refuse to perform the service for which they were contracted, their masters may deliver them over to the Curator-General, or to the authority representing him in the place, with a view to their being sent to the proper destination, as mentioned in the preceding Article.

Art. 91. The rules laid down in the 258th, 260th, and 262nd of the Penal Code are especially applicable to the individuals in question.

Art. 92. Whereas the ancient "libertos" to whom these Regulations refer are placed on the footing of minors, in virtue of the Decree of 14th December, 1854, of the 2nd Article of the Law of the 29th of April last, and of the 3rd Article of these Regulations. The provisions of Article 266, and its §§ 342 and 343, of the Penal Code, shall be applied, as the case may be, to those disturbing or attempting to disturb their labour in their masters' establishments, or enticing them to leave off work.

§. Should the enticement be accompanied by any acts of violence, in order to make them abandon their work and their masters' houses, the provisions of the 329th Article of the same Code shall be applicable to the case.

Art. 93. The act of publicly inducing or exhorting any workmen or colonists, at a meeting of the same, to commit any of the acts above referred to, or any other criminal act, shall be considered as a public provocation to crime, and subject to the 486th Article of the Penal Code.

Art. 94. In fine, any enticement or provocation in regard to any servants or colonists, which is expressly forbidden by the 30th Article of the Law, shall be liable to the penalties laid down in the 489th Article of the Penal Code, provided no greater penalty should be applicable to the case.

Art. 15. Any individuals who may have contracted their services shall not be hindered by their masters from having recourse to the local protecting authorities. Those hindering them or attempting to hinder them shall be liable to the provisions laid down in the 329th and 330th Articles of the Penal Code, as the case may be.

Chapter VIII.—Of the Mode of Proceeding for estimating the Amount of Compensation due to the Ancient Masters on account of the Status of Liberty as decreed in the Law.

Art. 96. The Government shall order a strict inquiry to be made in order to ascertain :—

1. The manner in which the registration of "libertos" has been carried out in the different provinces, in accordance with the Decree of the 14th of December, 1854, and subsequent legislation.

2. How many of those registered are placed in the conditions mentioned in No. 2 of the 1st Article of the Decree of 24th July, 1856.

3. What is the average value of servile labour in each province.

§ 1. All these data shall be laid before the Council of the Provincial Government, who, in view thereof and of any others they may deem requisite, shall fix the average value per annum of servile labour with reference to sexes, ages, and professions.

§ 2. Their deliberation shall be forwarded, with a report, to the Government of the Metropolis, for their decision in the matter.

§ 3. When once the schedule of the presumable value of servile labour shall have been approved in accordance with the foregoing section, the same is to be adhered to in the several proceedings upon this matter.

Art. 97. The process for obtaining compensation shall be instituted before the Council of the Provincial Government, and the parties interested are to prove:—

- (1.) The number of "libertos" they had in their service;
- (2.) The legal title upon which they held them;
- (3.) The certificate of registration;
- (4.) Their work or profession at the date of the Law;
- (5.) That they have paid the taxes imposed in the Province for each slave or "liberto;"
- (6.) For how long they still considered themselves entitled to their service;
- (7.) The capacity for labour of each "liberto," and their ages and sexes.

§ 1. The only legal title on behalf of their right to the service of "libertos" shall be the authentic registration made of them by name.

§ 2. The Council of Government shall cause the necessary inquiries and investigations to be made upon all the points mentioned in this Article, as well as upon any others that they may deem expedient.

Art. 98. After the process shall have been prepared in the manner set forth in the preceding Article, the Council of Government shall, after each of the members thereof shall have examined the case, drawn up their Report, which shall be forwarded to the Government of the Metropolis, for the purposes mentioned in the 35th Article of the Law.

Chapter IX.—*Of Fees to be recovered, of the Application thereof, as well as of the Fines laid down in these Regulations.*

Art. 99. The Regulations of each Province shall specify what acts are liable to the payment of fees, as well as the amount of the fees to be paid for any single act or series of acts.

Art. 100. The total amount of fees recovered shall be deposited in the Treasury of the district, and distributed among the several employés engaged in the performance of the different duties assigned to them by these Regulations.

§ 1. The Provincial Regulations shall specify what employés are entitled to receive fees, and what is the proportional rate for each.

§ 2. The expenses incurred in registers, &c., in such like requisites, shall be defrayed out of the sums in said chests.

§ 3. An account shall be rendered half-yearly to the Provincial Government with respect to the fees received, and the distribution thereof.

Art. 101. The total amount of the fines laid down in these Regulations shall be deposited in the central Treasury of the Province, and one half shall be delivered to the employés who may have discovered the acts for which fines shall have been imposed, and the other half is to be applied to subsidize the schools for primary instruction in the Province.

Chapter X.—*Of the Education and Instruction which must be given to Servants and Colonists under Contract.*

Art. 102. In the schools which are already established, or which may hereafter be established in the several towns, in accordance with the respective Regulations upon public instruction, the Professor shall be bound to give lessons on Sundays and holidays, for which service a salary shall be assigned to him.

Art. 103. All minors under contract, from the age of seven to fifteen, shall be sent to those schools by their masters. This duty shall be considered as an express condition in all contracts.

Art. 104. Any individual having at his service, and under contract, 200 or more persons of those referred to in these Regulations, shall be bound to keep up an elementary school for primary education, which the individuals placed in the conditions of the preceding Article shall be bound to attend.

Art. 105. The masters are bound to facilitate the free practice of religious and moral doctrine on the part of their servants or colonists, as well as their being instructed by the respective parish priests and missionaries who may be sent by the Government, and also by the Professors who may be willing to devote themselves to this noble and useful purpose.

Chapter XI.—*General Rules.*

Art. 106. It is unlawful to prolong any contracts for the performance of service before the expiration of the term thereof.

Art. 107. At the expiration of the period of two years fixed in these Regulations, any written contracts for the performance of service or for colonization, which any of the individuals in question, or those who may have been brought from feudatory or other territories, may wish to renew of their own accord, shall not contain any conditions inferior or contrary to those laid down in these Regulations, or in the contracts which may be made for this purpose.

§ 1. Until otherwise decreed, such contracts shall be made with all the formalities laid down in these Regulations, and they shall be subject to the same supervision and obligations.

§ 2. No such contracts can be legally proved unless they shall have been drawn up in writing, and duly registered in the respective district, within thirty days from the date thereof.

§ 3. The Curator-General shall, for this purpose, continue to discharge all the duties for the due protection and supervision prescribed by these Regulations, with the exception of the power of rescinding any contracts, which shall be subject to the decision of the ordinary courts of justice.

Art. 108. In addition to all the rules laid down in these Regulations, all those mentioned in the Law of the 29th of April last, which are not contained herein, are also to be duly complied with.

(Signed)

JOAO DE ANDRADE CORVO.

*Department of Marine and Colonies,
Lisbon, December 20, 1875.*

No. 74.

Mr. Jervoise to the Earl of Derby.—(Received January 23.)

My Lord,

Lisbon, January 15, 1876.

WITH reference to Sir Charles Murray's despatch of 7th December, 1872, and to previous correspondence upon the subject of the Livingstone Congo expedition, I have the honour to transmit herewith to your Lordship an extract from the Official Journal of yesterday, containing a despatch from the Governor-General of Angola with its inclosure.

From these documents your Lordship will see that both the Governor of Benguela as well as the Governor-General report that they afforded every assistance in their power to Lieutenant Cameron and his followers on their arrival in that province in November last, from the expedition in search of Livingstone undertaken by them.

I have, &c.

(Signed)

H. CLARKE JERVOISE.

Inclosure in No. 74.

Extract from the "Diario do Governo" of January 14, 1876.

(Translation.)

Excellency,

Loanda, November 20, 1875.

WITH reference to the Portaria issued by the Department under your Excellency's worthy charge No. 16 of the 27th of January of this year, wherein it was ordained that Lieutenant Cameron of the Royal British Navy should be treated with every consideration in this province, and that every assistance he might require should be furnished to him, in case he should, in the course of his exploring expedition of the interior of Africa, enter any part of this province, I beg to inform your Excellency that the said officer and his suite arrived at Benguela from the interior of Africa, and that in that city he received the assistance, mentioned in the Governor's despatch, copy of which I forward herewith, the sum of 301\$000 reis having been given him for payment of passages, and 84\$030 reis for the purchase of provisions, in accordance with the request made by that officer—the total sum advanced at Benguela being 385\$030 reis.

The said officer Cameron and his suite arrived in this city on board the packet "Bengo" yesterday the 19th, and in compliance with your Excellency's orders I shall endeavour to afford him every protection and assistance within the power of this Government-General. Lieutenant Cameron is lodging at the house of his respected

Consul, and the fifty-seven Arabs who composed his retinue are quartered in the fortress of San Miguel.

God preserve, &c.

(Signed)

JOAO BAPTISTA DE ANDRADE,
Governor-General, ad interim.

Inclosure in the above.

Series of 1875. Military Section No. 130.

Sir,

Benguela, November 9, 1875.

I HAVE to state to you for the information of his Excellency the Governor-General of the province, that on the 8th instant Lieutenant-Commander N. Lovett Cameron of Her Britannic Majesty's navy, in command of the expedition in search of Livingstone, arrived in this city, and on the following day fourteen persons of his suite, a still larger number remaining in the rear, owing to the slowness of the march and want of strength.

As soon as I learnt the arrival of that officer I proceeded to the house of Cauchoix, Frères, where he was lodged, and informed him that I had received orders from the Government of His Majesty the King of Portugal to afford him every assistance he might require, on which occasion I made him an offer of the Government house, and whatever else he might think would be useful to him.

His state of health at the time was somewhat serious, as he was suffering from an attack of scurvy, but to-day there is every prospect of a recovery within a short time.

I gave orders for all the medicines which the physicians might prescribe for him to be supplied from the pharmacy of the military hospital.

As to the suite (people from Zanzibar), they are quartered in the "rez-de-chaussé" of the house of the old Government palace, and they have been supplied with the provisions and money which the said officer has asked for.

(Signed) FRANCISCO JOSE DE BRITO, *Governor.*

To the Secretary-General to the Government.

No. 75.

Mr. Jervoise to the Earl of Derby.—(Received January 25.)

My Lord,

Lisbon, January 18, 1876.

I HAVE the honour to transmit herewith to your Lordship a list of the vessels of the Portuguese Royal Navy stationed at Mozambique for the suppression of the Slave Trade on the East Coast of Africa.

The list in question was forwarded to me by Senhor Corvo, in conformity with the stipulations of the IIIrd Article, Section 2, of the Treaty of July 3, 1842, in a note dated the 27th of December last, and addressed to Lord Lytton, but which only reached me yesterday evening.

I have, &c.

(Signed) H. CLARKE JERVOISE.

Inclosure in No. 75.

List of the Portuguese Vessels of War on the Mozambique Station engaged in the Suppression of the Slave Trade on the East Coast of Africa.

(Translation.)

GUN-BOAT "Douro," tonnage 369,426 cubic mètres, horse-power 100, 2 guns, commanding officer, Captain-Lieutenant Antonio Joaquim da Silva Costa, 1 officer Second Lieutenant Francisca da Paula Teves.

Steamer "Quilimane," horse-power 40, 1 gun, commanding officer, Second Lieutenant José d'Almeida d'Avila, first officer, Second Lieutenant Francisco da Paula Gomes Barboza.

Steamer "Sena," tonnage 111,500 cubic mètres, horse-power 35, 1 gun, commanding officer, Second Lieutenant Cesar Alexandre Monte Cimbra Valsassina.

Steamer "Tete," tonnage 111,500 cubic mètres, horse-power 35, commanding officer, Second Lieutenant Carlos Augusto de Magalhaes Silva.

(Signed) VISCOUNT DE PRAIA GRANDE.
Marine and Colonial Department, Lisbon,
November 30, 1875.

No. 76.

The Earl of Derby to Mr. Jervoise.

Sir, *Foreign Office, January 26, 1876.*
 I TRANSMIT herewith, for your information, copy of a despatch from Her Majesty's Consul at Mozambique, forwarding a précis of the Moma slave-dhow case.*

I am, &c.
 (Signed) DERBY.

No. 77.

The Earl of Derby to Mr. Jervoise.

Sir, *Foreign Office, January 26, 1876.*
 I TRANSMIT herewith, for your information, copy of a despatch from Her Majesty's Consul at Mozambique, being a continuation of the monthly report by that officer upon Slave Traffic on the East Coast of Africa.

I am, &c.
 (Signed) DERBY.

No. 78.

Mr. Jervoise to the Earl of Derby.—(Received January 28.)

My Lord, *Lisbon, January 19, 1876.*
 ACTING upon the instructions conveyed to Lord Lytton in your Lordship's despatch of the 3rd ultimo, I have the honour to transmit herewith, for your Lordship's information, a copy of a note which I have addressed to Senhor Corvo, relative to the working in the Province of Mozambique of the Portaria of the 25th of October, 1870, and to its inconsistency with the provisions of the Law of the 29th of April, 1875.

In this note I have embodied the remark contained in your Lordship's above-named despatch, accompanied by some observations derived from Mr. Consul Elton's reports to the Foreign Office, which appear calculated to arrest the attention of the Portuguese Government to the practical sanction given to Slave Trade by the interpretation which has been placed on the Portaria of the 25th of October, 1870, by the authorities at Mozambique.

I have, &c.
 (Signed) H. CLARKE JERVOISE.

Inclosure in No. 78.

Mr. Jervoise to Senhor Corvo.

M. le Ministre,

Lisbon, January 17, 1876.

IN compliance with instructions that have been received at this Legation from the Earl of Derby, I have the honour to request that your Excellency will permit me to call your attention to the practical working in the Province of Mozambique of the Portaria of the 25th of October, 1870.

According to recent information which has reached Her Majesty's Government, it would appear that this Portaria was still in force in the Portuguese possessions so late as the month of October in last year, notwithstanding the Law of the 29th of April, 1875 (published in the "Diario do Governo" of the 11th of the following month), whereby the servile condition specified in the Decree, having the force of Law of the 25th of February, 1869, is to be considered abolished, and those to whom it refers are to be declared free.

Two instances have been named in particular where it is stated that gangs of slaves have been brought down to Portuguese ports, and then sold to the inhabitants, the one, as is said, having occurred at Quilimane at Christmas time in the year 1870, and the second in the autumn of 1874, when slaves were reported to have been brought down to Masheesh—the Portuguese plantations opposite Inhambane—and bought by the inhabitants.

It appears that under the Portaria of the 25th of October, 1870, it has been held in Mozambique that slaves can be legally bought from a dealer by Portuguese subjects, whose sole duty is forthwith to register them as "libertos." Such an interpretation would involve the conclusion that a standing sanction is given to Slave Trade collection, with all its attendant miseries, in the interior of Africa. But such a conclusion is manifestly not in accordance with the well-known wishes of the Portuguese Government to combine its efforts with those of Her Majesty's Government for the total suppression of Slave Traffic.

And I gladly avail myself, M. le Ministre, of this opportunity to allude, in confirmation of what I have just asserted, to recent reports which have reached Her Majesty's Government testifying to the valuable aid received by Captain Ward, of Her Majesty's ship "Thetis," and by Her Majesty's Consul at Mozambique, from his Excellency the Governor-General of that Province, from the Secretary-General, and from Senhor Valsassina, commanding the Portuguese gun-boat "Sena," in an expedition undertaken last August to examine the Moma and Kissungu Rivers.

Such co-operation on the part of the Portuguese authorities with those of Her Britannic Majesty cannot fail to convince the slave-dealers that both Governments intend to use their best efforts conjointly for the extinction of the Slave Trade.

But, as I have been instructed to represent to your Excellency, and as I cannot doubt must be admitted by the Portuguese Government itself, the fact that it can be asserted (as it seems is the case under the Portaria of the 25th of October, 1870) that Portuguese subjects are still allowed to purchase slaves, whether with the view of 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 should be glad, therefore, to learn from your Excellency, for the information of my Government, whether the Portaria of the 25th of October, 1870, is still in force in the Portuguese Colonies, and if so, whether any steps will be taken by the Government of His Most Faithful Majesty to prevent any interpretation being placed upon the Portaria which is in contradiction to the spirit of the Law of the 29th of last April.

I avail, &c.

(Signed) H. CLARKE JERVOISE.

No. 79.

Mr. Jervoise to the Earl of Derby.—(Received January 29.)

My Lord,

Lisbon, January 19, 1876.

BEFORE leaving Lisbon, Lord Lytton placed in my hands the latest despatches of the Slave Trade series, which had recently been received at this Legation from the Foreign Office.

To-day being the first opportunity I have since had of meeting Senhor Corvo, I availed myself of it to speak with his Excellency generally on the information to be gathered from Mr. Consul Elton's reports to your Lordship.

I was glad to learn from Senhor Corvo that the Portuguese Government intend to increase the number of their vessels of war stationed on the East Coast of Africa for the suppression of the Slave Trade.

From the list of ships belonging to the Portuguese navy at present stationed at Mozambique, which accompanied my despatch of the 18th instant, your Lordship will have learned that since last year the gun-boat "Douro" has been added to the three small steamers already dispatched to that coast.

Senhor Corvo now informs me that two other vessels will shortly receive orders for the same destination, the one a gun-boat which is being built in England for this Government, and the other a larger vessel, I believe of the corvette class, named the "Duke of Terceira."

In the course of our conversation I alluded to the satisfactory nature of the relations existing between the Portuguese Civil and Naval authorities at Mozambique on the one side, and Her Majesty's Consul, Mr. Elton, and the commanding officer of Her Majesty's ship "Thetis" on the other, as reported in Mr. Elton's despatch of the 13th of last September.

I stated to Senhor Corvo that I had addressed a note to his Excellency (a copy of which accompanies this despatch) detailing the good results, which there were reasonable grounds for believing would ensue from the combined visit, in August last, of the boats of Her Majesty's ship "Thetis" and those of the Portuguese gun-boat "Sena" to the Rivers Moma and Kisungo; and I expressed the hope, on the part of Her Majesty's Government, that the Portuguese Government would be disposed 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.

In reply, Senhor Corvo assured me earnestly that he lost no opportunity of repeating, in the strongest language, in the instructions sent to Mozambique, the desire of the Home Government that every effort should be employed for the destruction of the Slave Traffic; and that he felt certain that those instructions were conscientiously carried out by the present Governor-General of that Province.

With reference to the desire expressed for "sanction to a continuance of the joint action of the British and Portuguese naval forces in Portuguese waters," his Excellency answered that it was necessary to be cautious, so as not to excite susceptibilities at home, but that objections would not be raised to such action where circumstances seemed to require it.

Your Lordship is aware of the extreme sensitiveness with which the Portuguese nation watch any semblance of encroachment upon, or interference with, their free action as an independent Power.

In view of Senhor Corvo's remarks, I did not think it advisable to act upon Consul Elton's suggestion, by proposing to his Excellency that the Portuguese Government should grant a permission to Her Majesty's ship "Thetis" and her boats to work for a period, to be limited by agreement, in Portuguese territorial waters on the East African Coast.

I have, &c.
(Signed) H. CLARKE JERVOISE.

Inclosure in No. 79:

Mr. Jervoise to Senhor Corvo.

M. le Ministre,

Lisbon, January 18, 1876.

I HAVE already had the honour to bring briefly under your Excellency's notice, in my note of the 17th instant, the satisfactory results of a combined expedition, under the sanction of the Governor-General of the Province of Mozambique, undertaken by Captain Ward, of Her Majesty's ship "Thetis," in company with Senhor Valpassina, commanding the Portuguese gun-boat "Sena," in the month of August last, for the purpose of examining the Morna and Kissunge Rivers.

Her Britannic Majesty's Consul, Mr. Elton, accompanied the expedition, and reports that although no slave-dhows were discovered, nor captures made, during the expedition, he is satisfied that a very great impression has been produced upon the slave-dealers by the combined action of the British and Portuguese authorities, civil as well as naval.

It was subsequently ascertained, moreover, from several independent sources of information, and confirmed at Mozambique, that two dhows from Matarana had sighted the "Thetis" when lying at anchor off the river. They then bore up for the mouth of the Angoxa for information, when, on learning of this second combined examination of the rivers south of Mozambique, they abandoned all idea of procuring slaves, and returned empty-handed to Madagascar.

Such testimony on the part of the slave-owners themselves cannot fail to produce a most salutary effect, as evidencing the determination of both Governments to use their best endeavours to stamp out the Slave Trade on the East Coast of Africa.

But many spots suspected of Slave Trade practices were left unvisited on this occasion; and, in the opinion of those conversant with those regions, it is considered highly desirable that the work should be completed on some future occasion.

Her Majesty's Government have learned with great satisfaction the cordial co-operation which was afforded on this occasion to Her Majesty's officers by the Governor-General of the Province of Mozambique, by the Secretary-General, and by Senhor Valpassina, commanding the Portuguese gun-boat "Sena."

The Governor-General appears to have entrusted large discretionary powers to Senhor Valpassina in his instructions to that officer, and to have informed him that his Excellency had so great confidence in Captain Ward, commanding Her Majesty's ship "Thetis," that should Captain Ward desire to extend his examination of the coast beyond the limits to which it was confined by the official permission relative to it, which had been received by Mr. Consul Elton from the Secretary-General, Senhor Valpassina was, if practicable, to consent to such an extension.

The existence of such confidential relations on the part of Captain Ward and Mr. Elton on the one side, with the civil and naval Portuguese authorities at Mozambique on the other, as also the excellent results that were obtained by the combined operations above referred to, encourages Her Majesty's Government to entertain the hope that the Portuguese Government will be disposed 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—a course which I am instructed to recommend to your Excellency's favourable consideration.

But one of the most effectual means for the permanent extinction of this barbarous Traffic must be the substitution for it of a legitimate and remunerative commerce.

It is undoubted that such a commerce could be successfully fostered were it only to meet with encouragement for its development.

Much of the soil is said to be 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 trade and commerce strongly developed, and would eagerly, had they the chance, work to supply small trading craft with product in exchange for European commodities.

At present a legitimate trade can be carried on with the interior of the country from the coast of the Province of Mozambique solely through the fortified *comptoirs* of Ibo, Mozambique, Angoxa, and Quilimane; and thereby a country which possesses great natural resources is unable to find a ready and accessible outlet for its products; and hence the inhabitants are inforced to adopt Slave Trade with its enormous gains, as the only remunerative trade which is available to them.

In view of the above considerations I have the honour to state to your Excellency that Her Majesty's Government would see with great satisfaction the inauguration, on the part of the Government of His Most Faithful Majesty, of a more liberal policy as regards the opening of the territories over which they claim authority, to foreign trade.

I avail, &c.
(Signed) H. CLARKE JERVOISE.

No. 80.

The Earl of Derby to Mr. Jervoise.

Sir,

Foreign Office, February 1, 1876.

I APPROVE the note which you addressed to the Portuguese Government on the 17th ultimo, relative to the working, in the Province of Mozambique, of the Portaria of October 25, 1870, and of which a copy was inclosed in your despatch of the 19th ultimo.

I am, &c.
(Signed) DERBY.

No. 81.

The Earl of Derby to Mr. Jervoise.

Sir,

Foreign Office, February 2, 1876.

I APPROVE the note which you addressed to the Portuguese Government on the 18th ultimo, and of which a copy was inclosed in your despatch of the 20th ultimo, respecting the joint action of the British and Portuguese naval forces for the suppression of the Slave Trade in Mozambique.

With reference to your conversation with Senhor Corvo upon this subject, the substance of which is reported in your despatch above mentioned, I have to observe that, whenever a favourable opportunity may present itself, you should suggest to his Excellency that, in addition to reinforcing the small Portuguese naval force at present employed on the East African Station, it would be very desirable that the vessels which compose it should be efficiently manned, as on more than one occasion it has happened, as you will have seen from Consul Elton's reports, that the Portuguese gun-boats have been prevented from acting, through the want of crews to man them.

No. 82.

The Earl of Derby to Mr. Jervoise.

(Extract.)

Foreign Office, February 12, 1876.

I TRANSMIT to you herewith, copy of a despatch from Her Majesty's Consul at Mozambique,* reporting the sailing of a dhow, with 150 slaves on board, from Kivolane to Madagascar, on the 30th November last, and including copy of a correspondence with the local authorities at Mozambique upon the subject.

I have to instruct you to communicate the substance of this report to the Portuguese Government and to call their attention to the frequent shipments of slaves which have recently taken place from the Portuguese possessions on the East Coast of Africa, in violation of the Treaty engagements of Portugal towards this country.

* No. 126.

No. 83.

Mr. Jervoise to the Earl of Derby.—(Received February 16.)

My Lord,

Lisbon, February 7, 1876.

WITH reference to Mr. Cobbold's despatch of the 12th of May, 1875, and to Lord Lytton's of the 31st of December last, I have now the honour to transmit herewith to your Lordship copies and a translation of a law, dated the 3rd instant, and published in the official journal of the 5th, in virtue of which the servile condition referred to in the Decree of the 25th of February, 1869, will be abolished in the Islands of St. Thomé and Príncipe, on the West Coast of Africa, on and after the date of the publication of the law therein.

I understand that this law, the practical object of which is to anticipate by some months the enforcement of the Law of the 29th of April last in those islands, has been made in order to meet the exigencies created by the attitude assumed by the negroes at St. Thomé, as reported in Lord Lytton's despatch of the 28th of December, 1875. I am happy to add that the intelligence received from St. Thomé since that date is much more reassuring with reference to the conduct and proceeding of the negroes.

I have, &c.

(Signed) H. CLARKE JERVOISE.

Inclosure in No. 83.

Law of February 3, 1876.

CARTA de lei pela qual vossa Magestade, tendo sancionado o decreto das Côrtes Geraes de 1 do corrente mez de Fevereiro, que considera extincta na provincia de S. Thomé e Príncipe, a contar da publicação da presente Lei na mesma provincia, a condição servil designada no Decreto com força de lei de 25 de Fevereiro de 1869; o manda cumprir e guardar tão inteiramente, como n'elle se contém.

Para vossa Magestade ver.

(Assignado) MANUEL GOMES PESSOA LOFORTE a fez.

Dom Luiz, por graça de Deus, Rei de Portugal e dos Algarves, &c., fazemos saber a todos os nossos subditos, que as Côrtes Geraes decretaram e nós queremos a lei seguinte:—

Artigo 1. É considerada extincta, na provincia de S. Thomé e Príncipe, a contar da publicação da presente lei na mesma provincia, a condição servil designada no Decreto com força de lei de 25 de Fevereiro de 1869, e são declarados livres aquelles a quem ella se refere.

Art. 2. Ficam desde logo em pleno vigor na referida provincia, para os individuos que assim obtiverem a condição de liberdade, todas as disposições contidas na carta de lei de 29 de Abril de 1875 e respectivo regulamento approved por Decreto de 20 de Dezembro do mesmo anno.

Art. 3. É revogada a legislação em contrario.

Mandâmos portanto a todas as auctoridades, a quem o conhecimento e execução da referida lei pertencer, que a cumpram e façam cumprir e guardar tão inteiramente como n'ella se contem.

O Ministro e Secretario d'Estado dos Negocios Estrangeiros, e Interino dos da Marinha e Ultramar, a faça imprimir, publicar e correr.

Dada no paço da Ajuda, aos 3 de Fevereiro de 1876.

(Assignado) EL REI, com rubrica e guarda.

(Assignado) JOAO DE ANDRADE CORVO.
(Logar do sêllo grande das armas reaes.)

(Translation.)

TEXT of the Law by which your Majesty having sanctioned the Decree of the Cortes General, dated the 1st of the present month of February, which looks upon the servile condition described in the Decree with force of law of February 25, 1869, as abolished in the Province of St. Thomé and Principe, from the date of the publication of this present Law in the said Province,—orders the fulfilment and observance of the first-mentioned Decree to the full extent of its provisions.

For your Majesty's inspection,
(Signed) MANUEL GOMES PESSOA LOFORTE.

Dom Luis, by the grace of God, King of Portugal and the Algarves, &c. We hereby announce to our subjects that the Cortes General have decreed, and We approve the following Law:—

Article 1. The servile condition described in the Decree with force of law of February 25, 1869, is considered as abolished in the Province of St. Thomé and Principe from the date of the publication of the present Law in the said province, and those to whom it refers are declared free.

Art. 2. All the provisions contained in the Law of April 29, 1875, and the regulations relative thereto, approved by Decree of December 20 of the same year, come into full force at once in the said province for the persons who shall thus obtain the condition of freedom.

Art. 3. Laws to the contrary are revoked.

Wherefore We command all the authorities whose duty it is to take note of and to execute the said Law, to fulfil it, and to see that it is fulfilled and observed to the full extent of its provisions.

The Minister and Secretary of State for Foreign Affairs, and *ad interim* for Marine and Colonies, is to have it printed, published, and circulated.

Given at the Court of the Ajuda on the 3rd of February, 1876.

(Signed) THE KING, with rubric and flourish.

(Signed) JOAO DE ANDRADE CORVO.
(Great Seal of the Royal Arms.)

No. 84.

Mr. Jervoise to the Earl of Derby.—(Received March 2.)

(Extract.)

Lisbon, February 26, 1876.

WITH reference to your Lordship's despatch of the 26th ultimo, I have the honour to inclose herewith a copy of a note I have addressed this day to Senhor Corvo, wherein I have called the serious attention of the Portuguese Government to the frequent shipments which have recently taken place from the Portuguese Possessions on the East Coast of Africa, in violation of the Treaty engagements of Portugal towards Great Britain.

Inclosure in No. 84.

Mr. Jervoise to Senhor Corvo.

M. le Ministre,

Lisbon, February 26, 1876.

IT has been with very sincere satisfaction that I have found myself enabled, after the interviews I had with your Excellency at the Ministry for Foreign Affairs on the 19th ultimo and 16th of this month, to communicate to my Government the assurances you were then pleased to give me with regard to the most recent measures that had been adopted by the Portuguese Government with a view, as your Excellency said, effectually to suppress ("couper court") the illicit Traffic in Slaves on the East Coast of Africa.

Those measures consisted, I have stated to Lord Derby:—

1. In a reinforcement to the Portuguese naval forces already stationed on the Mozambique coast, for which service the gun-boat "Douro" has already been dispatched, and will be followed by two others in course of preparation.

2. In precautionary and special orders calculated to maintain the crews in health and in an efficient condition for service, a disregard to which, as your Excellency is aware, has on different occasions been one of the causes which have made it impossible to dispatch a Portuguese gun-boat to certain spots where it was known that slaves were being embarked on the Mozambique coast for shipment to Madagascar.

3. In a supply of flat-bottomed boats, to facilitate the inspection of suspected posts, which have been unapproachable to the boats hitherto employed in the service.

And, lastly, in the establishment of posts of observation along the coast at all suspected points, to be held by bodies of men in sufficient force for the purpose.

These measures, when carried out, it may be hoped, will help to place some check upon the Slave Trade in that quarter, but there are others the adoption of which I would venture to suggest would materially advance the object had in view.

In my notes of the 17th and 18th ultimo I have already, in accordance with the instructions I have received from the Earl of Derby, submitted three points to the notice of the Government of His Most Faithful Majesty. An understanding based upon these would, in the opinion of Her Majesty's Government, remove many of the obstacles which now impede the completion of that noble task which both Governments have taken in hand, and which, so long as it remains unfinished, must continue to entail the yearly loss of many valuable lives, as well as a vast expenditure of other resources.

The first referred to the Portaria of the 25th of October, 1870, with regard to which I was directed to ascertain whether it is still in force in the Portuguese Colonies, and if so, whether measures would be taken to prevent an interpretation being placed upon it which is in contradiction to the Law of the 29th of last April.

In my note of the 18th of January I stated that I was desired to recommend to your Excellency's favourable consideration the hope of Her Majesty's Government that the Government of His Most Faithful Majesty would 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, lastly, I pointed out that the only efficacious way of crushing the Slave Trade is the substitution for it of a legitimate commerce, and with this view Her Majesty's Government urged upon that of Portugal to open to foreign trade the territories over which they claim authority.

As yet, however, I have received no answers to these applications which I was instructed to lay before your Excellency, and therefore I take the liberty to remind you that I still await them, in order to communicate to my Government the views of that of His Most Faithful Majesty thereupon.

The latest information which has reached Her Majesty's Government unfortunately leads them to the conclusion that various attempts have been made within the last few months to convey slaves from different points on the Mozambique coast, and that in several instances the slave dhows have succeeded in transporting their human freight to Madagascar.

With your Excellency's permission I will proceed to place before you a summary of that information.

On the 9th of last September Her Majesty's ship "Thetis," on a voyage from Mozambique to Cape St. Andrew, Madagascar, captured a large dhow of 172 tons burden, with no papers nor colours.

This dhow sailed originally from the Moma River with a cargo of 221 slaves for sale, 14 surius (concubines), and 41 domestic slaves—total, 276, shipped in the Moma River, in Portuguese territory, on the East Coast of Africa.

Of these 276 unfortunate beings 26 had perished miserably, during a voyage that

had only lasted three days, from the horrors of the floating pest-house in which they were confined, and 3 more died afterwards on board the "Thetis" from exhaustion; 53 were suffering from a virulent and loathsome description of itch, which gave much trouble on board the "Thetis," from the necessity which it entailed of isolating them as much as possible.

Captain Ward, commanding Her Majesty's ship "Thetis," has reported to the Rear-Admiral commanding on the station his opinion that the majority of this cargo must have perished before reaching any port in Madagascar, as the passage, judging from the winds experienced, would have lasted some five or six days longer.

It was ascertained that, after leaving the Moma River, this dhow put into the Umcupi River for repairs, close to Mozambique, whence she sailed three days previous to her capture by Her Majesty's ship "Thetis." She had been concealed in a mangrove creek during the examination of the Moma River by the boats of the "Thetis" and those of the Portuguese gun-boat "Sena," in August last. Two other dhows, which had made arrangements to load slaves also in the Moma, afterwards made their escape to Madagascar, but without slaves on board, as I have already had the honour to state in my note to your Excellency of the 18th of January.

On the 17th of September this dhow was condemned in the Vice-Admiralty Court at Zanzibar, whilst the four slave-dealers (one of whom was captain), Saeed Saleh, Babi Baloo, Hamis, and Abderah, were sent from Zanzibar to Mozambique by Dr. Kirk, Her Majesty's Consul-General at the former place. On arrival at Mozambique they were arrested at the request of Her Majesty's Consul at that place by the Portuguese authorities to take their trial by Portuguese law.

These four dealers have long been engaged in the Slave Trade, and accustomed to put into such rivers as the Moma, Iredeni, Mariangoma, Umcupi, &c.

From the evidence taken before the Vice-Admiralty Court at Zanzibar it transpired that one of the women found on board the Moma dhow, named Fatima, aged 23, was slave to Mannia Happa, who keeps a shop at Mozambique for dry goods. She had been taken by him to Kivolane, where he sold her, and she was placed in a hut with other slaves until shipped.

Mandowa, a woman of about the same age, was sold at Mozambique by Mohammed Khalfan to Hummadi Yusuf, and shipped at Umfusi with seven other girls.

Suleiman, a slave-dealer from Nossi Bé, went to Moma on speculation, where he hunted down fifteen slaves with eight men, who were in his pay.

A woman is bought at Moma for 15 to 20 dollars, and sold at Madagascar for from 60 to 70 dollars. A man costs 6 or 7 dollars, and a boy 14 dollars, each fetching 40 dollars at Madagascar.

In May of last year Hanies ran a large cargo successfully from Moma to Tambourana, on the Madagascar Coast.

Hadji Senee ran 100 slaves last year to Marambitzi.

The plan adopted is to obtain leave from the Chief of the district—in this instance Sheikh Moussa—to carry on the trade, after which the coast natives are hired to go into the interior and hunt the slaves, the dealer remaining on the coast. A bargain is made for each slave and one rupee a head is paid to the Chief.

Captain Ward reports of this man Moussa that he is much feared by the people, and at the time of Captain Ward's visit to the Moma was openly talked of as encouraging the Slave Trade.

The most effectual remedy for this state of things, it is believed, would be found in the establishment of a legal trade to supersede the Traffic in Slaves at Moma; but, owing to the absence of a Portuguese Custom-house, all trade there is illegal that does not call previously at some other port, which is practically a prohibition as regards places where no trade has been already established.

To this subject I have already had the honour to call your Excellency's attention in my note of the 18th ultimo.

On the 30th of November information reached Her Majesty's Consulate that another dhow had already loaded slaves for Madagascar in the Umfusi Kivolane Delta. Mr. Elton at once, at 8 A.M., communicated this intelligence to the Portuguese authorities, and intimated that, should the Governor-General wish for British co-operation, Captain Crohan, of Her Majesty's ship "Flying Fish," was prepared to offer his cordial assistance. At this time the Portuguese gun-boats "Douro" and "Sena," and the cutter "Alfonso Henriquez" were in the harbour. This offer on the part of Captain Crohan does not seem to have been accepted, and on the evening of the 30th, gathering that his co-operation was not desired, the "Flying Fish" left Mozambique for the north on other service.

Rumours were current in Mozambique from the 1st to the 6th of December regarding slave dhows, and on the 6th Mr. Elton informed the Governor-General that two or more slave dhows were reported as being in the Umfusi Delta for the purpose of loading slaves for exportation to Madagascar. On the 8th and 9th evidence was forthcoming from three perfectly independent sources that a slave dhow had positively sailed for Marambitzi, Madagascar, with 150 slaves on board from Kivolane, north entrance of the Umfusi Delta, on the evening of the 30th of November, after the departure of Her Majesty's ship "Flying Fish." This dhow is named the "Rahemi," owned by Abdullah Muageen (an Anguedja or Comoro man). Most of the slaves were brought through one Bwana Humandi; Ali bu Hamed (an Anguedja of Kivolane), shipped seventeen slaves; Ottiman ben Ali (an Arab also of Kivolane) shipped twenty-three slaves; Mohamed ben Hamed (an Arab of Lamu) shipped eleven slaves. This man was in the town of Mozambique on the 9th of December. The Governor-General has since given orders for his arrest on his return from Jasa on the mainland to Mozambique.

This is the third full dhow run from the Portuguese Possessions since the capture of the Moma dhow, and with respect to which detailed evidence is forthcoming of their having succeeded in leaving the Iredeni and Kivolane Rivers with full cargoes. With regard to two of these the Governor-General had no means immediately available to repress the illegal traffic; while with regard to the "Rahemi," Her Majesty's ship "Flying Fish" was ready to co-operate with the Portuguese forces, but the offer to do so was not accepted.

On receipt of Mr. Consul Elton's communication of the 30th November, orders were given by the Governor-General to the naval authorities to take measures to stop the shipment of slaves, but his Excellency was informed, after the departure of the "Flying Fish," that none of the Portuguese ships could go out.

I notice in the "Times" newspaper of the 19th a statement that seven dhows have escaped from Mozambique, each having on board, it is said, no fewer than 250 slaves, making a total of 1,750. How many of these survived the horrors of the passage may be surmised from what was revealed last September in the case of the Moma dhow.

The information contained in the "Times" has also, I regret to say, reached Her Majesty's Government from other sources, and may be considered as authentic.

It only remains for me, M. le Ministre, in conformity with the instructions I have received from my Government, to call the serious attention of the Portuguese Government to the frequent shipments of slaves which have taken place of late from the Portuguese Possessions on the East Coast of Africa, notwithstanding, and in violation of, the Treaty engagements of Portugal towards Great Britain.

The facts I have now had the honour to submit to your Excellency are in evident contravention of these engagements, and I feel convinced that it is the earnest wish of the Government of His Most Faithful Majesty, that they should be faithfully observed.

I avail, &c.
(Signed) H. CLARKE JERVOISE.

No. 85.

The Earl of Derby to Mr. Watson.

Sir,

Foreign Office, March 11, 1876.

I APPROVE the note which Mr. Jervoise addressed to the Portuguese Government on the 26th ultimo, and of which copy was inclosed in his despatch of the same date, respecting the numerous shipments of slaves which have recently taken place from the Portuguese Possessions on the East Coast of Africa, in violation of the Treaty engagements of Portugal towards this country, and I have to instruct you to inform Mr. Jervoise accordingly.

I am, &c.
(Signed) DERBY.

No. 89.

Mr. Watson to the Earl of Derby.—(Received March 18.)

My Lord,

Lisbon, March 10, 1876.

I HAVE embodied in a note to Senhor Corvo, of which I have the honour to inclose a copy herewith, the instructions conveyed to me by your Lordship, founded upon the verbal assurances which were given by his Excellency to Mr. Jervoise of the determination of the Portuguese Government to take effectual measures for suppressing the Slave Traffic which has been hitherto carried on from their Possessions on the East Coast of Africa.

I have, &c.
(For Mr. Watson),
(Signed) H. CLARKE JERVOISE.

Inclosure in No. 89.

Mr. Watson to Senhor Corvo.

M. le Ministre,

Lisbon, March 10, 1876

I HAVE the honour to acquaint your Excellency that instructions have been received at this Legation, in accordance with which I take an early opportunity to express the gratification with which Her Majesty's Government have learnt from the assurances they have received, as conveyed by your Excellency in recent conversations with Mr. Jervoise, of the determination of the Portuguese Government to take effectual measures for suppressing the Slave Traffic which has hitherto been carried on from the Portuguese possessions on the East Coast of Africa.

In acquitting myself of this duty, I beg to add that it is the earnest hope of Her Majesty's Government that means may be found for carrying out the measures necessary for giving effect to the determination of the Government of Portugal in this respect.

I avail, &c.
(Signed) R. G. WATSON.

No. 90.

The Earl of Derby to Mr. Watson.

Sir,

Foreign Office, March 22, 1876.

I TRANSMIT to you, herewith, for your information, copy of a despatch from Her Majesty's Consul at Mozambique,* being the monthly report by that officer upon Slave Trade between Mozambique and Madagascar.

I am, &c.
(Signed) DERBY.

No. 91.

The Earl of Derby to Mr. Watson.

Sir,

Foreign Office, March 22, 1876.

I TRANSMIT to you, herewith, for your information, copy of a despatch from Her Majesty's Consul at Mozambique,† forwarding returns of the export Slave Trade from the Mozambique Coast to Madagascar, carried on during the year 1875, and commenting thereupon.

I am, &c.
(Signed) DERBY.

No. 92.

The Earl of Derby to Mr. Watson.

Sir,

Foreign Office, March 22, 1876.

WITH reference to my despatch of the 12th ultimo, I transmit to you, herewith, for your information, copy of a despatch and of its inclosures from Her Majesty's Consul at Mozambique,* relative to slave operations on the Kivolane and Umfusi Rivers, subsequently to the sailing of the slaver "Rahemi."

I am, &c.

(Signed) DERBY.

No. 93.

The Earl of Derby to Mr. Watson.

Sir,

Foreign Office, March 22, 1876.

THE despatches from Her Majesty's Consul at Mozambique, which have latterly been communicated to Her Majesty's Legation at Lisbon, will have furnished you with many details as to the position of affairs in the Portuguese territories on the East Coast of Africa, and more particularly as regards the Slave Trade from those coasts.

The position of affairs may be thus briefly described:—

The Portuguese Government have a nominal jurisdiction over an immense length of coast, at the back of which lies a productive but uncivilized country over which they have no jurisdiction at all. Along this coast a few Custom-houses have been established, through which all lawful trade must be conducted with the certainty of loss from high duties and the probability of further losses from confiscations, fines, and delays.

The present Governor of Mozambique is an upright and conscientious officer anxious to suppress the Slave Trade, which is the bane of the country he administers; he is upon the most friendly terms with Captain Elton, who loses no opportunity of praising his honourable and conciliatory conduct, he is supported by instructions from the Portuguese Government, who are bound by Treaties and promises to England to suppress the Slave Trade, and who are, as Her Majesty's Government are convinced, sincerely desirous of putting an end to it.

To the south, the British Colony of Natal, where slavery and the Slave Trade are unknown, is rapidly developing its natural riches. On the north the active co-operation of the Sultan of Zanzibar with Her Majesty's Government has dealt a blow to the Slave Trade which gives good hope of its extinction in the dominions of His Highness. It is on the long line of Portuguese coast that the Slave Trade continues almost unchecked.

What are the causes of this unfortunate and exceptional state of things? Her Majesty's Government are convinced, as I have already said, that they are not to be found in any want of sincerity or good intention on the part of the Government of His Most Faithful Majesty or the Governor of Mozambique, but that they may be distinctly traced to the want of sufficient means of repression, and to the almost prohibitive discouragement of lawful trade.

It might seem scarcely necessary to point out that oppressive Tariffs, vexatious regulations, and heavy fines are serious impediments to trade, and produce but a small fraction of the revenue which would be derived from a more liberal system. In civilized countries these impediments are overcome by smuggling, and the loss to the Exchequer is easily calculated. In a country like that held by Portugal in Africa the loss from the non-development of its resources is difficult to estimate, but the traffic which is encouraged is not smuggling but Slave Trade.

So long as the Portuguese Government make lawful trade hazardous and comparatively unprofitable, men will be found to prefer a lawless traffic which offers, with but little if any more risk, an enormous increase of profit.

The attention of the Parliament and people of this country is now particularly directed to the subject of the Slave Trade on the East Coast of Africa, and Her Majesty's

Government are convinced that the present moment is favourable for dealing it a heavy blow.

I have, therefore, to instruct you to read and give a copy of this despatch to Senhor Corvo, at the same time assuring him that it has been dictated by the desire to co-operate with the Portuguese Government in the work which both Governments have sincerely at heart.

You will also inform Senhor Corvo that with this object in view Her Majesty's Government would be prepared to instruct Her Majesty's cruisers to assist in the suppression of the Slave Trade along the Portuguese coasts as fully as his Government could wish or would be willing to allow.

I am, &c.
(Signed) DERBY.

No. 94.

The Earl of Derby to Mr. Watson.

Sir, *Foreign Office, March 27, 1876.*
I APPROVE the note which you addressed to Senhor Corvo on the 10th instant, and of which a copy was inclosed in your despatch of the same date, relative to the proposed adoption by the Portuguese Government of measures for the suppression of the Slave Trade hitherto carried on from the Portuguese possessions on the East Coast of Africa.

I am, &c.
(Signed) DERBY.

No. 95.

The Earl of Derby to Mr. Watson.

Sir, *Foreign Office, April 1, 1876.*
I TRANSMIT to you herewith, for your information, extract from a letter addressed to the Admiralty by Captain Ward of Her Majesty's ship "Thetis," under date of the 31st December last, respecting Slave Trade in the neighbourhood of Mozambique.*

I am, &c.
(Signed) DERBY.

No. 96.

The Earl of Derby to Mr. Watson.

Sir, *Foreign Office, April 4, 1876.*
I TRANSMIT to you herewith, for your information, the accompanying copy of a despatch from Her Majesty's Consul at Mozambique, together with a translation of the Mozambique Government Gazette, therein inclosed, † relative to a concession for the monopoly of the steam navigation of the Rivers Zambezi and Shiré and of the Delta of the Zambezi, which has been granted to two merchants of Lisbon by the Portuguese Government.

I am, &c.
(Signed) DERBY.

* Inclosure in No. 367.

† No. 136.

No. 97.

The Earl of Derby to Mr. Jervoise.

Sir,

Foreign Office, April 15, 1876.

I TRANSMIT to you herewith, for your information, copy of a despatch from Her Majesty's Consul at Mozambique, being the periodical Slave Trade Report by that officer for the month of February, 1876.*

I am, &c.
(Signed) DERBY.

No. 98.

The Earl of Derby to Mr. Jervoise.

Sir,

Foreign Office, April 17, 1876.

WITH reference to my despatch of the 10th December last, I transmit to you herewith, for your information, copy of a despatch from Her Majesty's Agent and Consul-General at Zanzibar, † commenting upon the release by the Mozambique authorities of the prisoners whom he forwarded to that province for trial on a charge of shipping slaves from the Moma River, within Portuguese jurisdiction.

I am, &c.
(Signed) DERBY.

No. 99.

Mr. Watson to the Earl of Derby.—(Received April 18.)

My Lord,

Lisbon, April 7, 1876.

WITH reference to your Lordship's despatch of March 22, urging the suppression of Slave Trade in Portuguese waters, I would beg leave to report to your Lordship, that, as yet, I have been unable to fulfil your Lordship's instructions thereon, for the more especial reason that the Portuguese Minister for Foreign Affairs, who is likewise Minister for two other Departments, has, either by ill-health, or by pressing affairs, been prevented from receiving the foreign Representatives.

Senhor Corvo has not received the Foreign Ministers since March 22.

I have, &c.
(Signed) R. G. WATSON.

No. 100.

Mr. Watson to the Earl of Derby.—(Received April 19.)

My Lord,

Lisbon, April 13, 1876.

IN reply to your Lordship's despatch of 22nd ultimo, relative to the Slave Traffic carried on in the neighbourhood of Mozambique, I have the honour to state that I yesterday read, and gave a copy of the despatch in question to His Most Faithful Majesty's Minister for Foreign Affairs.

Senhor Corvo made no remarks thereon, but promised me an early reply, which I shall lose no time in communicating to your Lordship.

I have, &c.
(Signed) R. G. WATSON.

No. 101.

The Earl of Derby to Mr. Jervoise.

Sir, *Foreign Office, May 16, 1876.*
 I TRANSMIT to you herewith, for your information, a copy of a despatch from the Acting British Consul at Loanda, containing observations on the subject of the Decree recently issued by the Portuguese Government abolishing the status of slavery in Angola.

I am, &c.
 (Signed) DERBY.

Inclosure in No. 101.

Acting Consul Carnegie to the Earl of Derby.

My Lord, *Loanda, April 29, 1876.*
 I HAVE the honour to acknowledge receipt of your Lordship's despatch dated February 24, together with copy of a despatch from Her Majesty's Chargé d'Affaires at Lisbon, also copy of a translation of a Law liberating the domestic slaves in the Islands of St. Thomas and Prince's.

I am happy to say that the fears originally entertained regarding the probability of there being any disturbance in the Island of St. Thomas have as yet been groundless, and for the present everything has gone smoothly. Large numbers of negroes from the Kroo coast and Liberia have been imported by the planters, and brought to the island by the English mail steamers belonging to the British and African Steam Navigation Company. These men come with agreements for a period of one year, or at most eighteen months, and are engaged on the coast by an agent employed by the planters, who goes to the coast to secure their services; they are guaranteed a free passage per steamer back to their own country, and always engage of their own free will.

If free labour can be obtained in this way to the necessary extent, and the Portuguese planters prove faithful to their engagements, the greatest difficulties will be removed, as the planters have no objection to pay a fair price for their services, if they can only obtain them. My only fear is that at the end of their contracts there will be difficulties as to the return home; and from my personal experience I have never found that natives from the Kroo coast could ever work well with Portuguese masters; but this remains to be seen, and I trust that a year hence I may be able to report to your Lordship the complete success of what at present can only be called an experiment.

No reliance can be placed on the services of the liberated slaves. Lately, about 6,000 entered the town, and went to the Governor of the Island, who informed them they were all free men, but obliged them to enter into contracts with the various planters; this they did, but a large majority, on receiving the usual advance of wages, worked for two or three days, and then retired into the bush, where I am informed they live in bands together, and owing to the extraordinary fertility of the island, they are enabled to live in idleness, eating the fruit which nature has most bountifully provided in all parts of the island.

The Royal Decree abolishing domestic slavery in Loanda and this part of the province comes into force on 17th July next, but I anticipate no disturbance beyond a natural demonstration in the streets of Loanda, which, if not interfered with, will be no doubt of an innocent description.

I have recently returned from Cazengo, the largest coffee-producing district in this province, and had conversations on the subject of the Royal Decree with several of the leading planters, and am glad to inform your Lordship that but little discontent was shown, and I was told by nearly all that the Proclamation of liberty to all their slaves would not make to them any difference.

They have for the past two years been introducing free labour on their plantations, and giving small grants of land, with liberty to cultivate it, to all the labourers on their estates, and have gradually assimilated the position of their slaves with that of the free men, so that now there is actually no apparent difference between them; they have established their homes on the property, and the owner is secure of their services. It is

no wish on the part of the planter to save money that may make him advocate the cause of slavery; he is always willing to pay, if he could only be secure of labour. There is no doubt that the interest on the capital required to purchase a sufficient number of slaves for a fairly-sized coffee-plantation would be more than enough to pay the wages of free labour.

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

No. 102.

The Earl of Derby to Mr. Jervoise.

Sir, *Foreign Office, May 16, 1876.*
I TRANSMIT to you herewith, for your information, a copy of a despatch from Her Majesty's Consul at Mozambique, containing his monthly Report on the Slave Trade.*

I am, &c.
(Signed) DERBY.

No. 103.

The Earl of Derby to Mr. Jervoise.

Sir, *Foreign Office, June 19, 1876.*
WITH reference to Lord Lytton's despatch of the 31st December last, I transmit to you herewith, for your information, copy of a despatch and of its inclosure from Her Majesty's Consul at Mozambique,† containing observations upon the Royal Decree sanctioning the General Regulations for the execution of the Portuguese Law of April 29, 1875, abolishing the condition of slavery at the expiration of one year after its publication in the Portuguese Colonies.

I am, &c.
(Signed) DERBY.

No. 104.

The Earl of Derby to Mr. Jervoise.

Sir, *Foreign Office, June 19, 1876.*
I TRANSMIT to you herewith, for your information, copy of a despatch from Her Majesty's Consul at Mozambique,‡ being the monthly Report by that officer upon the suppression of the Slave Trade within his Consular district.

I am, &c.
(Signed) DERBY.

No. 105.

Mr. Jervoise to the Earl of Derby.—(Received July 7.)

My Lord, *Lisbon, June 30, 1876.*
I HAVE the honour to report to your Lordship that the Portuguese screw corvette "Mindello," carrying eight guns, and of 150 horse-power, recently built at Liverpool, sailed from Lisbon yesterday for Mozambique viâ the Suez Canal.

* No. 139.

† No. 142.

‡ No. 143.

The "Mindello" is commanded by Capitaine de Fregate Bastos, the second in command being Premier Lieutenant Valadim.

Captain Bastos, on arrival, will assume the command of the Portuguese naval station at Mozambique.

I have, &c.
(Signed) H. CLARKE JERVOISE.

No. 106.

The Earl of Derby to Sir G. Bonham.

Sir, *Foreign Office, August 17, 1876.*
I TRANSMIT to you herewith, for your information, printed copy of a despatch from the Naval Commander-in-chief in the East Indies,* furnishing particulars respecting the state of the East African Slave Trade up to 31st May, 1876; and I have to call your especial attention to paragraphs 10, 11, and 12 of this Report, which relate to the Slave Traffic carried on between Portuguese territory and Madagascar.

I am, &c.
(Signed) DERBY.

No. 107.

The Earl of Derby to Sir G. Bonham.

Sir, *Foreign Office, August 22, 1876.*
I TRANSMIT to you herewith, for your information, copy of a despatch from Her Majes'y's Consul at Mozambique, containing his monthly Report upon the suppression of Slave Trade within his Consular jurisdiction.†

I am, &c.
(Signed) DERBY.

No. 108.

The Earl of Derby to Mr. Morier.

Sir, *Foreign Office, August 23, 1876.*
I TRANSMIT to you herewith, for your information, a printed copy of a despatch, and of its inclosure, from Her Majesty's Consul at Mozambique,‡ reporting the action taken by the Governor-General of that Colony in regard to the recent Proclamations issued by the Sultan of Zanzibar suppressing Slave Traffic by land within his dominions.

I am, &c.
(Signed) DERBY.

No. 109.

The Earl of Derby to Mr. Morier.

Sir, *Foreign Office, August 23, 1876.*
WITH reference to my despatch of the 19th June last, I transmit to you herewith, for your information, copy of a despatch from Her Majesty's Consul at Mozambique, forwarding an extract of a notice published in the "Boletim Official" of the 22nd May last, transferring certain funds to the Junta da Fazenda Publica for the purpose of carrying into effect the Law of 29th April, 1875, abolishing the condition of slavery in the Portuguese Colonies.§

I am, &c.
(Signed) DERBY.

No. 110.

The Earl of Derby to Mr. Morier.

Sir,

Foreign Office, September 19, 1876.

I TRANSMIT to you herewith, for your information, a printed copy of Mr. Consul Elton's monthly Slave Trade Report, dated Mozambique, July 18, 1876.*

I am, &c.
(Signed) DERBY.

No. 111.

The Earl of Derby to Mr. Morier.

Sir,

Foreign Office, October 9, 1876.

WITH reference to my despatch of the 19th of September, I transmit to you a copy of a despatch from Her Majesty's Consul at Mozambique on the subject of the occupation by the Portuguese of certain posts upon the seaboard for the better prevention of the export Slave Trade from the East Coast to Madagascar.†

I am, &c.
(Signed) DERBY.

No. 112.

The Earl of Derby to Mr. Morier.

Sir,

Foreign Office, October 11, 1876.

I TRANSMIT to you a copy of a despatch which I have received from Her Majesty's Consul at Mozambique,‡ reporting what passed during a visit, which, in company with Captain Ward, of Her Majesty's ship "Thetis," and Senior Naval Officer on the East Coast of Africa, he paid to the Governor-General of Mozambique, and I have to request that you will express to the Portuguese Government the satisfaction of Her Majesty's Government at the attitude of the Governor in regard to the suppression of the Slave Trade on the coast of Mozambique.

I am, &c.
(Signed) DERBY.

No. 113.

The Earl of Derby to Mr. Morier.

Sir,

Foreign Office, October 11, 1876.

I TRANSMIT to you herewith a copy of a despatch from Her Majesty's Consul at Mozambique reporting on the state of the Slave Trade in his Consular district.§

Her Majesty's Government perceive with much satisfaction the efforts which are being made by the Portuguese Government to put a stop to this illicit Traffic, and I have to instruct you to take an opportunity of mentioning to Senhor Corvo the fact alluded to in Mr. Elton's Report, that Kutchi traders and settlers on Portuguese territory are in the habit of holding slaves; and you will ask whether any special measures can be adopted by the Portuguese Government for putting a stop to this practice.

I am, &c.
(Signed) DERBY.

* No. 158.

† No. 160.

‡ No. 159.

§ No. 161.

No. 114.

The Earl of Derby to Mr. Morier.

Sir, *Foreign Office, October 21, 1876.*
 I TRANSMIT to you a copy of a despatch from the Acting British Consul at Loanda on the abolition of domestic slavery throughout the Portuguese Possessions on the West Coast of Africa.

I am, &c.
 (Signed) DERBY.

Inclosure in No. 114.

Acting Consul Carnegie to the Earl of Derby.

My Lord, *Loanda, August 24, 1876.*
 I HAVE the honour to report to your Lordship that domestic slavery ceased to be recognized by the Portuguese Government throughout all their possessions on the West Coast of Africa on the 17th July.

As I anticipated, no demonstration of any kind whatever took place in Loanda either on the part of the Government, the European residents, or the liberated slaves themselves. Not a flag was displayed nor a gun fired to mark the importance of a day which gave liberty to thousands.

This can only be explained by the slaves themselves doubting the reality of their new existence, and the want of interest taken in the movement by both Government and residents. Outwardly the day passed off in the usual way, nor has there since been any apparent difference in the town, and the slaves who liked their masters, with few exceptions, remained, receiving the price of their services which has been determined by the Government.

On some of the farms in the neighbourhood where a number of hands were employed, some inconvenience was at first felt by large numbers deserting to the town seeking other employment. However, as by one of the bye-laws in the Decree of April 29 they are obliged to work for their old masters for Government regulation pay for another two years, they have mostly returned, although there may be some ulterior difficulties in making them understand the difference between domestic slavery and forced labour on Government pay.

From the interior I have no definite news as yet of the results of the emancipation. I hear complaints of the great scarcity of labour, and the difficulty now of procuring labour in proportion to the increase of the estates, but there have been no outbreaks nor are there any anticipated. It will no doubt take some time before both planters and natives will get accustomed to this new state of things. Previously a planter could always obtain labour by money. Now he has to go into the open hiring-market, where he meets with considerable competition, as many small plantations have sprung up in consequence of labour being to a certain extent procurable without a large outlay of capital in the purchase of slaves.

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

No. 115.

Mr. Morier to the Earl of Derby.—(Received November 3.)

My Lord, *Lisbon, October 23, 1876.*
 UPON the receipt of your Lordship's Slave Trade despatches dated the 11th instant, I addressed, in compliance with your Lordship's instructions, a note to Senhor Corvo, expressing the satisfaction of Her Majesty's Government at the efforts made by the Portuguese Government for the suppression of the Slave Trade, as well as their appreciation of the attitude of the Governor-General of Mozambique in regard to this matter.

I have the honour to inclose herewith a copy of my note above referred to.

I have, &c.
 (Signed) R. B. D. MORIER.

Inclosure in No. 115.

Mr. Morier to Senhor Corvo.

M. le Ministre,

Lisbon, October 20, 1876.

HER Majesty's Government have received information from the East Coast of Africa to which they attach great value. It seems placed beyond a doubt by the reports of Mr. Elton, Her Majesty's Consul at Mozambique, and the statements of Captain Le H. Ward of Her Majesty's ship "Thetis," the senior naval officer on the East Coast, that a very decided impression has been produced upon the export Slave Trade from the African coast to Madagascar, and that the impression is to be attributed to the combined efforts of the Portuguese and British Authorities, and, in an especial manner, to the intelligent zeal of the Governor-General of Mozambique.

After visiting several parts of the coast, and especially the district of Mozembe, Mr. Elton returned convinced "that a great change had taken place tending to the hindering of slave collection for export to Madagascar, at places where at this time last year he had to report a most active and flourishing traffic carried on in despite of the Governor-General's efforts at suppression."

Captain Le H. Ward states that after cruising for six months upon the Madagascar coast, "only one slave dhow had been captured, and not more than two had been positively known to have run slaves and to have escaped capture; and that whereas, at this time twelve months ago, the slave traders were notoriously known to be actively employed along the Portuguese coast, at present there appeared a notable slackness in their operations."

Captain Le H. Ward called in company with Mr. Consul Elton on the Governor-General the 1st of August last, in order to acknowledge to his Excellency the share which his Excellency's policy and co-operation had had in these results.

The Governor-General gave to these two officers of Her Majesty the most cordial welcome, and, on his part, acknowledged "the very important *appui morale* that had all along been rendered to his efforts to attain progress by the frequent visits of Her Majesty's cruisers to the port of Mozambique, and by the information rendered to him by Her Majesty's Consul."

In transmitting these reports to me, Her Majesty's Principal Secretary of State for Foreign Affairs has instructed me to express the great satisfaction with which Her Majesty's Government have perceived the efforts made by the Portuguese Government to put a stop to the Slave Trade, and their appreciation of the attitude of the Governor-General in regard to the suppression of that illicit Traffic on the coast of Mozambique.

I avail, &c.

(Signed) R. B. D. MORIER.

No. 116.

The Earl of Derby to Mr. Morier.

Sir,

Foreign Office, November 14, 1876.

I APPROVE the note which you addressed to Senbor Corvo on the 20th ultimo, relative to the efforts made by the Portuguese Government for the suppression of the Slave Trade, and of which a copy was inclosed in your despatch of the 23rd ultimo.

I am, &c.

(Signed) DERBY.

No. 117.

The Earl of Derby to Mr. Morier.

Sir,

Foreign Office, December 11, 1876.

I TRANSMIT to you herewith a printed copy of a despatch from Her Majesty's Agent and Consul-General at Zanzibar,* reporting the steps which he has taken in regard to the disposal of two liberated slaves sent to that island by Her Majesty's Consul at Madagascar; and I have to request that you will make known to the Portuguese Government that these two slaves, belonging to a Portuguese house at Quilimane, had been shipped from thence to Madagascar on board a schooner carrying either the Portuguese or French flag.

I am, &c.
(Signed) DERBY.

No. 118.

The Earl of Derby to Mr. Morier.

Sir,

Foreign Office, December 30, 1876.

I TRANSMIT herewith, for your information, a copy of the last monthly Report by Her Majesty's Consul at Mozambique,† relative to matters connected with the Slave Trade within his Consular jurisdiction.

I am, &c.
(Signed) DERBY.

PORTUGAL. (*Consular*)—*Mozambique.*

No. 119.

Consul Elton to the Earl of Derby.—(Received January 10, 1876.)

(Extract.)

Mozambique, November 20, 1875.

I REGRET to report that no measures have been adopted by the Portuguese Government against the Madagascar Slave Trade since the date of the Moma Expedition—not for want of will on the Governor-General's part, but because there are no available means at his disposal for any action whatever, those formerly existing being reduced by the departure of Senhors d'Avila and Valsassina in the steam-ship "Quilimane," for Quilimane, Chiloane, and Inhambane, to the "Sena" and "Tete" gun-boats, without any naval officers but the Port Captain, who is also in charge of the arsenal, and an insufficient number of men to man either.

During this period I have undoubted proof that the Iredeni dhow left with a full cargo of slaves, as well as two, if not more dhows with slaves from the Umfusi and Kivolane Delta, for the Madagascar Coast, and I have grave suspicions that one filled up in the Mariangoma River, subsequently to a painful incident which has happened to the little Colony on the Kisungo River, lately visited by Captain Ward and myself. This was fallen upon by a band of armed men from the revolted Slave Settlement on the Licungo and Mariangoma under one Mateos, plundered, and from 150 to 250 (variously estimated) women and children carried off—undoubtedly for the Madagascar Traffic—many of the villagers being killed.

* No. 351.

† No. 166.

The Moma prisoners sent down by Dr. Kirk still remain in prison awaiting their trial, which comes on shortly. I was called upon by the Acting Judge to furnish a short statement in writing that could be used as evidence in the case, copy of which is inclosed. My belief is that these men will be severely punished, and the moral effect exercised by their return to Mozambique and detention in prison, has already been proved by the Mujoge Sheikhs making overtures to me to intercede for their release, on the score of "sufficient punishment." I, of course, explained to them that it was out of my power to interfere, the case being in the hands of the Portuguese judicial authorities, and not in mine.

Quintangonha is quiet under Shehr Hummadi, who, however, is not recognized.

Coal, owing to competition, is down to 3*l.* per ton, delivered alongside, for Her Britannic Majesty's vessels.

Her Majesty's ship "Flying Fish" was here during my absence at Lorenzo Marques (at the same time as the French croiseur "Duchaffause") and coaled, returning to watch the Madagascar coast, where, I believe she is still cruising.

Since the affair of the boats of Her Majesty's ships "Thetis" and "Flying Fish" with the Sakalavas, resulting from the capture of the Moma dhow was reported, no further particulars have been received.

It appears probable Her Majesty's ship "Thetis" will shortly leave the station for India. Should this be the case, Slave Trade suppression on the East African Coast will lose an energetic and careful officer, with whom it is a pleasure to work in concert. If the "Thetis" should leave, I trust another vessel will take her place, as the squadron is already too weak for the Zanzibar and Madagascar work combined, and any relaxing of vigilance on the Mozambique coast at present will be certainly followed by increased Traffic.

I would venture to suggest to your Lordship that the Lords of the Admiralty might be asked to give instructions to vessels proceeding from England or the Cape to join the Zanzibar Station, to call on their way at Mozambique, now that a British Consulate is established there, and coal is obtainable; and I would further suggest that vessels cruising in the Mozambique Channel for the suppression of the Slave Trade, if instructed to call from time to time at this port, might often obtain valuable information, as, for instance, when the Iredeni and Umfusi dhows were marked down lately as filling with slaves for Madagascar.

No laws touching libertos or slaves (almost synonymous designations of the same status) have been published. The position remains as before.

There is no later news of the "Livingstonia" Expedition.

No. 120.

Consul Elton to the Earl of Derby.—(Received January 10, 1876.)

(Extract.)

Mozambique, November 27, 1875.

HER Majesty's ship "Nassau" arrived here on the 20th instant, and on the 23rd Lieutenant Gray, Mr. F. Holmwood (Assistant Political Agent, Zanzibar, on leave), and myself proceeded up Conducia River in her galley and steam cutter, and anchored near the spot reached by Captain Ward on September 1, thence on the 24th the mountain was ascended after three and a-half hours' walk across country from the boats, and careful observations taken for height. The night of the 24th was passed in one of the caves on the mountain side facing to the westward, a large fire being kept up as a precaution against the numerous lions prowling about.

On the 25th we returned to the boats, and on the 26th were back in Mozambique, after a successful and expeditious journey, during which we met with assistance from the natives, who received us cordially owing to arrangements I had previously made with Shehr Hummadi, the Chief elected by the people of Quintangona after the murder of Sheikh Aberhaman, but not recognized by the Governor-General.

I inclose copy of letter which I wrote to the Governor-General to-day, covering a précis of the "Nassau's" recent corrections to the East Coast charts, which gives the exact position of Table Mountain and its height, matters of importance to vessels making for this port, since considerable doubt existed as to the correctness of previous observations.

Inclosure 1 in No. 120.

Consul Elton to Senhor Menezes.

Sir,

Mozambique, November 27, 1875.

I HAVE the honour to forward by desire of Captain Gray, commanding Her Britannic Majesty's Surveying Ship "Nassau," his précis of corrections to the existing charts of the East African Coast, No. 658, 1809, and 652, which will be sent to the Admiralty by the next mail steamer

1. Referring to "Nassau Rock," discovered off Mattos and Shanga.
2. Wreck Buoy, Mozambique.
3. Position of Table Mountain.

I feel sure that your Excellency will be pleased to hear that the expedition to Table Mountain (Mesa), undertaken for the purpose of scientific observations, was in every way satisfactorily carried out and met with no opposition from the natives, who have now returned to their villages on the upper part of the Conducia River in great numbers.

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

Inclosure 2 in No. 120.

"Nassau," at Mozambique, November 1875.

(All bearings are Magnetic.) Variation in 1875, 12° 55' W.

Notice to Mariners.—No. 3 of 1875.

Nassau Rock.—A dangerous rock, with 1½ feet on it at low water springs, has been discovered by Her Majesty's Surveying Ship "Nassau;" it is steep to, and in the fair way to anchorage off, Shanga Island.

From its position Mattos High Trees bear S. by E. 2·6 miles, and Shanga Summit S.W. by S. 3·1 miles.

Variation in 1875, 14° 10' W.

Wreck Buoy.—A black and white can buoy has been placed on a wreck in the fairway to the inner anchorage of Mozambique. From the buoy the Fort flagstaff bears S.E. 3¾ cables, and end of pier S.W. by S. 1·8 cables.

The position of Table Mountain near Mozambique has been ascertained by Her Majesty's Ship "Nassau" to be in latitude 14° 42' 45" S., and longitude 40° 39' 30" E., its height is 1,095 feet.

(Signed) FRANCIS J. GRAY, *Lieutenant, and
Commander in charge of Survey.*

These notices affect the following Admiralty Charts: Chart No. 658, Africa, E.C., Sheet VII. No. 1809, Africa. E.C., Sheet V. No. 652, Mozambique Harbour.

No. 121.

Consul Elton to the Earl of Derby.—(Received January 10, 1876.)

My Lord,

Mozambique, November 29, 1875.

AS it is possible that your Lordship may deem it desirable to draw public attention to the Madagascar Slave Trade, as carried on from the Portuguese Coast, I beg to inclose a *précis* of the history of the Moma dhow, compiled from the Vice-Admiralty case tried at Zanzibar and Captain Ward's despatch, in evidence.

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

Inclosure in No. 121.

Précis of Case of Moma Dhow.

ON the 9th of September Her Majesty's ship "Thetis," on a voyage from Mozambique to Cape St. Andrew, Madagascar, captured a large dhow, with no papers or colours, in latitude 15° 31' S. and longitude 42° 21' E., after six hours' chase under steam. She was 172 tons burden, and full of slaves, shipped at the Moma River, in the Portuguese possessions on the East African Coast.

According to the statements of the dealers on board she contained 221 slaves for sale, 14 surias (concubines), and 41 domestic slaves—total, 276 (exclusive of 34 passengers and 19 sailors); but, on transferring the poor wretches from the floating pest-house, only 250 were found alive; 26 had died during a voyage that had only lasted three days.

Of these 250 34 were men, 16 were boys above 10 years of age, 75 were boys under 10, 6 were boys under 3, 54 were grown women, 19 girls above 10, and 7 girls under 3 years of age. Subsequently 1 boy, 1 woman, and 1 girl died on board the "Thetis" of exhaustion.

The slaves were stowed on two decks, squatting side by side, in such a position as neither to allow of their standing up or lying down, or of their moving for the purpose of obeying the calls of nature. Fifty-three were suffering from a virulent and loathsome description of itch. The dhow appeared to be a pest-house in which no human being could live for many hours, and Captain Ward conjectures "that the majority of her cargo must have perished before reaching any port in Madagascar, as her passage, judging from the winds experienced, would have lasted some five or six days longer."

This dhow sailed originally from the Moma River (latitude 16° 45' S. and longitude 39° 19' E.), and put into the Umcupi River, close to the town of Mozambique, for repairs, leaking, whence she sailed three days previous to capture. The "Thetis" and the Portuguese gun-boat "Sena" had previously searched the Moma, but failed to find any slave dhows there, although three were reported by Her Britannic Majesty's Consul at Mozambique as having made arrangements to load slaves there. Two of these, it is proved, escaped to Madagascar, but without slaves on board; the third was concealed in a mangrove creek during the search, and was the one ultimately captured by Her Majesty's ship "Thetis."

On the 17th September the dhow was condemned in the Vice-Admiralty Court at Zanzibar, and the freed slaves placed in charge of the Rev. E. Price, of the Church Missionary Society, at Mombasa, whilst the four slave dealers (one of whom was captain)—Saeed Saleh, Babi Baloo, Hamis, and Abderah—were sent by Dr. Kirk from Zanzibar to Mozambique as passengers on board the mail steamer, where they were arrested by the Portuguese authorities, at the instance of Her Britannic Majesty's Consul, and are awaiting their trial by Portuguese law.

Looking through the evidence taken in the Vice-Admiralty Court at Zanzibar, the intricacies of East Coast Slave Trade are painfully unravelled.

Fatima, a woman of twenty-three years of age, states she was the slave of Mannia Happa, who keeps a shop at Mozambique, and sells dry goods. Her husband died. Mannia Happa then "wanted her," but she refused; so in revenge he took her to Kivolani, sold her, and she was placed in a hut with other slaves until shipped.

Mandowa, a woman of about the same age, was sold at Mozambique by one Mahommed Khalfan to Hummadi Yusuf, and shipped at Umfusi with seven other girls, two of whom died during the three days' voyage. She says she was half starved, and could neither sit down, or lie down, or stand up, or move from where she was obliged to obey the calls of nature.

Suleiman was a slave dealer from Nossi Bé, and went to Moma on speculation, where he hunted down fifteen slaves with eight men who were in his pay.

Istamili was a free woman of Angoxa, who had been a prisoner for four years amongst the Makuas, captured by them when they destroyed the Majoge Settlement at Maravoni in revenge of Slave Trade. She had a blind husband on board, who was going to Madagascar for medical treatment; but she bitterly repented having taken a passage in a slaver, and said in Court, "the devil made me go in this dhow."

A woman is bought at Moma for 15 dollars to 20 dollars, and sold at Madagascar for from 60 dollars to 70 dollars; a man costs 6 dollars or 7 dollars; and a boy 14 dollars—both man and boy fetching 40 dollars at Madagascar.

Hamis ran a large cargo successfully last May from Moma to Tambourana, Madagascar coast. Hadji Senee ran 100 slaves last year to Marambitzi. The plan adopted is to obtain leave from the Chief of the district—in this instance Sheikh Moussa—to carry on the trade, after which the Coast natives are hired to go into the interior and hunt the slaves, the dealer remaining quietly on the coast. A bargain is made for each slave, “according to quality,” and 1 rupee a head is paid to the Chief.

Captain Ward, of Her Majesty’s ship “Thetis,” writes as follows to the Admiralty, in summing up the situation:—

“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, which is practically prohibitive as regards places where no trade has been already established.

“The Chief of the Moma district (Moussa) is much feared by the people, and was at the time of our visit to these parts openly talked of as encouraging the Slave Trade. Probably the Portuguese have no real authority over this man and his illegal doings.

No. 122.

Consul Elton to the Earl of Derby.—(Received January 10, 1876.)

My Lord,

Mozambique, December 3, 1875.

I HAVE the honour to report arrival, on 25th November, in this port, of the Portuguese gun-boat “Douro,” from Lisbon, Brazils, and Cape of Good Hope.

She is for station at Mozambique, I am informed.

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

No. 123.

Mr. Lister to Consul Elton.

Sir,

Foreign Office, January 10, 1876.

I AM directed by the Earl of Derby to transmit to you the accompanying copies of a despatch and its inclosures from Her Majesty’s Minister at Lisbon,* respecting the facilities to be afforded to the Livingstonian Mission.

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

No. 124.

Mr. Lister to Consul Elton.

Sir,

Foreign Office, January 24, 1876.

WITH reference to my despatch of 28th May last, forwarding copy of the Law of April 29, 1875, which abolished the condition of slavery specified in the Decree of February 25, 1869, at the expiration of one year after its publication in the Portuguese Colonies, I am directed by the Earl of Derby to transmit to you, for such observations as you may have to offer thereupon, a copy of the Royal Decree sanctioning, in accordance with the 30th Article of that Law, the General Regulations for the execution thereof, under date of the 20th of December, 1875, which were published in the Portuguese Official Journal of the 24th ultimo.†

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

* See “Slave Trade No. 4 (1876),” No. 200.

† Inclosure in No. 73.

No. 125.

Mr. Lister to Consul Elton.

Sir,

Foreign Office, January 27, 1876.

I AM directed by the Earl of Derby to convey to you his Lordship's approval of your proceedings in connection with your recent expedition to Table Mountain, as reported in your despatch of the 27th November last, a copy of which has been forwarded for the information of the Lords Commissioners of the Admiralty.

I am, &c.

(Signed) T. V. LISTER.

No. 126.

Consul Elton to the Earl of Derby.—(Received February 7, 1876.)

(Extract.)

Mozambique, December 11, 1875.

EARLY on the morning of 30th November last I received reliable information that a dhow had loaded slaves for Madagascar in the Umfusi-Kivolane Delta.

I therefore proceeded to the "Flying Fish," and Captain Crohan, although bound north for Zanzibar, having expressed his readiness to co-operate with the Portuguese authorities, and sail in search of this dhow, I wrote a note to the Secretary-General in French (8 A.M.) saying that Captain Crohan wished to know at what hour he could call upon the Governor-General with me, in order to arrange about leaving a launch, cannon, and ammunition in dépôt at the Portuguese arsenal at Mozambique, pending the arrival of Her Majesty's ship "Lynx," or the first of Her Majesty's cruisers calling at the port, and I at the same time gave information that a full slave dhow was in the Umfusi-Kivolane Delta, and that should the Governor-General wish British co-operation Captain Crohan was prepared to offer his cordial assistance.

To this note I received, at 10.30 A.M., in reply the note, copy of which forms Inclosure No. 1, and at 11.5 A.M. I called with Captain Crohan on the Governor-General, when arrangements were made for the launch, gun, &c., being placed in charge of the Port Captain, but no mention was made of the slave dhow by his Excellency, neither did I, after the Secretary's note, touch upon the subject, knowing that the Portuguese gun-boats "Douro" and "Senna," and the cutter "Affonso Henriques," were in the harbour.

Owing to the news of MacKillop Pasha's descent on the Zanzibar coast, Captain Crohan, seeing there was nothing to be done, was anxious to leave for Zanzibar without delay, and sailed at 6 P.M. the same day, carrying my mail to your Lordship under flying seal to Dr. Kirk.

Rumours were current in the town from the 1st to 6th December regarding slave dhows. I therefore on the 6th December wrote to the Governor-General. On the same day I left for the mainland, returning on the 8th to Mozambique, and there obtained evidence that a slave dhow had positively sailed, with 150 slaves on board, from the Kivolane on the evening of the 30th November, after the departure of Her Majesty's ship "Flying Fish." On the 9th this evidence was corroborated by another channel, and subsequently an Arab, who was absolutely engaged in shipping the slaves, and had quarrelled with his master, one of the shippers, gave me the most detailed information on the matter, which I had now learnt from three perfectly independent sources.

On the 10th I therefore wrote to the Governor-General, and received in reply the note, copy of which forms Inclosure No. 4 from the Secretary-General.

To-day the official letters of the 10th and 11th instant, from the Governor-General, have come to hand, in answer to mine of the 6th and 10th instant.

I do not think, my Lord, that I need comment upon the history of the escape of this slave dhow. It is but another proof of the inability of the means at the control of the Governor-General of Mozambique to stop the Madagascar export Slave Trade from the Portuguese slave coast (although his Excellency is, I know, personally interested in its speedy suppression).

When in Inclosure No. 2 I mention three slave dhows, I would observe that regarding three I have detailed and precise information, and I was careful to be on the right side, but I am well aware that more than six have run cargoes since the capture of the Moma River dhow, conveying about 1,000 slaves, notwithstanding the declara-

tion made in Part V, cap. 2, page 101 of the Portuguese Mémoire submitted to the Delagoa Bay Arbitration, where it is stated (as an "exact fact") that the Portuguese nation has completely abolished slavery in its Colonies! (a complètement aboli l'esclavage dans ses Colonies.)

Inclosure 1 in No. 126.

M. de Lencastre to Consul Elton.

Cher M. Elton,

Mozambique, Mardi, November 30, 1875.

M. le Gouverneur vous attendra et M. le Commandant du "Flying Fish" à onze heures et demi. Je vous prie de ne venir plus tard, parceque aujourd'hui c'est le jour de Junta da Fazenda. Il expédie en ce moment ses ordres à propos de l'affaire Umfusi.

J'ai, &c.
(Signed) F. DE LENCASTRE.

Inclosure 2 in No. 126.

Consul Elton to Senhor Menezes.

Sir,

Mozambique, December 6, 1875.

I WOULD beg to call your Excellency's attention to reports in circulation as to two or more slave dhows being in the Umfusi Delta for the purpose of loading slaves for export to Madagascar. I am inclined to think that they are not without foundation.

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

Inclosure 3 in No. 126.

Consul Elton to Senhor Menezes.

Sir,

Mozambique, December 10, 1875.

I REGRET to inform your Excellency that, on the evening of the 30th November (the day upon which Her Britannic Majesty's steamers "Flying Fish" and "Nassau" left Mozambique), the dhow "Rahemi,"—owner, Abdullah Muazeen, an Augazidja, or Comoro, man—sailed from Kivolane, north entrance of the Umfusi Delta, with 150 slaves on board for Marambitzi, Madagascar.

These slaves were most of them bought through one Broana Hummadi.

Ali bin Hamed (an Augazidja, of Kivolane) shipped seventeen slaves.

Ottoman bin Ali (an Arab, also of Kivolane) shipped twenty-three slaves.

Mahommed bin Hamed (an Arab of Lamec) shipped eleven slaves.

Mohammed bin Hamed was in Mozambique yesterday afternoon, and is possibly in the town still.

I would draw your Excellency's attention to the fact that this is now the third full slave dhow run from the Portuguese possessions on the east coast of Africa to Madagascar since the capture of the Moma dhow by Her Majesty's ship "Thetis," on 9th September last, regarding which detailed evidence is forthcoming. In the other cases, your Excellency had no means immediately available to repress this illegal traffic, but I would venture to observe that, against the "Rahemi" on the 30th of November, Her Britannic Majesty's steamer, "Flying Fish," was ready and willing to co-operate with the Portuguese forces, as I had the honour to intimate to the Secretary-General in a letter written from on board that vessel at 8 A.M. on that date. A steamer leaving Mozambique that afternoon would have certainly prevented the "Rahemi" sailing, and probably have effected her capture.

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

Inclosure 4 in No. 126.

M. Lencastre to Consul Elton.

Cher M. Elton,

Mozambique, Vendredi le 10 Décembre, 1875.

JE regrette bien ce que vous m'annoncez ; ce ne fût pas notre faute. Au moment où j'ai reçu votre lettre (c'était six heures) j'ai expédié la communication, au nom de M. le Gouverneur, pour le Commandant de nos forces navales. Je vous remercierai donc, si vous pouvez me donner quelques renseignements sur l'endroit où se trouve Mohamed bin Ahmad, dont vous me parlez dans votre lettre, et aujourd'hui* ce sera un service que son Excellence remerciera aussi.

J'ai, &c.
(Signé) F. DE LENCASTRE.

Inclosure 5 in No. 126.

Senhor Menezes to Consul Elton.

(Translation.)

Illustrious Senhor,

Mozambique, December 10, 1875.

WHILST thanking you for the information you were good enough to send me in your official, of the 6th of this month, respecting the rumours circulating that two or more dhows were in the Delta of the Umfusi for the purpose of loading slaves for Madagascar, permit me to inform you that at the moment of receiving the above-mentioned despatch, there arrived from that river the cutter "Affonso Henriques," which went there on the 1st of the month with officers and men of the gunboat "Douro," and the Commandant reports that having examined all the arms and estuaries of that Delta, there was not a dhow to be found.

God preserve, &c.

(Signed) JOSE GUEDES DE CARVALHO E MENEZES.

Inclosure 6 in No. 126.

Senhor Menezes to Consul Elton.

(Translation.)

Illustrious Senhor,

Mozambique, December 11, 1875.

IT is with regret that the information you were good enough to furnish me with, in your official letter of the 10th, has been received, respecting a dhow that you state sailed from the Umfusi on the 30th November last, and I have to inform you that the Secretary-General of this province read me the note which you sent him on the 30th, and which is referred to in your despatch ; that same day, at 10 A.M., the order was sent to the Naval Authorities (Estação Naval) to take measures to stop the shipment of the slaves mentioned in your letter, and it was only after the departure of Her Britannic Majesty's ship "Flying Fish," that I was informed that none of our steamers could go out, and for this reason I did not avail myself of the offer of the co-operation of the "Flying Fish."

God preserve, &c.

(Signed) JOSE GUEDES DE CARVALHO E MENEZES.

No. 127.

Mr. Lister to Consul Elton.

Sir,

Foreign Office, February 12, 1876.

I AM directed by the Earl of Derby to convey to you his Lordship's approval of your proceedings in the case of the slave-dhow which sailed from Kivolane to Madagascar on the 30th November last, as reported in your despatch of the 11th of last December.

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

* These were given. The man is to be arrested on his return from Jasa on the mainland. He has a house in Mozambique, and is a slave shipper.—F. E.

No. 128.

Mr. Lister to Consul Elton.

Sir, *Foreign Office, February 29, 1876.*
 WITH reference to your despatch of the 20th November last, I am directed by the Earl of Derby to transmit to you herewith copy of a letter from the Admiralty, from which you will perceive that measures have been taken by that Department for giving effect to your suggestion that Her Majesty's cruisers should call from time to time at the port of Mozambique with a view to obtaining information as to the movements of slave dhows.

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

Inclosure in No. 128.

The Secretary to the Admiralty to Mr. Lister.

Sir, *Admiralty, February 21, 1876.*
 WITH reference to your letter of the 26th ultimo and its inclosure, suggesting that Her Majesty's cruisers should call from time to time at the port of Mozambique with a view to obtaining information as to the movements of slave dhows, I am commanded by my Lords Commissioners of the Admiralty to request you will inform the Earl of Derby that a copy of your communication has been forwarded for the information and guidance of Rear-Admiral Macdonald, the Commander-in-chief on the East India Station.

2. Orders on this subject will also be given to vessels proceeding to the East India Station via the Cape of Good Hope.

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

No. 129.

Consul Elton to the Earl of Derby.—(Received March 6, 1876.)

My Lord, *Mozambique, December 29, 1875.*
 IN my despatch of the 11th instant I had the honour to inclose correspondence relative to the "Rahemi;" subsequently, on the 18th December, I addressed a note to M. de Lencastre, relative to fresh information, which led to the "Senna" leaving on the 19th for the Kivolane, as reported in the Secretary-General's note in reply to mine. (Inclosure 1).

In a later note, dated Christmas day, M. de Lencastre recounts what the "Senna" accomplished.

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

Inclosure 1 in No. 129.

Consul Elton to M. de Lencastre.

Cher M. de Lencastre, *Mozambique, le 18 Décembre, 1875, 10 heures du soir.*
 VOUS croirez peut-être que je vous fais beaucoup d'embarras, mais c'est de mon devoir de vous prier instamment de faire part à M. le Gouverneur-Général que depuis trois jours il est arrivé, dans un canal qui s'appelle Sawa-Sawa, débouchure située entre l'Umfusi and le Kivolane, un boudre qui vient de Madagascar, et que les mêmes hommes—ceux qui ont chargés les esclaves par le "Rahémi"—le chargent aujourd'hui de Makuas pour Madagascar.

En allant ici au sud, on trouve l'Umfusi, après comme entrée générale le Kivolane, mais entre les deux se trouve le canal qu'on appelle le Sawa-Sawa, qui communique avec les autres bras. Là vous trouverez le boudre, et je vous souhaite beaucoup de chance, car ce serait un bon coup de vous accaparer maintenant d'un navire faisant la traite, peut-être chargé de noirs.

J'ai toute confiance dans les informations et on dit que le boutre sortira de Sawa-Sawa après demain.

Bien à vous, avec mes compliments à son Excellence.

(Signé)

F. ELTON.

Inclosure 2 in No. 129.

M. de Lencastre to Consul Elton.

Cher M. Elton,

Lundi, le 20 Décembre, 1875.

JE vous remercie les renseignements que vous m'avez envoyés dans votre lettre d'hier à laquelle je n'ai répondu tout de suite. Je n'avais le temps de le faire à cause qu'il m'a fallait expédier les ordres nécessaires immédiatement, et après j'avais l'intention d'aller vous voir.

Le "Senna" est parti à deux heures (P.M.).

(Signé)

F. DE LENCASTRE.

Inclosure 3 in No. 129.

M. de Lencastre to Consul Elton.

(Extrait.)

Le 25 Décembre, 1875.

LE "Senna" est de retour, comme vous savez, et il n'a pas trouvé des indices de trafic. Seulement on a dit au capitaine qu'il y avait sept jours qu'un boutre avait sorti pour Madagascar avec trente esclaves. On lui avait dit aussi qu'il y avait un boutre en Chadapunta, et on a visité cet endroit, mais on n'a rien rencontré.

Vous vous rappellerez du rapport du Commandant du "Thetis," comme il montre la difficulté de savoir quelque chose exacte des natifs (noirs?) à propos du trafic, et vraiment, c'est au tâtonnements qu'on vient à savoir quelque chose, et très-souvent, à ce que je crois, les agents qui nous avertissent font le même aux négociants, mais je suis sûr que nos efforts communs réussiront à leur détourner les plans.

No. 130.

Consul Elton to the Earl of Derby.—(Received March 6.)

My Lord,

Mozambique, January 6, 1876.

ON the afternoon of 31st December, according to local custom of Mozambique, a public "Te Deum" was celebrated at the Church "da Misericordia," in thanksgiving of the year having passed over without any public calamity, to which all public officials, both civil and military, are invited to attend.

On my arrival in the Church the Governor-General sent an officer of his staff to conduct me to a seat next to that of the Secretary-General, and amongst those reserved for His Excellency and personal staff.

On the following day I called upon the Governor-General, and ventured to express my thanks to him for the assistance he had rendered in the suppression of the Slave Trade during the past year, and His Excellency was good enough to comment upon the excellent relations which had existed between us at Mozambique during 1875.

On the 2nd January the Governor-General returned my visit at Her Majesty's Consulate.

I trust your Lordship will approve of my having thus recognized, upon New Year's Day, General José Guedes de Carvalho's aid in Slave Trade suppression, which has been earnest, although crippled by the want of proper means at his disposal.

I have, &c.

(Signed)

F. ELTON,

No. 131.

Consul Elton to the Earl of Derby.—(Received March 6.)

My Lord,

Mozambique, January 5, 1876.

I BEG to inclose the following Returns of the Export Slave Trade from the Mozambique Coast, Portuguese Possessions, to Madagascar, viz. :—

1. Return of Slave Dhows captured 1875.
2. Return of Slave Dhows known to have escaped capture, 1875.

As your Lordship will see from Return No. 1, the exportation of slaves from the Portuguese Possessions on this coast is estimated at over 7,000 annually. The trade is carried on by Arabs Mujoges, Comoro men, and Sakalavas, most of whom have their headquarters on the West Coast of Madagascar, whence they run across (often with a legal cargo) to Africa, and if the coast is clear, return with slaves from such places as Moma, Iredeni, Umcupi, Umfusi, Kivolane, &c, where permission to hunt slaves in the interior can be purchased from the headmen, should there be no live slave stock for sale on hand. As a rule these slave dhows are crazy craft, but strong crews are carried to form the marauding parties who "collect"—that is to say, who attack the Makua villages, set fire to them, kill the men, and capture the women, children, and lads.

The profits of this trade are said to amount in some instances to from 300 to 400 per cent. on original outlay, when a large dhow is run.

To successfully combat the traffic within a given space of time, the means and material at the disposal of the Portuguese local Government are insufficient and unadapted.

Active operations are required to carefully examine the rivers and creeks in the territorial waters which are unknown, many of them, to the Portuguese themselves—the goodwill of certain Chiefs, such as Moussa and others, and their aid in suppressing the trade should be negotiated (perhaps even be bought) in all cases rather than coerced, whilst at the same time, step by step, every effort should be strained to promote legal trade.

Unfortunately, under the Portuguese Government, all trade except to those "comptoirs" where a Custom-house exists is "contraband,"* hence the coast is hermetically sealed to legitimate commerce; for where the choice lies between making say 25 or 30 per cent.—or 100 per cent. even—by legal trade on the one hand, and 300 or 400 per cent. by Slave Trade on the other, and in both cases the vessel employed is equally liable to seizure by the Portuguese Government, the East African naturally chooses the venture with the highest returns, to which, as a further inducement is also superadded the excitement—the sport, as, I believe, he regards it from his standpoint of view, of slave hunting.

It is a matter of general belief that the 1875 trade shows a falling off in numbers. More than 10,000 are said to have been run in 1874 by the slave-dealers themselves, and a vigorous six months' ferreting out of the coast in 1876 would increase the rising conviction amongst the traders that the carrying of slaves by sea is at last to be put down. A great deal may be effected by negotiation, for it is but right to state that, although we are constantly engaged in thwarting their plans and destroying a Traffic which brings them in great gain, Englishmen are invariably treated with consideration—even with hospitality—by the people who carry on the Trade; indeed, it seems now to be understood that the English war against the Slave Trade is conducted on fair terms.

Permission to one or two of Her Majesty's vessels, provided with steam-launches and requisite boats, to act in Portuguese territorial waters between the Zambezi and Cape Delgado, for even the short period of six months (the healthy season commences in May or June) to carry out the thorough exploration and examination of the rivers and creeks, coupled with permission to negotiate some understanding with the Chiefs (who, although in Portuguese territory, are completely independent, and beyond the slightest Portuguese jurisdiction) for the prevention of slave collection, would go far towards giving a finishing stroke to the Mozambique export Slave Trade, whilst it would be also of important accessory aid that Her Majesty's Consul at Mozambique (without in any way interfering with the Consul at Tamatave's jurisdiction) should be in some way officially connected with Majunga and the West Coast of Madagascar—the coast of demand—where the whole of this Slave Trade is in the first instance organized, and whence reliable information as to the movements of slavers on the Mozambique coast—the coast of supply—is most easily obtainable.

In two instances during 1875 the Portuguese and English forces have acted

* Unless such complicated forms are adopted as are practically prohibitory to East African Trade.

with success and concert against the Slave Trade near Mozambique, and it is to be regretted that such combined action was not of a more extended nature. The Governor-General, however, General José Guedes de Carvalho e Menezes, has earnestly assisted in suppressing the Trade to the utmost of the means at his disposal, and upon all matters of Slave Trade suppression generally his endeavours, it should be recorded, have been to further the wishes and endeavours of the British Government for the abolition of the sea Traffic.

Various visits paid to the neighbouring districts, with a view to influencing the extinction of slave collection, from time to time reported, have not been without result, as they maintain a friendly feeling, and lead to friendly discussion of Slave Trade questions, from which good frequently arises.

In conclusion, I would trust that your Lordship may think some progress has been made in the right path during the past year. Results are sometimes discouraging for the moment, whilst petty annoyances and minor difficulties are inseparable from a residence in the Portuguese Possessions on the East Coast; but the lever is well underneath the obstruction of the Mozambique Slave Trade, and with steady heaving I trust the way will be eventually cleared for that legitimate commerce for the development of which this sealed coast presents undoubted resources.

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

Inclosure 1 in No. 131.
(No. 1.)—EXPORT Slave Trade from the Mozambique Coast (Portuguese Possessions) to Madagascar during 1875.

Detailed Return of Slave Dhows Captured.

No. of Dhows.	Date.	Name of Dhow.	Sailed from	Bound to	No. of Slaves on Board.	Captain or Owners, how disposed of.	Slaves, how disposed of.	Designation of Captors.	Place of Capture.	Remarks.
8	January 18, 19, 20	Unknown (no flag)	Kivolane	Loading slaves for Madagascar	None	Escaped	..	Portuguese gun-boats "Senna," and "Tete"	Kivolane	Large numbers of slaves ready for shipment, but moved away inland. This attack on Kivolane followed the murder of a Portuguese boat's crew at Kivolane.
3	January and February	Unknown (no flag)	2, Kivolane, Umfusi; 1, Umfusi	Ditto	None, driven inland	Escaped	..	Her Majesty's ship "Thetis,"	2 Kivolane, Umfusi, Delta; 1 Umfusi, Madagascar	Under permission given to act in territorial waters by Governor-General of Mozambique.
1	January	Unknown (no flag)	Mokambo, or Umfusi	Discharged slaves at Madagascar	None	..	..	Her Majesty's ship "Rifleman,"	..	..
1	January	"Amanet Allah" (Johanna flag)	Mokambo	Discharged slaves at Marambitzi	None	Mohaddin Sherif, fined 500 dollars and disgraced by Sultan of Johanna	..	Her Majesty's ship "Rifleman,"	Marambitzi	Both these dhows captured directly after landing slaves.
1	May	Unknown (no flag)	Umfusi	Madagascar	44	..	Missions, Zanzibar	Her Majesty's ship "Flying Fish,"	High seas	After calling at Mozambique, "Flying Fish" proceeded to Zanzibar.
1	June	"Rosalie" (French flag)	Ibo	Nossi Bé	None	Captain condemned to banishment from Mozambique	..	Portuguese Local Government	Mozambique waters	Condemned by Portuguese Court as prepared to carry on Slave Trade, August 7, 1875, and broken up.
1	September 9	Unknown (no flag)	Moma and Umfusi	Madagascar, Mombalava Bay	241	Captain and owners awaiting trial at Mozambique	Missions, Mombasa	Her Majesty's ship "Thetis,"	High seas	This dhow was searched for first in Moma River by Portuguese and English expedition.
16	..	..	..	..	241	..	..	..	..	Captured and condemned at Zanzibar Court, seven dhows. Nine taken by Portuguese Government.

Slave dealers say, for every dhow taken, three at least escape. Therefore, some sixty dhows run annually with an average cargo of 120 slaves each, equal to 7,200 slaves exported annually from the Mozambique coast Portuguese Possessions to Madagascar.

Mozambique, January 4, 1876.

(Signed)

F. ELTON, Her Majesty's Consul at Mozambique.

Inclosure 2 in No. 131.

(No. 2.)—EXPORT Slave Trade from the Mozambique Coast (Portuguese Possessions) to Madagascar during 1875.

RETURN of Slave Dhows known to have escaped Capture.

No. of Dhows.	Date.	Name of Dhow.	Sailed from—	Number of Slaves on Board.	Whether Reported to Portuguese Authorities.	Remarks.
2	August ..	Unknown ..	Near Angoxa River	None ..	Reported ..	These dhows were proceeding to Moma River, where slaves were in readiness for them; but driven off by Her Majesty's ship "Thetis." Took refuge in delta of Angoxa, and thence escaped, empty, to Madagascar.
1	September ..	Ditto ..	Iredeni ..	200 (?) ..	Ditto ..	No force available to act on Report.
2	September ..	Ditto ..	Kivolane, Umfusi Delta	Unknown ..	Ditto ..	Ditto.
1	November 30	"Rahemi"	Ditto ..	200 (?) ..	Ditto ..	Ran two hours after Her Majesty's ship "Flying Fish" sailed north to Zanzibar from Mozambique Harbour. Her assistance was declined.
1	December ..	Unknown ..	Sawa-Sawa Canal, between Kivolane and Umfusi	(?) ..	Ditto ..	Portuguese gunboat arrived too late to capture this dhow, according to general report.

NOTE.—Many dhows reported to have run successfully might be added to above Return, with considerable confidence in the accuracy of the information; but, for obvious reasons, the Return is restricted to positive information, proved in detail.

Total, seven dhows escaped (known to have escaped).

No actual attempt has been made, for want of assistance, to seriously grapple with any other section of this Trade than that carried on from the coast line lying between Fernan Veloso Bay (north), and the Moma River (south), although the Traffic continues notoriously to exist both north and south of these limits, within Portuguese territorial waters, and can only be suppressed effectually by action within such waters.

(Signed) F. ELTON.

Mozambique, January 4, 1876.

No. 132.

Consul Elton to the Earl of Derby.—(Received March 6.)

My Lord,

Mozambique, January 25, 1876.

I HAVE the honour to acknowledge your Lordship's despatch of the 2nd December, conveying the approval of Her Majesty's Government of my proceedings as set forth in my despatch (Moma and Kisungo expedition), and venture with respect to express my satisfaction at being honoured with such approval.

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

No. 133.

Consul Elton to the Earl of Derby.—(Received March 6.)

(Extract.)

Mozambique, January 28, 1876.

IN my despatch of the 5th instant, I endeavoured as far as possible to summarize into a small space the position of affairs respecting the export Slave Trade from the Portuguese Possessions to Madagascar. During the month of January but little movement has taken place amongst the traders, the winds being variable and the weather stormy and wet, the only positive information received being that Moussa is again engaged in loading up a large slave-dhow in the Moma River. This I reported to the Governor-General, through M. de Lencastre, on the 20th January, but no action has been taken by the local authorities owing, I presume, to their want of force.

There are no means at the disposal of the Governor-General for action, and none for rendering assistance to the exertions of the British Government on the East Coast to put down the export traffic to Madagascar.

Her Majesty's ship "Lynx" is the only vessel cruising in the Mozambique Channel, and she returned yesterday to coal and repair at this port, having unfortunately run upon an unknown reef not marked on the charts, near Madagascar, a few days ago. Captain Campbell has beached his vessel to ascertain the extent of injury she has received, and will probably be delayed here for some days. In the meantime he has left a launch, with twenty-one days' provisions on board, to watch Marambitzi and the neighbourhood. Captain Campbell appears to have opened friendly relations with the Hovas, both at Marambitzi and Matarana, and to have talked Slave Trade matters over with them at considerable length and in a friendly manner—always a good point to gain in this work—and to have thereby removed misunderstandings as to the objects the British Government have in view in forcing the suppression of the carrying of slaves by sea. He found several large dhows laid up for the slack season, which he very properly did not meddle with, considering their *status* of doubtful and difficult definition, but neither captured nor saw any slavers. It is, however, impossible for one vessel to watch the whole West Coast of Madagascar, and I trust that before long a second will join the station, when, with permission to act in Portuguese territorial waters, real and permanent good might be effected.

A large slave dhow is reported loading up in the Kisimgo, but on doubtful information. The movement on the Moma, and the collection of slaves there and north at Changa, Pemba Bay, are undoubtedly correct information. It would, however, be useless for me to press for combined action at the present moment, the "Lynx" being under repairs and obliged to pick up her launch as soon as they are completed.

The Moma slave-dealers still remain in prison awaiting their trial. With respect to their future I shall have the honour to report separately on another occasion.

In the "Relatorios do Ministro dos Negocios da Marinha e Ultramar," presented to the Camara of Deputies in Lisbon, 1875, the Governor-General reports, "the number of 'libertos' in the province* is small. The individuals registered as slaves in virtue of the Decree of the 14th December, 1854, were 40,086, of which 17,431 were women. Of these there actually exist 35,482. The individuals registered as 'libertos' are scarcely 4,197." In the same "Relatorio" Senhor Corvo admits, page 116, "It is beyond doubt that clandestine traffic is still carried on on the Coast of Mozambique, in spite of the vigilance of the authorities," and suggests the establishment of trading stations at different parts on the coast. But I regret to have to inform your Lordship that nothing has been done to extend legitimate trade, that is to say, to suppress Slave Trade—the terms being synonymous—beyond the suggestions submitted by the Governor-General for the increase of the Customs Tariff (*vide* his published despatches in "Relatorios," 1875, I, page 79, *et seq.*); whilst as to Senhor Corvo's injunctions to the Governor-General (page 88) to order vessels with armed boats to operate against the Slave Trade, the best of reasons can be given for their non-observance—there are no available vessels, or suitable boats, or sufficient men on the station.

No. 134.

Consul Elton to the Earl of Derby.— (Received March 6.)

My Lord,

Mozambique, February 3, 1876.

I HAVE the honour to report that, in a Supplementary Gazette of 29th January, 1876, the Governor-General of Mozambique published the "Carta de Lei" of the King of Portugal of 29th April, 1875, relative to the abolition, one year after date of publication, of the servile condition of "Libertos." copy of which your Lordship sent me in 1875.

No observations are made of any kind upon this Law, and, as the "Gazette" only appeared late yesterday evening, and the steamer leaves this day, I am not as yet able to report upon public feeling upon the subject. I have, however, forwarded a telegram *via* Aden announcing the publication.

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

* Of Mozambique.

Inclosure in No. 134.

Supplement to No. 5 of the "Official Gazette" of the General Government of Mozambique, Saturday, January 29, 1876.

State Office for Marine and Colonial Affairs.

Law.

(Translation.)

DOM LUIZ, by grace of God King of Portugal and of the Algarves, &c., We give notice to all our subjects that the General Cortes have Decreed and We Will the following law.

Chapter I.—Of the condition of Freedom conferred on the Freedmen, and of the Guardianship to which they are subject.

Article 1. One year after the publication of this law in the provinces beyond sea the servile condition described in the decree with force of law of 25th February, 1869, is considered extinct, and those to whom it refers are declared free.

Art. 2. The persons who will thus obtain the condition of freedom are subject to public guardianship, on the terms of the present law.

§ 1. Those are excepted who shall be engaged in the practice of any art or calling, those who know how to read and write, or are engaged in public or private instruction.

§ 2. The public guardianship ceases by right on the 29th of April, 1878, by effect of the decree with force of law of 29th April, 1858.

Art. 3. In each of the provinces of Angola, Mozambique, and St. Thomé, and Principe, there shall be a Magisterial Curato-General, appointed by the Government, whose office it shall be to exercise the public guardianship mentioned in the preceding Article in each of the said provinces, as well as the other functions assigned to him by this law, or that may be so assigned by the Government regulations.

§ 1. The Governor of the province in Council shall have superior authority over the Curator-General.

§ 2. Their salary shall be 1,200\$000 reals, and for all legal effects they are placed in the same position as the Crown and Exchequer advocates in the provinces beyond the sea.

Art. 4. The labour of the persons referred to in Article 2 is declared free so that they may arrange its conditions and receive the pay agreed upon.

Chapter II.—Of the Contracts for Labour to be done by persons subject to public Guardianship.

Art. 5. The persons who by this law are subject to public guardianship shall be bound to engage their services for two year, and this engagement must be shown to the authority.

§ 1. These engagements shall be made by preference with the former masters, if they desire it, all the rest being subject to the provisions of this law.

§ 2. The Curator-General shall take special cognisance of these engagements, and he may oppose them if he find reasons why he should not consent to them.

§ 3. If engagements be not made with the former masters they must be made with others.

§ 4. The regulations must determine the special conditions which, besides those declared by this law, are to be observed in the engagements with regard to sex and the various states of minority and full age.

Art. 6. The engagements may be:—

- (1.) For labour only;
- (2.) For labour and settlement on grant of lands;
- (3.) For settlement only on grant of lands;
- (4.) To serve in the same province;
- (5.) To serve in different provinces.

Art. 7. The engagements treated of in the foregoing Article must be made before the public authority that has been authorized to attend to them by the Curator-General, and they must be properly registered.

Sole §. When the engagements are for places out of the province, they must also be submitted to the authorities in such places, and be duly registered there.

Art. 8. No engagement can be entered into without a stipulation of wages, or of wages, maintenance, and clothing.

Art. 9. The tables of the Regulations for each province are to fix the minimum of wages, rations, and clothing, that must be given to the servants or settlers by the masters or landlords who engage their services, and the working days and working hours in each day, with relation to the callings and the conditions of sex and age.

Art. 10. Engagements with conditions of remuneration and warranty inferior to those fixed by the respective regulations, shall not be approved.

Art. 11. Engagements for grant of lands shall be made according to the provisions of the civil code.

Art. 12. If engagements for grant of lands should also contain the obligation to render services, the latter must not extend to more than a moiety of the available time according to the Regulations; they must not be for more than two years, nor must they stipulate a certain price for the sale of goods, or that the said goods be only sold to the landlord.

Sole §. The Regulations for each province shall fix the minimum of a grant of lands that can be stipulated for each settler, single or with family.

Art. 13. Settlers cannot enter into engagements that would separate them from their wives or their children up to the age of 15 years.

Art. 14. Engagements with obligation to render personal service cannot be sub-let by the master or landlord without the consent of the servant or tenant, except in the cases specially authorized by this law. And when a sub-letting does take place it must be done with all the formalities required for the original engagement, and be subject to the same conditions.

Art. 15. The engagements shall only be made by the persons concerned, themselves or by their agents duly authorized by the Governor of the province in Council, on the conditions to be established in the Regulations.

Art. 16. Engagements for rendering services shall not be allowed unless the master shows, before the authority that has to authorize the engagement, that he is a farmer or is engaged in business with a regular establishment. Engagements for domestic service are excepted.

Art. 17. Advances of wages to be afterwards deducted must not exceed two months in each year.

These advances shall be considered as paid at the end of twelve months from their date, if they have not been so previously, and the deduction for them cannot be more than a twelfth in each month.

Art. 18. Engagements for rendering services cannot be prolonged before the expiration of their term.

§ 1. At the expiration of the term of the obligatory engagements referred to in Article 5, as well as at the free renewal of engagements by settlers and servants, and in engagements newly made, the prescriptions of the present law shall always be observed, in so far as they can be applied, in the form that will be determined by the Government regulations.

§ 2. The provision in § 1 of Article 5, is not applicable to these engagements.

Art. 19. The organization of companies of labourers or workmen to render services to the agriculturists or tradesmen who cannot, or do not wish to make engagements for years is authorised.

§ 1. The workmen who engage themselves in this manner cannot do so for longer terms than those fixed in Article 5.

§ 2. The regulations shall establish a table of the lowest rates of wages at which engagements can be made, and the other indispensable conditions for such engagements.

§ 3. The table must be revised every year.

§ 4. The conditions of the labour to be thus performed shall be the same as those indicated for the other engagements.

§ 5. The regulations made in each province for the execution of this Article shall be submitted for the approval of the Government of the mother-country.

Chapter III.—*Of Engagements for rendering Service, and for Settlement out of the respective Provinces.*

Art. 20. Engagements for rendering service and for settlement out of the province shall be subject to the established conditions.

Art. 21. These engagements may be made by the masters or landlords themselves,

on proof of the conditions mentioned in Article 16, or by agents specially authorized according to the terms of Article 15, and who have given security.

Sole §. The engagements treated of in this Article must be concluded with the established formalities, and the agents must give account to the Curator-General of the engagements which they have made.

Art. 22. The conveyance of settlers or servants can only take place in vessels specially registered for this purpose on the security of a deposit fixed by the regulations, and joint responsibility of ship, owner, and commander.

Art. 23. The engagements must always contain an obligation to pay for the conveyance of the settlers and their families, who, on the expiration of the term of engagement shall wish to return to their country.

Art. 24. The Government, if it shall think fit, may authorize the Governor of the Province of St. Thomé and Príncipe to engage, on account of the province, settlers in any other place, and such engagements may be sub-let to private persons on the same conditions.

Art. 25. These engagements shall not be allowed if it appear in any way that they serve to encourage the Slave Trade.

Art. 26. The embarkation of negro labourers engaged shall not be allowed until the regulations treated of in this Law are made.

Chapter IV.—*Of Vagabondage and of the Punishments.*

Art. 27. The persons referred to in Article 1 who, in accordance with Article 256 of the Penal Code, shall be declared vagabonds, shall be liable to forced labour up to two years in the State establishments specially instituted for the purpose, or in the forts and public works of the Province, and they shall receive such wages as shall be determined by the respective Governor in Council.

§ 1. They may, however, at any time engage their services to private persons, and then the forced public service will cease.

§ 2. The public authority cannot cede the services of these men to private persons except on the terms authorized by this Law, in the case of Articles 19 and 24, or on engagements freely made by the men themselves, according to the established conditions.

Art. 28. Those who disturb or endeavour to disturb the labour of servants or settlers, or entice them to abandon it, will be liable to the punishment fixed in the Penal Code.

Art. 29. Persons who have engaged their services cannot be prevented by their masters or landlords from applying to the local protective authorities.

Art. 30. Those who prevent, or endeavour to prevent, them shall be punished according to the terms of the Penal Code, and, moreover, the engagement shall be considered as dissolved if the servant or settler wishes it to be so. In this case the master or landlord shall not be entitled to any indemnification for the part of the term of engagement still unexpired.

Art. 31. The Curator-General shall watch over the performance of the engagements, and shall promote by the proper means the nullification of those wherein the clauses are not fulfilled.

V.—*Of the Indemnifications for the Grant of Freedom.*

Art. 32. The Government shall order a strict inquiry to ascertain:—

1. The manner in which the registration of the freedmen has been made in the different provinces, in virtue of the Decree of 14th December, 1854, and the subsequent legislation.

2. What registers are found in accordance with the conditions of No. 2 of Article 2 of the Decree of 24th July, 1856.

3. What is the average value of the servile labour in each province.

Art. 33. In order to have a claim for indemnification it will be necessary for every one interested to prove before the Government Council the number of freedmen that he had in his service, whence they came, the date of their registration, their present age, and the works in which they were employed at the date of this Law, and that he has paid the settled taxes for each slave or freedman of whose service he had the benefit.

Art. 34. The proceedings for the valuation of the indemnification treated of in Article 33, shall be administrative, and shall be finally decided in the Government Council of the province.

Sole §. The conditions and formalities of these proceedings shall be settled in the Government regulations.

Art. 35. The indemnification and the form of its payment can only be determined by Law after the fulfilment of the conditions treated of in the preceding Articles.

Art. 36. From the date of the publication of the present Law in each of the provinces beyond sea all the slaves or freedmen who shall be brought into those provinces shall be considered free by effect of the law, independently of declaration.

Sole §. The Conductor-General shall watch *ex officio* over the perfect fulfilment of this provision.

Art. 37. The Curators-General shall report every six months to the Governors of the provinces on the manner in which this law is executed, and the Governors shall report thereon to the Government.

Art. 38. The Government shall make general regulations for the execution of this law.

Art. 39. The laws to the contrary are revoked.

We therefore command all the authorities to whom the knowledge and execution of the said law appertain to fulfil it and to see that it be fulfilled and observed to the full extent of its provisions.

The Minister and Secretary of State for Foreign Affairs and *pro tem.* for Marine and Colonies, is to have it printed, published, and circulated.

Given at the Palace of Ajuda, the 29th of April.

(Signed) THE KING (with rubric and flourish).

(Countersigned) JOAO DE ANDRADE CORVO.

(Great seal of the royal arms.)

Text of the Law by which Your Majesty, having sanctioned the Decree of the General Cortes of the 1st of the present month, which entirely extinguishes the servile condition in the provinces beyond sea, and provides for its due and proper execution, commands that it be fulfilled and observed to the full extent of its provisions.

For your Majesty's inspection.

Done by JOAO IZIDORO DUARTE PEREIRA.

No. 135.

Mr. Lister to Consul Elton.

Sir, *Foreign Office, March 17, 1876.*
 WITH reference to your despatch of the 6th January last, I am directed by the Earl of Derby to convey to you his Lordship's approval of your having thanked the Governor-General of Mozambique for the assistance rendered by his Excellency towards the suppression of Slave Traffic during the past year.

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

No. 136.

Consul Elton to the Earl of Derby.—(Received March 26.)

(Extract.) *Mozambique, January 5, 1876.*
 I BEG to inclose copy of Mozambique Government "Gazette," No. 52, publishing a Concession for the monopoly of the steam navigation of the Rivers Zambezi, Shiré, and the Delta of the Zambezi.

The concession is granted to two merchants for thirty years, on condition of forming a company with a capital of not less than 20,000*l.* within twenty-four months.

In Article 2 it is stipulated as follows by the Portuguese Government:—

"Twelve round voyages are to be made yearly on our rivers, the Zambezi and Shiré, except in case of unforeseen hindrance (*força maior*).

"On the Zambezi between Quillimane, Senna, and Tete.

"On the Shiré from its mouth to Myassa.

"On the Quaqua, between Mazaro and Quillimane.

"On the Inhamissengo or Kongoni between Mazaro and West Luabo."

To anyone at all conversant with the geography of the country, it is simply absurd
 [766]

subject to the laws and regulations of Portugal, the shareholders, who may be foreigners, relinquishing all their immunities and privileges in everything relating to this contract.

2. The enterprise engages to make twelve round voyages (voyages there and back) a year on the Rivers Zambezi and Chire, saving in case of insurmountable obstacles, and likewise engages to navigate the branch of the Zambezi towards Quillimane, called Quaqua, and the branch of the Zambezi towards Loabo, called Inhamissengo or River Kongoni, in the months when they are navigable.

On the Zambezi, between Quillimane, Senna, and Tete.

On the Chire, between the mouth of the River Chire and Nahanja.

On the Quaqua, between Mazaro and Quillimane.

On the Inhamissengo, or the River Kongoni, between Mazaro and West Loabo.

3. The enterprise engages to have for this service at least two vessels of the most approved construction and of the necessary power.

Sole § When the development of the trade requires a larger number of vessels, the enterprise engages to augment their number, so that the service may be complete and answer the requirements of the trade.

4. The maximum prices of the freights for merchandise and fares for passengers shall be fixed by the Company in concurrence with the Government.

5. The freights of State merchandise, warlike materials and implements, as well as the fares for conveyance of passengers on account of the Government, shall be one-third less than the prices of the freights and fares fixed for private persons.

6. If a state of war be declared in the Province of Mozambique, persons and things that the Government may require to have conveyed shall always have the preference.

7. The conveyance of the post mails and the official correspondence of the Government shall be gratuitous.

8. The Government will grant to the enterprise, during thirty years, reckoned from the date of the signature of this contract, the privilege of the steam navigation on the Rivers Zambezi and Chire, on the terms fixed in condition 3.

Sole §. This privilege does not prejudice the navigation of those rivers by vessels not propelled by steam.

9. The enterprise shall have free permission to cut timber in the forests belonging to the State situated in the district of Zambezia, to be used exclusively in the service of the navigation, in the construction of bridges, boats, and launches, and for fuel for cooking on board, as well as for the steam-engines; and the enterprise shall also have a gratuitous grant of the land required for the erection of houses or sheds for the reception of the apparatus and materials belonging to the Company, for wharves and appurtenances.

Sole §. The enterprise will be subject to the regulations and instructions which the Government may consider necessary for the supervision of the timber-cutting.

10. The Government grants a gratuitous supply of Portuguese flags for the steam-boats.

11. The Government grants to the enterprise during the term fixed in Condition 8, the right of importing, free of duty, the vessels, machinery, boilers, gearing, and preparations that it may require for the navigation which it undertakes, as well as the materials for repairing and cleaning of its vessels only, and for the construction of the sheds, warehouses, and wharves that it has to provide.

Sole §. The enterprise will be subject to the regulations and restrictions which the Government may think necessary for the supervision of the transmission of the above-mentioned articles.

12. The Government undertakes to have two steam-boats intended for the navigation to which this contract relates, conveyed to Mozambique, in the manner to be agreed upon between the Government and the enterprise.

13. The Government undertakes to facilitate the loading and unloading of the goods conveyed by the boats of the enterprise, at the Custom-house of Quillimane, or to allow the enterprise to have places of its own, where the examinations may take place.

14. The Company's boats shall be considered as packets, and may therefore enter and leave any of the ports in their course by night, without liability to visitation.

15. The security referred to in § 3 of Article 7 of the Decree of December 10, 1836, shall not be required for the cargo conveyed in the Company's boats.

16. If the enterprise should fail to fulfil the conditions of this contract, saving the cases of insuperable obstacle duly proved, the Government may rescind the said contract after hearing the Committee of Advice for Transmarine Affairs.

Sole §. The enterprise may appeal from this decision to the Supreme Administrative

Tribunal, within the peremptory term of fifteen days, reckoned from the publication of the Decree thereon in the official paper.

17. In case of the dissolution or liquidation of the Company, the bridges constructed by the enterprise for the service of its boats will belong to the Government.

18. The Government does not undertake in any case to guarantee rights or to grant subventions of any kind for the navigation treated of in this contract

19. The Government grants to the enterprise the term of thirty-six months, reckoned from the date of this contract, to commence the navigation in the manner herein stipulated.

Sole §. If the enterprise shall not commence the navigation within the said term, this contract shall be considered as rescinded by that fact.

And with these conditions the said contract has been made and concluded by the aforesaid parties, in the presence, as above stated, of Councillor João Baptista da Silva Ferrão de Carvalho Martens, Procurator-General of the Crown and Exchequer, as well as of the witnesses Antonio Mario Campelo, head of the Second Section of the General Department for Transmarine Affairs, and Manoel Gomes Pessoa Loforte, Chief Clerk in the office of the extinct Council for Transmarine Affairs, attached to the same section.

And I, José Tavares de Macedo, of His Majesty's Council, Chief Clerk, acting as Director-General of the Second Section of the State Office for Marine and Transmarine Affairs, in corroboration of all, and for the information of those concerned, have had written, and have signed and rubricated, this present deed of contract in duplicate; and the aforesaid contracting parties, and other persons already referred to, are to sign it with me after it has been read to them.

(Signed)

JOAO DE ANDRADE CORVO.
JAMES ANAHORY.
MOSES ZAGURY.

Present:

(Signed)

JOAO BAPTISTA DA SILVA FERRAO DE CARVALHO MARTENS.
ANTONIO MARIA CAMPELO.
MANUEL GOMES PESSOA LOFORTE.
JOSE TAVARES DE MACEDO.

No. 137.

Mr. Lister to Consul Elton.

Sir,

Foreign Office, April 8, 1876.

IN transmitting to you herewith, for your information, a copy of a letter from Mr. H. B. Cotterill, who is about to proceed to the East Coast of Africa for the purpose of introducing lawful trade into the region of Lake Nyassa with the view of counteracting the influence of slave-traders in that country, I am directed by the Earl of Derby to instruct you to afford Mr. Cotterill the benefit of your advice and good offices, and also such assistance as you can properly render him towards the attainment of the objects which he has in view.

I am, &c.

(Signed) T. V. LISTER.

Inclosure in No. 137.

Mr. Cotterill to the Earl of Derby.

My Lord,

1, Athol Place, Edinburgh, March 27, 1876.

I AM preparing to go out to East Africa for the purpose of attempting to carry out the idea, strongly advocated by Dr. Livingstone, of introducing legitimate commerce into the region of Lake Nyassa, and thus counteracting the evil influence of the slavers, who are now the only traders in that country. I have had valuable advice and encouragement from gentlemen who, from personal experience and practical commercial knowledge, are competent judges; and I have been assured by those connected with the expedition lately sent from Scotland to Lake Nyassa, that they are very anxious to see honest trade combined with their missionary efforts, and that I may make my journey in company with the contingent which they hope to send out to Livingstonia in May.

This party expects to use the water-route afforded by the Zambesi and Shiré Rivers,

and, unless I find that the Portuguese Customs Tariff at Quilimane or Magaro is prohibitive of any introduction of goods by that natural approach to the interior, I shall endeavour to do the same.

I venture to hope that the object I have in view may meet with your Lordship's approval, and that your Lordship may therefore think fit to cause me to be furnished with information as to the Tariff at present in force at the Portuguese Custom-houses in the Mozambique Channel, and with introductory letters to the authorities of Her Majesty and of the King of Portugal on the East Coast of Africa, and to the British naval officers on that station, such as may procure for me the facilities calculated to secure the success of my endeavours.

I venture to assure your Lordship that I shall do all in my power in every way in which it may be possible for my humble efforts to aid those now being made by Her Majesty's Government for the extinction of the Slave Trade; and I shall not fail to submit to your Lordship from time to time such information as I may be able to procure on the subject.

I have, &c.
(Signed) H. B. COTTERILL.

No. 138.

Consul Elton to the Earl of Derby.—(Received April 10.)

My Lord,

Mozambique, March 1, 1876.

IN my last monthly Report of the 28th January, I reported that Her Majesty's ship "Lynx" was at Mozambique undergoing repairs. On the 8th of February detailed information reached the island with respect to the export of slaves from the Moma, which led me to believe that a dhow would sail thence for Madagascar with a full cargo on the spring-tides between the 10th and 14th. Captain Campbell, therefore, decided to watch the coast south of Mozambique for all craft crossing in about the latitude of the river, and, as I had been suffering severely from fever, by the advice of Dr. Maclean (Her Majesty's ship "Lynx"), I accepted Captain Campbell's invitation to accompany him, proposing to return from Majunga by the mail steamer. Mr. Dixon was left in charge of the Consulate, and the "Lynx" sailed from Mozambique on the morning of the 10th. The 11th and 12th were spent off Moma and Angoxa, about thirty miles from land, under slow steam. Unfortunately, there was a southerly breeze, a foul wind for the slavers to start with, and no dhows were sighted, although the 13th, 14th, and 15th were occupied in slowly crossing and recrossing their usual track to Madagascar.

On the 16th we anchored at Majunga, where Lieutenant Ainger, in command of the pinnace left off Cape St. Andrew, reported that he had chased a large "batel" (the description of vessel loading at Moma) some days previously into Volumsala River, near Cape St. Andrew. The weather being bad he was stopped by the bar, which the "batel" sailed for, and, getting across, escaped, after a long chase, during which she was fired at twice, ran on the beach, and, he believed, succeeded in landing a cargo of slaves.

Subsequent information now shows that one cargo of forty slaves was run successfully, all being supplied by Moussa, of Moma, and destined for Marambitzi; hence it is almost certain Lieutenant Ainger's belief that he was pursuing the right dhow was correctly founded.

Captain Campbell and myself paid a visit to the Governor of Majunga, on the afternoon of our arrival, at the Hova Fort, which commands the harbour and town. We were received with great civility, and on the following day dined with the authorities. The Queen of Madagascar's Proclamation of freedom to all Mukua slaves in the island was in circulation, but I saw no newly-landed slaves about the place during my stay, and I am inclined to think that the Hova authorities are sincere in their endeavours to suppress slavery, although utterly powerless to interfere with the Sakalavas, who now hold the whole west coast of the island south of Cape St. Andrew, and even Marambitzi north of the Cape, only thirty-five miles from Majunga itself.

The Sakalavas, even the best of them at Myanterano, are notorious as wreckers and slave-traders. In the latter pursuit they are assisted by Arabs and Swahili from Zanzibar and Mujoge dealers from the Portuguese coast, who arrange the preliminaries of the traffic, regulate prices, &c., and are, I expect, often assisted with advances from Indian speculators at Mozambique itself. Over the acts of such people the Hova Government have absolutely no jurisdiction, neither have they any force with which to coerce good behaviour; but, indeed, are barely strong enough to hold their present territory (so the Governor of Majunga implied) against their marauding attacks.

At Mozambique it is believed the Hovas of Majunga are hand in glove with the slave-dealers about Marambitzi, although the latter are Sakálavas and strong enough to use a *de facto* right over them, when inclined to join in the gains of the traffic; but I do not think this is the case. Tananarivo is only twelve days' journey from Majunga (by the Betsioka River, which falls into Majunga Bay, the journey is believed to be still shorter to the capital, but the Hovas carefully abstain from giving any information as to this route, which is closed to foreigners), and the system of the Government being based upon a network of espionage, prevents collusion on the part of the local officials.

On the 18th I left the "Lynx" at Majunga waiting to be relieved by Her Majesty's ship "Flying Fish," and returned to Mozambique by the mail steamer, arriving on the afternoon of the 20th; and on the night of the 21st-22nd, Mr. Dixon's sudden death occurred as I have already reported.

On the 27th Her Majesty's ship "Lynx" arrived, took in coal on the 28th, and on the 29th sailed for Mauritius to go into dock.

Her Majesty's ship "Flying Fish" is cruising on the Sakalava coast, south of Cape St. Andrew, where her pinnace is left to watch Marambitzi, Volumsala, &c. Her Majesty's ship "Thetis" will also be in the Mozambique Channel about the end of the month.

At Mozambique itself matters are very quiet. The Portuguese gun-vessel "Douro" and the small gunboats are at anchor in the harbour, as usual, and the "Quillimane" is to be sent under sail to Bombay to be fitted with new boilers. No recent reports of any active Slave Trade have reached me, beyond that of the reopening of the Moma as a port of collection, and matters seem very quiet both north and south of Mozambique for the present, the servile disturbances at Quillimane having ceased. The season is, however, unfavourable for running slaves, and this year an unusual amount of sickness has probably, coupled with the presence of our cruisers, tended to discourage the Arab and Muloje settlers in their operations on the coast.

The publication of the law regarding the termination of the servile state in the Colony and the status of libertos at one year from date, which I had the honour to report to your Lordship, has apparently produced no effect whatever upon masters or upon slaves. The more intelligent of the latter are, however, fully aware of the position they now occupy.

The Moma prisoners have been recently released by the judicial authorities at Mozambique. M. de Lencastre says:—"Les prisonniers du boutre qui venait de Moma ont été mis en liberté après quelques mois de prison, parceque le pouvoir judiciaire n'a pas trouvé le nombre des témoins que la loi exige pour le procès." They have, however, been on the whole very severely punished, and the moral effect produced by Dr. Kirk's sending them for trial here has been of excellent service in deterring the people immediately round Mozambique from meddling with Slave Trade matters.

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

No. 139.

Consul Elton to the Earl of Derby.—(Received May 8.)

(Extract.)

Mozambique, March 30, 1876.

IN my last monthly report (dated the 1st March) I informed your Lordship that Her Majesty's ship "Flying Fish" was cruising south of Cape St. Andrew, that Her Majesty's ship "Lynx" had left for Mauritius, and that Her Majesty's ship "Thetis" was to arrive in the Mozambique Channel in the course of the month.

Subsequently to Mr. Dixon's death, being strongly advised by Dr. Maclean (Her Majesty's ship "Lynx") to leave the Island for a short period, during the prevalence of the fever and the heavy rains, leaving Mr. Andrade in charge of the Consulate, I took advantage of my knowledge of the "Thetis's" movements, and arriving at Zanzibar by the mail steamer on the 7th instant (where I talked over Slave Trade matters with Dr. Kirk during four days' stay), left that port on the 11th instant for the Mozambique station on board Captain Le Hunt Ward's ship.

Her Majesty's ship "Thetis," in the first instance, had to rendezvous with Her Majesty's ship "Flying Fish," off Cape St. Andrew, when I was enabled to compare information I had collected regarding the Slave Trade said to be carried on by schooners under the French flag from the port of Tullear, on the south coast of Madagascar, to Bourbon, with the facts ascertained by Captain Crohan during his visit to Tullear itself and St. Augustine's Bay.

Evidence confirms an elaborate system of slave dealing established there under the guise of free emigration, conducted by the Italian Vice-Consul,* supposed to be a brother to M. Rosier, master of the "Etienne et Laurence," a Creole of Bourbon, who adopts the alias of "Macallum."

As your Lordship is aware, the "Etienne et Laurence," as well as the "Clémence," the "Africa,"† and other French schooners, have for some time past been suspected of carrying slaves. The "Etienne et Laurence," formerly the "Seibwright," an American vessel, was captured by the "Alabama" and sold at Mozambique, whence she was taken to Bourbon, where her name was changed, and she obtained the French flag, and has since been commanded by M. Rosier. It is believed that not eighteen months ago she shipped slaves at the mouth of the Quillimane River, and it is certain she conveys labourers from time to time to Bourbon from the Madagascar ports. These latter, from Captain Crohan's information, are men purchased by the Italian Vice-Consul (Rozier, alias MacCullum) from the Sakalava Chiefs, who are constantly engaged in petty warfare) at from 20 dollars to 30 dollars, and although kept in irons on shore, are shipped as passengers, with papers purporting to be signed by the Chiefs, stating that they proceed to Bourbon in search of employment of their own free will. A M. Follet, agent for Messrs. Jubert and Co., of Bourbon, it would appear, is also engaged in these transactions. Dépôts are established both at Tullear, latitude 23° 23" south, and St. Augustine's Bay, 12 miles further south. Thirty slaves were said to be at the former and fifty at the latter, in confinement at the time of the "Flying Fish's" visit.

Twelve months ago 150 were shipped at a time, but orders are now to ship in small numbers only to Bourbon.

To test the accuracy of these statements Captain Crohan proceeded to Ranapasy and Morundava, where they were confirmed by two Norwegian missionaries, Captain Home (agent from Messrs. Holmes and Co., of Capetown), and by a Hova Chief, sent by the Prime Minister to report confidentially on the Sakalavas of Tullear and St. Augustine's Bay.

"From the evidence of these people," Captain Crohan writes, "I have every reason to believe that a Slave Trade is carried on at Tullear and St. Augustine's Bay by French subjects."

The "Flying Fish," by Captain Ward's orders, is now at Tullear, collecting as precise information as possible, and will reach Mozambique on 7th April, when I shall be able to report fully on this branch of the East Coast Slave Trade, which has apparently been carried on for years with impunity, and but little attempt at concealment.

* * * * *

Captain Ward had, I found, collected evidence at Nossi Bé, Majunga, Marambitzi, and other ports, respecting the slave dhows run from the Portuguese Possessions on the East Coast to Madagascar during the past seven months, regarding whose movements I have, as your Lordship is aware, informed from time to time the Portuguese authorities. So far as numbers and dates and names of places are concerned, our respective results agree very fairly, and establish beyond doubt that there is a continued shipment of slaves carried on, with but little interruption. As there was no object in immediate return to Mozambique itself, Captain Ward determined to cruise off the Kizungo, Moma, and Angoxa, in the manner I suggested in June last, out of sight of land, tacking upon the fairway of the Channel. On the 24th we were rewarded by the capture of the "Kunguru," a batela of ninety tons, with ninety-four slaves and 31 Arabs and Mujoges on board, seventy miles east of Angoxa. The slaves had been purchased in the neighbourhood of the Maravoni River, twenty miles south of the Moma River, whence the dhow had sailed two days before, and whence she had previously, in October, made a successful run to Marambitzi with 110 slaves. After destroying her, we proceeded to Mozambique, which was not reached, owing to bad weather, until the 28th, on which day Captain Ward addressed the despatch, copy of which is annexed, to the Governor-General, relating to the circumstances of the capture, and offering to place the slave dealers at the disposition of the Portuguese authorities for trial. On the 29th Captain Ward and myself called upon his Excellency, when he agreed to accept this charge (*vide* Inclosure 2), and on the 30th the prisoners were given over to the law, and I accompanied Captain Ward, Lieutenant Lopez, and Lieutenant Ogle, to the tribunal, where their depositions were taken down by the judge.

It now remains to be seen, my Lord, whether these people will be convicted. That they are guilty of the crime of collecting slaves within Portuguese territory is evident,

* He has the coat of arms of Italy on a board over his door, and flies the Italian flag. (Commander Crohan.)—F. E.

Recently seized by French authorities at Nossi Bé with some fifty slaves on board.—F. E.

and although they are Comoro men, Arabs, and Mujoges, they are, I should conceive, as equally liable to punishment as if they were Portuguese subjects.

The slaves on board will be sent up by the Union Company's mail steamer "Kaffir," now due, into the jurisdiction of the Zanzibar Court.

* * * * *

Her Majesty's ship "Thetis" leaves for the coast of Madagascar on 1st April and continues to cruise in the Mozambique Channel for the suppression of the Slave Trade, as well as Her Majesty's ship "Flying Fish," until the return of Her Majesty's ship "Lynx," proceeded to Mauritius for repairs.

The French corvette "d'Assas" visited the port on the 5th, and left again on the 9th instant for Majunga.

Inclosure 1 in No. 139.

Captain Le H. Ward to Senhor Menezes.

Sir,

"Thetis," Mozambique, March 28, 1876.

I HAVE the honour to inform you that, on the 24th instant, in latitude 16° 12 south, longitude 41° 16' east, 70 miles east of Angoxa, a dhow, with no colours and no papers on board, containing 93 slaves, bound from the Portuguese Possessions to Madagascar, was captured by Her Britannic Majesty's vessel under my command.

An examination was held on the 25th of the slave-owners, dealers, passengers, and crew found on board, when it was elicited that the dhow was named the "Kunguru," and had sailed from the Maravoni River in the Kizungo district (25 miles south-west of the Moma River) two days previously. The slaves were purchased in the vicinity from the Makua Chiefs, and were destined for the Madagascar market.

The dhow was leaky and unseaworthy, and it is a question whether she could have reached across the Mozambique Channel in safety, and I caused her to be destroyed so soon as her people and the slaves were received on board Her Majesty's ship "Thetis."

There were on board (exclusive of the 93 Makua slaves) the acting Captain, 19 passengers, and 11 crew—31 people: 15 out of the 19 passengers confess to being owners of slaves, three of them, Ali, Saleh, and Hamed holding, according to their own statement, no less than 31 as their quota.

Furthermore, from evidence collected in Madagascar of the dhows run with success during the past seven months to that island from rivers within the Portuguese Possessions, it would appear probable that the very same dhow, the "Kunguru," succeeded in landing 110 slaves at Marambitzi in September, and was now engaged upon her second illegal voyage.

Feeling convinced of your Excellency's desire to co-operate with the efforts made by Her Britannic Majesty's Government for the suppression of the Slave Trade, I do not hesitate to believe but that the Mozambique Government will be anxious to cause legal proceedings to be instituted against these slave-traders, of whose guilt ample evidence is forthcoming; and I am, therefore, prepared to make over to the charge of any Portuguese Officer appointed to receive them by your Excellency, the whole of the actors concerned, namely, 31 men in all (the Captain, 19 passengers, and 11 crew), whose condign and speedy punishment by the law would, in my opinion, help to deter similar slave-traders' operations in the future within Portuguese territory. If the evidence of eye-witnesses is required (which was wanting, as I believe, in the case against the prisoners of the Moma dhow culprits), it can be readily furnished in the form of affidavits sworn before the Mozambique Court before the departure of Her Majesty's ship "Thetis" from this port, and as Her Britannic Majesty's Consul was on board the "Thetis" at the time of the capture, and present at the subsequent examination, he is also ready to give detailed information in the matter.

I would be glad to be informed at what time to-morrow it would be convenient for you to receive a visit from the Consul and myself, when matters can be more fully entered into; and, in conclusion, beg to assure your Excellency of the sentiments of my highest consideration.

I have, &c.
(Signed) THOS. LE H. WARD.

Inclosure 2 in No. 139.

Senhor Menezes to Captain Le H. Ward.

(Translation.)

Illustrious Senhor,

Mozambique, March 29, 1876.

I HAVE had the honour to receive the despatch which your Excellency was good enough to write me yesterday, informing me of the capture of the dhow "Kunguru," with ninety-three slaves on board, embarked at the River Maravoni. Your Excellency being convinced of my desire, which effectively I entertain, to co-operate with the efforts made by Her Britannic Majesty's Government for the suppression of the Slave Trade, offers to place at my disposition the crew and passengers of this dhow, amongst the latter of whom are three slave dealers—owners of slaves—that they may be tried and punished.

Your Excellency does me justice, for which I thank you, when you credit me with the desire, which I hold, to see those punished who commit such an odious crime. Although the culprits fortunately are not Portuguese, yet, as the crime has been committed in Portuguese territory, for this latter reason I accept the prisoners whom your Excellency will give up to me, in order to place them at the disposition of the judicial power; and to-morrow, at 11 A.M., an officer of the army of His Most Faithful Majesty will go on board the vessel under your command, with the necessary boats to receive them; and I have the honour to beg from your Excellency the necessary evidences that may be required by the Magistrate by whom the case is tried.

I trust, &c.

(Signed)

JOSE GUEDES DE CARVALHO E MENEZES,

Governor-General.

No. 140.

Mr. Lister to Consul Elton.

Sir,

Foreign Office, May 22, 1876.

IN reply to your despatch of the 1st ultimo, I am directed by the Earl of Derby to express to you his Lordship's approval of the measures taken by you in regard to the disposal of the slaves captured by Her Majesty's ship "Thetis," in the "Kunguru."

The plan actually adopted appears to have been the best at your command.

I am, &c.

(Signed)

T. V. LISTER.

No. 141.

Consul Elton to the Earl of Derby.—(Received June 6.)

My Lord,

Mozambique, April 22, 1876.

UNDER a contract entered into during the past year between the Portuguese Government and the British India Steam Navigation Company, the latter Company engaged to perform a monthly coasting service from Mozambique to Delagoa Bay, touching at the ports of Quillimane and Inhambane, and, as your Lordship is aware, the working of this division of their contract has been handed over provisionally to the Union Steamship Company.

In practice, owing to the length and tonnage of the Union steamers, neither the ports of Quillimane nor Inhambane are ever entered. Indeed, Quillimane has not as yet been even communicated with, although it is now eight months since the commencement of the service, whilst the mails have only been landed three times at Inhambane, and but two mails brought away thence during the same period.

This state of affairs, and the consequent loss of all gain from freight or from passenger traffic, must continue so long as steamers unfitted for the work required are employed; but, were either of the two Companies interested (I write in ignorance of what arrangements may have been made between them as regards sub-contract, division of the coast, &c.) to place at Mozambique a small steamer of—say, 250 tons, drawing 8 feet of water, to work these coast ports, it would certainly pay as a financial transaction, develop the coast trade, increase legitimate commerce, and thus directly operate in the suppression of the Slave Trade.

The Secretary-General has furnished me with the following return of the movements and tonnage of coasting craft between the ports during 1875 and Mozambique:—

	Quillimane.		Inhambane.	
	No.	Tons.	No.	Tons.
Vessels entered at Mozambique from	8	559	6	676
Vessels cleared at Mozambique for	11	969	4	365
Total	19	1,528	10	1,041

And to this must be added traffic between the ports themselves and Delagoa Bay and the Delagoa Bay direct trade.

The Return gives some idea of the trade, as carried on against every difficulty, with no certainty of communication for trade to rely on, and in coasting craft of very doubtful stability; and to its results, as regards a mail line, must be added a considerable margin for produce that would be shipped through by mail-steamer if the freight was fixed at anything like a reasonable figure per ton, and that is now carried by ships to France and British Colonies, &c., as well as a margin for the impetus and development invariably given to trade by increased facilities of communication and mercantile intercourse.

There would, in addition, be a considerable movement of passengers at reasonable fares. Officials are being constantly changed from one port to another, and it is the Governor-General's intention to establish a regular relief of the garrisons for the future, in order to guard against the abuses that have frequently arisen from a lengthened residence of the same troops in one spot, where inspection is hardly practicable. The Governor-General's power of supervision would at once be increased, and some means thus left available in his hands for co-operation against the export Slave Trade to Madagascar; nor, as a commercial venture, can I doubt but that a steamer of the dimensions described, under an energetic Commander (such a man, for instance, as Captain Hansard, of the British India Company), would from the very outset earn hard money, and eventually bring in a steadily increasing and remunerative interest to her proprietors.

Should your Lordship think fit to suggest to the British India Company and to the Union Company the establishment of such a modification of their "annexe," as an undoubted improvement upon their present manner of non-working the line, a direct advantage I am convinced will ensue to their interests; and I further venture to believe, with every respect, that such suggestion will not only tend directly to the development of trade upon the East African Coast, but be assuredly regarded as a proof of our desire to assist the Lisbon Government in carrying out Senhor Corvo's plans for that increased supervision of the coast line of the Portuguese Possessions, by which alone Slave Trade can be satisfactorily rooted out, and the establishment of which will be notably aided by the increased security and rapidity of communication secured to the responsible officers of the local Government.

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

No. 142.

Consul Elton to the Earl of Derby.—(Received June 6.)

My Lord,

Mozambique, April 21, 1876.

IN obedience to the orders contained in your Lordship's despatch of 24th January last, directing me to transmit to your Lordship such observations as I have to offer upon the Royal Decree sanctioning the General Regulations for the execution of the Law of April 29, 1875, abolishing the condition of slavery at the expiration of one year after its publication in the Portuguese Colonies, I have the honour to report that I have carefully studied the various provisions of the Law in question, as also the provisions of the Regulations for the execution of the said Law, and am of opinion that upon the whole a great progress will be effected in amelioration of the servile condition of the negroes now held by the Portuguese upon this coast as "libertos" and slaves, should such provisions be ably and strictly enforced by competent and responsible officers.

It is to be regretted, nevertheless, that throughout the Law no prohibition is placed upon the purchase of negro slaves by Portuguese subjects, and virtually, under the Portaria No. 9, of 1875, it is still permitted (as I reported in 1875) to Portuguese subjects to buy slaves, who, from the mere fact of being purchased, are, by a legal fiction,

supposed to become "Libertos." The collection of slaves in the interior with its concomitant evils must therefore be expected to continue, and, indeed, Article 52, chap. 3 of the Regulations appears to be framed in more than indirect support of this very *Portaria*, No. 9 of 1875 referred to.

Chapter 3 is headed "Dos Contractos nas Terras Avassaladas e em Paiz Estranho"—"Of the Contracts made in Lands under Vassalage and Abroad," and commences with Article 52,* as text, viz. :—

"Article 52. The natives bought (or ransomed) in lands under vassalage, or beyond these in a foreign country, to serve in the Portuguese Provinces of Africa, and who are thence introduced, become at once free under the disposition of the Law."

The other Articles of the section proceed to provide for the registration of contracts for the permission to people provided with a passport ("guia"), issued for the purpose by the chief administrative local authority, to introduce natives, &c., and for the interrogation of the contracting labourers "se o foram de livre vontade"—"whether they come of their own free-will," which could hardly be the case if "resgatados," "bought" or "ransomed," but to these Articles possibly no objection could be raised, had not the term "resgatados" ("ransomed" or "bought") been used to qualify "indigenas" in Article 52, at the commencement of Chapter 3.

Chapter 7, which provides for the punishment of vagrancy, rattening, disturbance of the public peace, &c., although severe, appears a necessary provision that in practice will have a salutary effect and prove rather a kindness than a severity towards the uneducated African emerging from a "status" of slavery, through fifteen months' Government supervision ("tutela") to the condition of a freeman, with its responsibilities and the necessity to work.

Under Chapter 8, returns are ordered to be made out of the number of registered libertos, for the subsequent payment of indemnification to their masters. As there certainly is not more than one slave from amongst every five (some say not more than one amongst every ten!) registered, the numbers under these returns cannot possibly be taken as in anyway furnishing even an approximate idea of the number of slaves actually, and at the present moment held in slavery in the Portuguese Possessions in East Africa, therefore it will mainly depend on the zeal and activity of officials employed in the execution of these Regulations, and entirely upon the manner in which they are efficiently supported, both morally and materially, whether or no, a Law (which theoretically promises well) becomes practically a sweeping measure of complete reform, or virtually fails as a half measure mainly confined to the comparatively small number of officially registered libertos, thus falling far short of that spirit of general emancipation in no distant future, evidently before the minds of the Portuguese statesmen who framed these Articles and Provisos.

It may be as well to remark, in conclusion, that the public offices at Mozambique are to be at once enlarged for the accommodation of the "Curador Geral" and staff, a commencement which at an early stage promises well.

The Law, as I have already reported to your Lordship, was published in the Mozambique "Gazette" of the 29th January, 1876, and was followed by the publication in the same paper upon the 28th February of the Royal Decree sanctioning the General Regulations. Public opinion at Mozambique itself has been very slightly excited upon the questions either of "tutela" or "emancipation," as for months people had arrived at the conclusion that slave-holding was drawing to a close, and the inhabitants of the island are on the safe side with respect to registration, being at head-quarters and under some control in such matters, but in the remoter parts of the Colony slave-holders are undoubtedly confident of upholding the old *régime* by a simple policy of "masterly inactivity" that is pretty certain to succeed unless extraordinary means are adopted to enforce the new legislation, and a completely fresh leaf turned over in the pages of the Administration of the Portuguese East African Possessions.

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

* Art. 52. "Os indigenas resgatados nas terras avassaladas, ou fóra d'ellas em paiz estranho, para servirem nas provincias Portuguesas da Africa, e que n'estas forem introduzidos ficam desde logo livres pela disposição da lei."—Cap. 3, "Regulamento para execução da Lei de 29 de April, 1875."

Inclosure in No. 142.

Extract from Report by the present Governor-General of Mozambique, published in the "Relatorios do Ministro dos Negocios da Marinha e Ultramar," presented to the Camara of Deputies in Lisbon, 1875.

THE number of libertos in the province is small. The individuals registered as slaves, in virtue of the Decree of 14th December, 1854, were 40,086 of whom 17,431 were women; of these there actually exist 35,482; the individuals registered as libertos are scarcely 4,197.

No. 143.

Consul Elton to the Earl of Derby.—(Received June 6.)

My Lord,

Camp, Lake Ngoma Kulu, April 26, 1876.

HER Majesty's ship "Flying Fish" arrived at Mozambique on 6th instant from Tullear, where, as I informed your Lordship in my last monthly report, she had proceeded, in order to make further inquiries regarding the Slave Trade, reported to be carried on from that port by vessels sailing under the French flag.

Captain Crohan found, upon his arrival at Tullear, that M. Rosier (*alias* Macallum) the Italian Vice-Consul had died rather suddenly a few days previously, and that his house and goods had been seized by the Sakalavas, under the pretext that on the death of any foreigner in their country it was customary for their chief to claim one-tenth of the estate and effects, either in merchandize or in money. M. Follette had ineffectually attempted to procure a release from the Chief, but could only arrange with him that the division of the property should be delayed, pending the return of Captain Rosier, the brother, from Bourbon, in his vessel the "Etienne et Laurence," then several days overdue.

At his previous visit, Captain Crohan had boarded the "Etienne et Laurence" at Tullear, and it would appear that so much alarm was occasioned by the unexpected arrival, for the first time for many years, of a British vessel in this nest of slave traders, that seventeen slaves, for whom papers had been drawn out by "Consul Rosier," were re-sold by him at a loss, his brother refusing to take them on board, on the plea that he felt certain that the British Consul at Bourbon would press the French authorities to be on the watch upon his arrival at Bourbon. According to all evidence at Tullear, the "Etienne et Laurence" therefore sailed from Tullear for Bourbon without slaves on board, for the first time since being engaged in this trade.

Considerable anxiety was felt at Tullear at the delay in the return of the "Etienne et Laurence," as a severe storm had been felt, 25th March (the same gale the tale-end of which we experienced in Her Majesty's ship "Thetis" on the 26th and 27th, after the capture of the "Kunguru"), and it was supposed that further south a cyclone must have occurred.

During this gale a second slave dhow from the Moma-Maravoni neighbourhood was driven ashore at Minié Bay with over 200 slaves on board, of whom more than 100 were taken, drowned, out of the hold in which they were packed, and buried in the sand hills by the Sakalavas, who took forcible possession of the greater number of the slaves, and packed off the slave dealers in a small boat to Marambitzi, so that the information given by the slaves we took in the "Kunguru" as to the presence of a second dhow in the neighbourhood was most likely correct, and had she not been safe in the "Portuguese territorial waters," Her Majesty's ship "Thetis" boats could in all probability have prevented this catastrophe by effecting her capture. The American schooner "E. S. Twisden," belonging to Messrs. Holmes and Co. of Capetown, was also totally wrecked during this gale off Moumdava, where Her Majesty's ship "Flying Fish" saw her ashore. Mr. Holmes (who carries on a legitimate trade at St. Augustine's Bay), however, succeeded in saving the greater portion of her cargo. His evidence entirely corroborated the details of the Tullear Slave Trade as carried on by the Rosiers and others; but he described it as paralyzed by the apparition of Her Majesty's ship "Flying Fish," the boarding of the "Etienne et Laurence," and "Consul" Rosier's sud en death.

After coaling, Her Majesty's ship "Flying Fish" sailed for Majunga to meet Her Majesty's ship "Thetis," and cruize on the Madagascar coast. Subsequently, however, to Captain Crohan's departure, M. Legré (the French Consular Agent) received

advices from Réunion that a cyclone had taken place there, and that the "Etienne et Laurence," after parting her chain, had come into collision with another vessel, and had foundered; Captain Rosier and all on board being drowned. As, then, it was Captain Crohan's opinion that the Tullear branch of the Slave Trade was already partially paralyzed by previous circumstances, before he learned of the loss of Captain Rosier and his ship, it would not appear likely that a fresh branch of the Traffic will spring up, if the place is occasionally visited by Her Majesty's cruizers as a precautionary measure.

There has been a great effect produced by the delivery of the slave dealers, crew, &c., taken by Her Majesty's ship "Thetis" from the "Kunguru" to the Portuguese authorities, and during the past few weeks but few reports have reached me of any fresh movements on the part of the slave-dealing community, who appear to be, for the moment, thoroughly frightened by the loss of two ventures running (the "Kunguru" and the dhow, wrecked at Minié Bay), yet slaves are still being collected at various points, and I cannot doubt but that an opportunity will be keenly watched for to run them across the channel.

On the 23rd the "Douro," the Portuguese gunboat that has been at anchor for five months, steamed out of the harbour to watch the coast, and cruize for the suppression of the Slave Trade (so the Governor informs me), between Ibo and Quillimane, too extended a beat I fear for one vessel to effect much good, unless continually under steam and expending considerable quantities of coal. This movement, however, I venture to report to your Lordship as apparently the first result of Senhor Corvo's determination to move against the Slave Trade, following as it does immediately after the arrival of the Lisbon mail by the British India Company's steamer "Cashmere."

Now that Captain Rosier is dead people come forward in talking of his misdeeds. There is but little doubt but that he carried the last fifty slaves shipped at the mouth of the Quillimane River some eighteen months ago, and succeeded in completely hoodwinking the commander of a Portuguese gunboat, who absolutely towed the "Etienne et Laurence" across the bar, without having the slightest idea that there was a single slave on board of her! Since then he has held fast by the Tullear Trade as the safest system to follow.

I trust to be able to gain a knowledge of a very imperfectly known seaboard by calling shortly at Fernan Veloso, the Lurio, Pemba Bay, Ibo, &c., and may, perhaps, be able to do so in Her Majesty's ship "Lynx" should she return shortly from the Mauritius, otherwise I propose chartering one of the small coasting craft for the purpose. The want of a really good serviceable boat to move about in—a small cutter or lugger—is a drawback to the proper performance of my duty that is almost daily felt, the Consulate being situated upon an island out at sea about one mile in length and a quarter of a mile broad.

On the instant the "Tete" conveyed some sixty soldiers to relieve the garrison of Angoxa, and returned upon the instant with the men relieved. This is the commencement of a system which the Governor-General proposes to adopt of relieving all out-lying stations at short intervals for the future.

This report is written from camp, on the Lake Ngoma Kulu, near Shambala, in the Quintangonha district, where I have been occupied in engaging responsible guides and carriers, but I return to Mozambique to-day to receive the mail steamer due to-morrow, having succeeded in my object.

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

No. 144.

Mr. Lister to Consul Elton.

Sir, *Foreign Office, June 8, 1876.*
I AM directed by the Earl of Derby to transmit to you, for communication to Mr. H. B. Cotterill, a translation of a Portaria addressed by the Portuguese Government to the Governor-General of Mozambique, directing that facilities should be afforded to that gentleman.

I am also to inclose a copy of a telegram from Her Majesty's Chargé d'Affaires at Lisbon, to the effect that the Customs facilities desired by Mr. Cotterill will be accorded

him by the Portuguese authorities at Mozambique, and you will give him a copy of this telegram.

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

Inclosure 1 in No. 144.

Portaria.

*Marine and Colonial Office, Colonial Department,
Second Section.*

(Translation.)

HIS Majesty the King hereby ordains, through the Marine and Colonial Office, that the Governor-General of the Province of Mozambique should take the necessary steps in order that his subordinate authorities may afford to Mr. Cotterill, a British subject who is engaged in trade in that province, every assistance of which he may stand in need.

At the Palace, May 29, 1876.

(Signed) JOAO DE ANDRADE CORVO.

Inclosure 2 in No. 144.

Mr. Jervoise to the Earl of Derby.

(Telegraphic.)

Lisbon, June 3, 1876.

PORTUGUESE Government will send orders to authorities in Province of Mozambique to assist and protect Mr. Cotterill, and permit him to import free of duty his baggage, instruments, and merchandize destined for the interior.

No. 145.

Consul Elton to the Earl of Derby.—(Received July 11.)

My Lord,

Mozambique, May 9, 1876.

IN pursuance of my intention, reported in my despatch of the 26th April, I have the honour to report that I propose leaving Mozambique to-morrow in the dhow "Provence," on a visit to the north, between this and Ibo, and have arranged for the mail-steamer to call for me at the latter port on the 2nd June.

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

No. 146.

Mr. Lister to Consul Elton.

Sir,

Foreign Office, July 13, 1876.

WITH reference to your despatches of April 26 and March 30, I am directed by the Earl of Derby to transmit to you herewith, for your information, copy of a despatch and of its inclosures from Her Majesty's Ambassador at Paris,* from which you will perceive that fresh instructions have been sent to the Commander of the French Squadron in the Indian Ocean and to the Governor of Réunion, respecting the abuse of the French flag by traders in slaves on the East Coast of Africa.

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

No. 147.

*Mr. Lister to Consul Elton.**

Sir, *Foreign Office, July 15, 1876.*
 WITH reference to your despatch of the 30th March last, I am directed by the Earl of Derby to transmit to you, for your information, the accompanying copy of a correspondence which has taken place between Her Majesty's Ambassador at Rome and the Italian Minister for Foreign Affairs, in regard to the alleged connection of the late M. Rosier, Italian Consular Agent at Tulleur, with the Slave Trade.†

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

No. 148.

Mr. Lister to Consul Elton.

Sir, *Foreign Office, July 17, 1876.*
 I AM directed by the Earl of Derby to convey to you his Lordship's approval of the arrangements which you have made for visiting the ports north of Mozambique as far as Ibo, as reported in your despatch of the 9th May last.

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

No. 149.

Mr. Lister to Consul Elton.

Sir, *Foreign Office, July 26, 1876.*
 IN compliance with the request of the President of the Royal Geographical Society, I am directed by the Earl of Derby to instruct you to take such steps as may be in your power to facilitate the progress of the expeditionary party under Mr. Louis Lucas, which is attempting to make its way into the interior of Africa, under the circumstances set forth in the letter from Sir Rutherford Alcock, of which copy is inclosed for your information.

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

Inclosure in No. 149.

Sir R. Alcock to the Earl of Derby.

My Lord, *1, Savile Row, Burlington Gardens, July 17, 1876.*
 I HAVE the honour to inform your Lordship that an expedition of geographical discovery, under the leadership and at the cost of a private English gentleman, Mr. Louis Lucas, is now making its way into the interior of Africa, and that the friends of this gentleman, as well as the Council of the Royal Geographical Society, think great assistance might be rendered to the expeditionary party by Her Majesty's Government informing the various Consuls on the East and West Coasts of its existence in the interior, and directing them, should it make its appearance in their neighbourhood, to use their influence with the Governments or native Chiefs to facilitate its progress.

Mr. Lucas' expedition—comprising himself, Mr. Freeman, a botanist, and several hundred men engaged in Upper Egypt—left Khartum in April last with the intention of proceeding, viâ the Gazelle tributary of the Nile, to the westward of Lake Albert Nyanza, and thence to the Portuguese possessions in Angola. We are informed that Mr. Lucas, if turned aside by insurmountable difficulties from his intended route, will endeavour to reach Zanzibar.

I have, accordingly, to request that your Lordship will grant us the favour of

* A similar despatch was addressed to Consul Perry (Réunion).

† See Nos. 46 and 47.

directing instructions to be sent to Her Majesty's Consuls in Angola and Zanzibar, in order that steps may be taken, consistent with the public service, to secure the safe arrival of Mr. Lucas' party at the coast, should intelligence reach them of its approach in their direction.

I have, &c.
(Signed) RUTHERFORD ALCOCK,
President, Royal Geographical Society.

No. 150.

Consul Elton to the Earl of Derby.—(Received August 1.)

My Lord,

Mozambique, June 10, 1876.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch instructing me to afford to Mr. Cotterill the benefit of my advice and good offices, and also of such assistance as I can properly render him towards the attainment of his purpose of introducing lawful trade into the region of Lake Nyassa.

Mr. Cotterill, by the same mail, sent me an open letter to Mr. E. D. Young, R.N., in which he detailed his plans. This letter, after perusal, in accordance with Mr. Cotterill's desire, I at once forwarded *via* Quillimane to the Livingstonia Expedition, and from it I learn that Mr. Cotterill will probably sail from Algoa Bay in a vessel to be chartered by Dr. Stewart for the Zambezi, and has obtained permission to travel in company with the reinforcement the latter gentleman is sending to the Lake Mission.

I have recommended Mr. Cotterill to the good offices of Señor José Nunes at Quillimane, who acts as Agent for the Livingstonia Expedition, and is conversant with the English language.

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

No. 151.

Consul Elton to the Earl of Derby.—(Received August 1.)

My Lord,

Mozambique, June 10, 1876.

DR. KIRK, Her Majesty's Consul-General at Zanzibar, in a despatch dated 7th May last, transmitted me copies in Arabic and in translation of two Proclamations issued by the Sultan of Zanzibar relative to the suppression of the inland Slave Traffic.

The Arabic notices I caused to be affixed upon the door of the Consulate, where they were read by many Arabs and Mujoges from the coast, and I also took an early opportunity of explaining the Sultan's action to the Governor-General at an interview, when I placed in his hands copies both of the Arabic and English versions.

On the following day I left for Ibo, and on my return found that the Governor-General had published one of the Proclamations, headed by a few remarks, in the "Boletim Official" of the 22nd May, a copy of which I have the honour to inclose, with translation.

I trust your Lordship will be pleased to hear of the Governor-General's action in this matter, and may approve of my having thanked his Excellency for the same the day after my return to Mozambique.

I should not omit, in conclusion, to state that the Governor-General was much gratified at the statement made by Mr. Bourke in the House of Commons ("Times," April 5th, 1875) that "Her Majesty's Government had thanked the Portuguese Government for the way in which the Governor-General was acting."

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

Inclosure in No 151.

Extract from the "Boletim Official" of May 22, 1876.

(Translation)

THE bitter tears of the captive have always, as a rule, merited compassion in the mind of the Portuguese, since we see that from our old chronicler, Gomes de Azuara, up

to the historians of to-day, all describe with an eloquent expression of commiseration or of sympathy the sufferings of the slaves, or the good deeds effected for their welfare.

During our discoveries and conquests, principally in the 15th century, if in the heart of many there burned a noble ambition of glory, there yet were equally merchants of small scruple, who having come to the African continent to seek out spices and other produce, ended by taking away captives; but for this the fault does not fall alone on the Portuguese nation, since the origin of slavery was not due to her. It had existed amongst the ancient Jews; it had been preserved by the Greeks; it had been tolerated in a high degree by the Roman civilization, and been transmitted to the people of modern Europe.

The glory of extinguishing the Slave Trade and Slavery, and the suppression of the tears of so many unfortunate people condemned by captivity to the supreme anguish that mothers suffer separated from their children, wives from husbands, brothers from brothers, compelled to the hardest work in foreign lands, and often to barbarous punishments, is destined to the present age.

It is Great Britain beyond question who has been the most energetic and the most active, and who has employed the most considerable forces in the execution of this immense humanitarian work, assisted by the Governments of Portugal, if not with such efficacious means, because the prodigious resources of which our noble ally can dispose have been wanting to them, but at the least with equal zeal.

On the East Coast of Africa, however, notwithstanding the efforts of the British and Portuguese cruizers, as it has not been possible up to the present day to prevent the Arab merchants from bringing slaves from the interior of Zanzibar, who are embarked clandestinely at the coastal ports, the Traffic has not totally ceased to exist; but the same should not happen for the future, since the praiseworthy proceeding of the Sultan, who who has published an Order, in which the penalty of loss or confiscation of all slaves found in transit from the Nyassa regions to the coast is established.

The document which contains this order is written in Arabic, and the translation we subjoin is from another translation into English:—

Proclamation.

In the Name of God, the Merciful, the Compassionate.

From Barghash bin Saeed bin Sultan.

To all whom it may concern of our friends on the mainland of Africa and elsewhere. Whereas slaves are being brought down from the lands of the Nyassa, of the Yao, and other parts, to the coast, and there sold to dealers, who take them to Pemba, against our orders and the terms of the Treaties with Great Britain: Be it known that we forbid the arrival of slave caravans from the interior, and the fitting out of slave caravans by our subjects, and have given our orders to our Governors accordingly; and all slaves arriving at the coast will be confiscated.

Published the 22nd of Rabea-al-Awal, 1293 (April 18, 1875)

No. 152.

Consul Elton to the Earl of Derby.—(Received August 1.)

My Lord,

Mozambique, June 10, 1876.

IN continuation of previous reports upon the Law of 29th April, 1875, extinguishing the servile condition in Portuguese Colonies, I beg to inclose an extract and translation of Notice No. 178, published in the "Boletim Official," 29th May last, at Mozambique, transferring certain funds to the Junta da Fazenda Publica for the purpose of carrying into effect the provisions of the Law in question; yet it would still appear that further orders must be awaited from Lisbon before any action can be taken by the Governor-General to practically enforce the new regulations in favour of the negro.

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

Inclosure in No. 152.

Extract from the "Boletim Official" of May 29, 1876.

(Translation.)

No 178. The duties of the Junta Protectora of slaves and libertos ceasing in the Province of Mozambique, as soon as the Law of 29th April, 1875, is put in force, extinguishing the servile condition in the provinces beyond the seas: His Majesty the King orders, through the Secretary of State for the Navy and the Colonies, that the Governor-General of the said Province issues the necessary orders for the funds existing in the coffer of the said Junta, to be placed in the coffer of the Junta da Fazenda Publica, pending further resolution of the Government.

(Signed) JOAO DE ANDRADE CORVO.

Palace, March 4, 1876.

No. 153.

Consul Elton to the Earl of Derby.—(Received August 1.)

(Extract.)

Mozambique, June 12, 1876.

IN pursuance of my intention already reported, I left Mozambique on the 10th May to visit the coast north of this port as far as Ibo, returning by the Union mail-steamer on the 5th instant, and I have now the honour to inclose a Report and sketch-map of the coast visited.

I was accompanied upon this journey by Mr. Oates, of Manwoodside, Yorkshire, who has been travelling for some time in Africa and India, and by Senhor d'Avila, of the Portuguese navy.

I should not omit to acknowledge the extreme courtesy with which I have been treated by the Governor of Ibo and by the Custom-house authorities during this journey, nor fail to draw your Lordship's attention to the good relations which exist between the Governor-General and myself.

Inclosure 1 in No. 153.

Report on Visit by Consul Elton to Line of Coast between the Ports of Mozambique and Ibo, East Africa, 1876.

THE coast between the ports of Mozambique and Ibo, on the East African coast, comprising several spacious bays, has remained for years comparatively unknown even to the Portuguese Government. Captain Owen's survey effected, it is true, an examination of the country immediately bordering the more salient points and the best anchorages; but no information as to the capabilities of the interior, the produce obtainable, the Slave Trade carried on, the forms of rule established over the natives, or the possible extension of trade, had been procured.

The south-west monsoon being fairly established in May, a favourable occasion presented itself for chartering a dhow of about eighty tons, the voyage to end at Ibo, whence it was arranged that the expedition should be called for by the Union Company's mail steamer on her return voyage from Zanzibar early in June, it being impossible to beat down against the monsoon with the immense latteen sail carried by native craft.

The party consisted of Her Majesty's Consul, Senhor d'Avila (a Lieutenant in the Portuguese navy), and Mr. W. E. Oates, with four servants. Six guns, tents, and a camp equipage were taken, whilst the dhow was manned by a Captain, pilot, and ten men, eight of the latter agreeing to act as carriers in case of need.

A messenger was sent on as a precautionary measure to the coast, some weeks before starting, to visit the principal Sheikhs. Cloth, gunpowder in small flasks, and rupees and copper coin were taken to cover expenses.

The dhow sailed from Mozambique on 10th May, and was left at the Imalanyimbo River (Montepes of Owen's chart) on the 1st June, whence Ibo was reached the same day on foot.

On the 4th the Union Company's steam-ship "Natal" picked up the party outside Ibo Roads, and on the 5th arrived at Mozambique; twenty-six days in all being occupied by the journey.

Great difficulty was experienced in working, both with the pilot and the coast

inhabitants, owing to the adoption on the chart of Portuguese and other names in lieu of native names (always given for some reason and with a meaning on the East Coast). In this report the native names will be recited.

Fine weather and a strong south-westerly wind prevailed during the whole voyage.

The districts and principal points visited were—

1. Mosembe, or Quintangonha district.
2. The Bay of Mamba Koma (not marked upon the charts).
3. The Lurio District.
4. Mwambi Bay (Pemba Bay on chart).
5. Arimba, Imalanyimbo Bay (Montepes on chart), and the lake districts beyond Ionga.
6. Kissanga, Ibo, and the Kerimba Islands.

I.—*Mosembe or Quintangonha District.*

This district extends from Conducia Bay and River North to Fernan Veloso (Mazazima), and consists of a level plateau of country rising from a narrow flat strip of sandy but thickly wooded sea-shore, the principal features of the country being Mesa, the Table Mountain, 1,095 feet, of protruding igneous formation, rising abruptly through the sandstone in latitude $14^{\circ} 42' 45''$ S., longitude $40^{\circ} 39' 30''$ E., and a string of three lakes near Chicoma, of which the largest is known as the "Ngoma Kulu," all abounding with wild fowl of various descriptions. At the foot of the Mesa are the lagoons of Résu, surrounded by thick woods, where at certain seasons large game is found, and whence the Conducia River and Mazazima take their rise.

The country was up to the end of 1874 governed by the descendants of the old Shirazi rulers in power at the time of the Portuguese "conquista," the members of the family of the Shirazi Ali; but in 1874 Sheikh Ali Heri was deposed and sent a prisoner to Portugal, charged with complicity in a murder, disaffection, contraband trade, &c., and one Abderhaman was named by the Local Government as successor. Abderhaman, disliked on account of the servile taint in his descent, heavily in debt, and playing alternately fast and loose with the Madagascar Slave Trade, soon made himself unpopular, and was murdered in July last.

The Makuas took advantage of the disturbances that resulted to revenge themselves upon the slave-dealers by raids from the interior upon the exposed flank of the district, until Abdullah bin Ahmadi (the brother of Ali Heri) recently restored order. Abdullah, better known as Bin Ahmadi, has acknowledged vassalage to Portugal, and having been absent at the time of the murder, will presumably be ere long recognized as Sheikh, his recognition being all that is required to pacify the country.

The principal Settlements are at Chicoma (the port), Shambala, Nakooshah, and Menu, the whole of the plateau being covered with scattered villages. The flat land on the coast is left uncultivated, fishermen alone living at Kabani Creek, Kisimajulo, &c. Some trade is, however, carried on at Mazazima (Ferman Veloso), and the Island of Quintangonha is thickly populated. India-rubber is plentiful (*Landolphia* Sp., the climbing plant), the copal tree is found, orchella weed exists in great quantities, wax is collected, a very extensive commerce in cowries has been long established, whilst copra, the dried cocoa-nut kernel, tobacco and oil-seeds are largely exported to the Island of Mozambique. Forest trees, yielding large and useful timber, are plentiful, but these border upon the Makua frontier, or upon the broad deserted lands desolated by the collection for the Madagascar Slave Market, where the wood-cutters are exposed to constant reprisals from a revengeful and deeply-injured race, taught by the sad experience of many long years to regard all men as kidnappers and their natural enemies. It would be rash to assert that the forcible collection of slaves never takes place at the present day, but for a certainty it is greatly reduced in proportions, and no recent exportation has been made to Madagascar from the district, nor, report says, have any slave dhows been run thence successfully since the early part of 1875. The present ruler, Bin Ahmadi, it is satisfactory to record, has openly declared himself opposed to the Traffic.

The internal Government is of a primitive character. Each village and its surrounding lands is presided over by a headman, usually a Mujoge or a half-caste Arab, sometimes a Mahomedanised Makua, having under him a contingent of men armed with musket and spears (guns are plentiful owing to the trade being comparatively open under the operation of the Portuguese Custom House system on the East Coast), all being liable to be called on by the Sheikh, represented by his Baraza, or Council of

Elders, for service. Daily reports are made from village to village at sunrise, in so speedy a manner that rapid intelligence of mischief is invariably received. Punishments are slight, crime infrequent, and great tolerance is shown by the Mahomedan element. Each village of any importance supports its reader of the Koran, who appears to entirely take upon himself the duties of the religious representations of an apathetic flock. The huts are pent—roofed and square; the better class of people living in white-washed houses, built after the Arab fashion, with a baraza. Drums sound almost every night, and the favourite amusement of the people consists in keeping up a frantic dance during moonlight nights until the early morning. At Chicoma, however, on bright nights at low tide all the women and children sally forth to collect cowries on the beach, each party lighted by a torch-bearer, and the shrill singing and the flashing lights, apparently far out at sea, produce a weird and strange scene. For the collection of cowries, a hole about four feet deep is dug in the sand, the beach being honey-combed with diggings. The supply though appears practically inexhaustible.

II.—*Mamba-Koma Bay*.

Our point after leaving Mosembe district was Lurio Bay, but the pilot, in order to save daylight, proposed to anchor in the Bay of Mamba Koma, which he described as one of the best anchorages on the coast. To this we assented, and, keeping the edge of the Pinda Shoal close on the port hand (the Pinda Shoal is of considerably less extent towards the north than is marked upon the chart), we entered a circular land-locked bay, the entrance being broad and clearly defined between steep-to rocks on either hand, of deep water, where we ran almost up to the shore and dropped anchor in 8 fathoms (sand). The bay is bordered by a steep sandy beach, the tide, as a consequence, only drying out for a comparatively short distance, and is completely sheltered from either monsoon by its natural formation, whilst large enough to hold a fleet. The bluffs on either entrance are covered with brushwood, and the rising land skirting the beach in the background is cleared in several places and occupied by a Makua Colony. Many of their boats, extremely well made and fitted with outriggers, were fishing in the bay when we entered, but great signs of distrust were shown, and it was only by gradual persuasion that we prevailed on the people to hold any intercourse with us, when, as they said, "Seeing we were not kidnappers, we were welcome," and food was obtainable in barter for fishhooks and cloth. Elephants are said to abound here, nearer the coast than at any other points but our pilot had previously warned us not to trust the inhabitants, who had (and the evidence apparently proved his assertion) been frequently harassed by Mujoge slave collectors. Senhor d'Avila was surprised to find such a magnificent anchorage, and, beyond doubt, the bay is worthy of insertion on future charts, it being the haven invariably run for by all dhows in bad weather for shelter, easy of access, and apparently without any hidden danger, the north end of the Pinda Shoal being clearly defined and leading directly for the south entrance of the bay. The inhabitants are Makuas of the most uncivilized type, although some people on the shore dressed in the "kanzu" (the Arab gown) were probably head-men of a superior class. The Banyans are said to have been long aware of the existence of ivory in the country, and in the habit of dropping anchor in the bay to trade with the natives.

III.—*The Lurio District*.

From Mamba Koma Bay we sailed past Cape Loguno and Memba Bay, into which three rivers fall, the Marazani, Umkumbuzi, and the Mwendazi, and by these three names the bay is indifferently termed by the natives, the name of Memba on the chart being unknown to them.

At Semookha River there is a large Settlement of Makuas, who enjoy the immunity of any annoyance from strangers, owing to the notoriety they gained by the massacre of the captain and crew of a dhow that came across some years ago from Madagascar to obtain slaves. Both from here and from Sorisa Point a magnificent panoramic view is obtained of the extraordinary range of craggy peaks, which rise in a variety of fantastic forms to the height of from 800 to 1,000 feet above the level of the sea, at some distance in the interior (between latitude 13° 45' S. and 13° 55' S.),* and are the most remarkable feature of the whole East African seaboard from the Cape of Good Hope to Ras Hafuu.

* "Owen justly compares them to the ruins of some giant city. These peaks assume every variety of form—of sugar-loaf, cone, and round or square topped pillars, in some cases appearing to overhang from their bases." *Indian Ocean Directory*.

The Lurio River, although reported to rise at a great distance in the interior, like most African rivers, is useless as a waterway for commerce, the waters within the bar (we crossed the bar and anchored in the river) spreading over broad sand-flats and the deep bed disappearing. Mazeze is the paramount Chief of this country, a Makua with pretensions to civilization, who received us with some show of state. His revenue is derived from a tribute exacted upon ivory, wax, india-rubber, calumba root, and other produce, which are bought in barter by the Arab and Banyan agents of the native firms at Mozambique and Ibo, who reside on the Lurio during the healthy season, eight or ten being there at the time of our visit. Elephants are said to abound where the Lurio runs through the hill ranges, and to be strictly preserved; and had there been sufficient time to spare it is probable the Chief would have given us guides and carriers to visit this interesting country, which lies at the foot of the craggy peaks we saw from Point Sorisa, and is known by the name of the Sorisa country.

Fever is very little known in the district; the sandy flats are highly ferruginous in character, and the water percolating through them fresh and good. Above the Chief's town the river runs between high banks, and shaded by large trees, in a succession of pools, where a few hippopotami were found, and one was killed with a single bullet (Henry Express, 577 bore), to the great admiration of the Makuas, who never dream of shooting these animals unless they surprise them upon land.

The Portuguese exercise no jurisdiction over Mazeze; but if they adopted the system of openly accrediting honest and trustworthy agents to such Chiefs, as advisers and counsellors, extended knowledge of the country, the people, and the trade, would be obtainable. Influence would follow, and all expenditure would be repaid by the increased commerce that would bring money to the general revenue from the Mozambique Custom-house in both import and export duties. At present a lucrative trade is monopolized by a few Indians and Mujoge agents; competition does not enter into the element of the commerce the natives being ignorant of the value of their produce, and only a few head men amongst them reaping any profit; hence the rest are forced into Slave Trade as a business. Were the Portuguese simply to place Agents with the principal Chiefs on the coast, and not build forts or attempt to establish Custom-houses, but be content to reap the advantages of dues on the cargoes exported from, or imported through, their present "comptoirs," a system of protection would speedily arise that would at the same time both diminish Slave Trade and increase the respect for the Portuguese rule.

Contraband could readily be stopped, as it would be easy to so arrange that all vessels trading to ports where there was an agent should clear from one or other of the Portuguese comptoirs, and return to the same or another comptoir with produce purchased. All that would be necessary in the first instance would be to procure a guarantee from the Chief that due respect would be shown by him to the Agent, and that he would aid in discountenancing slave-trading, and this guarantee he would readily give in order to secure the profits accruing from increased competition and a knowledge of the real value of goods and produce. At the Lurio the Banyans influence Mazeze, and their manifest interest and universal policy in all times in East Africa has been to keep the producing country closed against all competition, and to prevent the advent of all strangers.

IV.—*Mwambi—the Pemba or Pomba Bay of Chart.* Lat. 12° 55' 48" S.

This bay, described by Captain Owen as being "nine miles north and south by six miles deep, and one of the finest harbours on the coast, with sufficient water for the largest ships in most parts," fully answers to the description. It is undoubtedly the most commodious bay and the most accessible on the whole coast north from Delagoa Bay.

The anchorages are good, and well sheltered by highlands, the people are friendly, the country is fertile, in short Mwambi presents every advantage for the establishment of a prosperous Colony. An endeavour was made in 1857 by the Portuguese Government to colonize Muguete, about a league from the coast, but proved a failure, and nothing remains in record of the attempt but the ruins of a half-finished breastwork and road on the southern entrance to the bay, near Imbo Bay, and all real jurisdiction is now exercised by Mahommed Bin Gholam, a Sheikh of Arab descent.

The principal trade is carried on at Xanga, a port somewhat difficult of access, but the resort of the Banyan agents, where ivory, woods, wax, tobacco, and large quantities of grain are brought down from the interior for sale.

The Makua fishermen, whose huts are scattered along the coast south of Xanga,

have, however, the reputation of being determined wreckers whenever an opportunity offers, and some six months ago completely plundered the "Chicandaria," a schooner chartered by the Maison Régis, ainé, of Marseilles, when driven on the reef near James Point, and no reparation was exacted by the Portuguese authorities.

On the south bank of the Umvuvubu River is situated a large village, where the Sheikh resides. India-rubber is brought down here in large quantities by the Makuas.

During 1875 a caravan of 600 slaves from the interior arrived at Xanga and were sold in small batches to the principal men on the coast line between Ibo and Mosembe. They were originally brought down for export to Madagascar, but no dhow was found willing to venture the sea passage in the face of the active surveillance of the British cruisers in the Mozambique Channel, and the concerted action of the Portuguese Government against the Slave Trade. These slaves came from near the Nyassa Lake, and were captured by a raid of the Makuas near the coast, instigated by Arab agents from Madagascar.

It is impossible to quit Mwambi without regretting that so singularly-favoured a port should be entirely abandoned by the Portuguese Government. The natural advantages and facilities of the bay probably exceed those of Lourenço Marques, but there appears to be no probability of their ever being utilized.

V.—*Arimba, Imalanyimbo Bay (Montepés) and River, and the Lake Districts beyond Tonga.*

From Mwambi Arimba Bay was visited, another deserted Portugese Settlement and fort. Large cocoa-nut plantations flourish in its vicinity, and a small coasting trade is carried on with Ibo and the neighbouring Kerimba Islands.

Passing through the Channel between the mainland and the Island of Fumbo at the top of high water, Montepés Bay was next reached, and the river known to the natives as the Imalanyimbo* entered. Here there was found a considerable Settlement of Arabs and Mujoges under the rule of Sheikh Abdullah bin Ali. The cocoa-nut plantations shelter well-built villages, cattle, goats, and sheep abound, and excellent relations exists with the interior, the Nyassa Lake being easily reached from Tonga (the district governed by Abdullah) in thirty days, and carriers being obtainable. From Tonga we visited the lake districts lying on the Nyassa Road, and encamped on the high ground between the Lakes of Kakavelo and Dhubbai. Further west was the large Lake of Biribesi, in the County of Majere, a considerable Makua Chieftain, and a fourth lake, Mwadulu, was situated to the south. Kakavelo is a fine sheet of water covering about 4 miles from west to east, and 2½ miles broad. The western and eastern shores are bordered by highland and well-wooded grass slopes. The southern shore is under cultivation in rice flats, whilst to the north lies the Island of Mitoyo under a Chieftainess, by name Fatima. Free canoes ply upon this lake, and the larger one of Biribesi, both being inhabited by larger numbers of Hippopotami, who at night wander over the country and do great damage to the crops. Around Dhubbai their ravages, coupled with a dry season, had led to a famine, the sufferers from which we were fortunately able to assist by killing seven Hippopotami† during our few days stay in the neighbourhood. Not an ounce of flesh from these huge animals was lost. Hundreds of Makuas, men and women, each carrying three sticks for drying, led by their Chiefs, came daily swarming down to cure the meat by suspending it in long strips from cross poles, in the sun by day and by night above large fires, kept up by watchers. From a distance the southern shore of the lake appeared like a broad clothes drying ground. Some gratitude was certainly shown to us by these people after their fashion: carriers, boats, and guides had only to be asked for, and had we wished to go on to the Upper Lurio or the Nyassa Lake many volunteers would have readily accompanied us.

Buffalo, gnu, zebra, and large antelopes are not found nearer the coast than Biribesi. Elephants upon the Upper Lurio at eight days' distance, but wild fowl of all kinds, geese, ducks, grebes, cormorants, ibises, storks, cranes, and numerous wading birds, wild pigeons, partridges, and the bush pheasants abound in the vicinity of these lakes, and crocodiles are by common report as singularly dangerous and daring as they are plentiful, and of great size.

That no Slave Trade has been carried on upon this line to the Lake Nyassa for some

* *Imalanyimbo*.—"Imala," they are finished (Makua); "Nyimbo," the songs (Kiswahili), *i. e.*, "the songs are ended; viz., the caravan journey from the Nyassa is over on reaching the sea, the company breaks up, and the chants round the camp-fires at night are of the past.

† They were killed with Express rifles (.450 and .577 gauge), made by Mr. Alexander Henry, of Edinburgh.

time past is evident from the confidence displayed by the natives, the cultivation of the country, the freedom of intercourse between tribe and tribe and village and village, and the corroborative assertions of the people themselves. In fact the district of Tonga under Abdallah bin Ali, from Arimba north to Kissanga, and east as far as Majere's country, affords in its peace and prosperity a pleasing contrast to many more naturally-favoured districts further to the south, where the distrust and cruelty engendered by the collection of slaves is frequently painfully apparent.

VI.—*Kissanga, Ibo, and the Kerimba Islands (Querimba).*

From Tonga it was determined to proceed to Ibo on foot, via Kissanga, well-to-do villages, with much cattle and many sheep and goats, were passed before the outskirts of Kissanga were reached; the path following the margin of the indenting mangrove-lined "khors" (or blind tidal creeks) that fringed the mainland coast within the Kerimba Reefs and Islands.

Kissanga is a considerable town, inhabited by Arabs and Mujoges and a large native population. The main street is broad and the place well laid out. Most of the houses are built after the Arab style with broad "baraza" (or stone benches) before the doors, others are neatly constructed in the Madagascar fashion of wood and thatch, there being many emigrants from that island. The ruins of a few large and pretentious stone buildings, constructed during the last century by Portuguese settlers, testify an ancient occupation, but there are now no European inhabitants. An active market is held at the proper seasons, and largely attended by the Banyans and native merchants from Ibo, for the sale of produce from the interior, and boats daily ply to and fro within the reefs, between the town and the neighbouring islands. Cattle thrive, no epidemic disease prevailing, and the cocoa-nut plantations bear well, the settlement altogether appearing prosperous. There are from 1,500 to 2,000 inhabitants.

From Kissanga to Ibo the path lies through mangrove swamps, crossing the channels at low tide between the mainland, Kirambo, and Ibo, where the water was in places waist-deep for more than a mile at a stretch, and frequently neck-deep. These passages waded across in company with about 200 Makuas carrying india-rubber to the island, and our own party of eighteen carriers and guides, all marching in Indian file, and the journey was most tedious and fatiguing.

The fort on Kerimba Island (which we left on our right hand) is still garrisoned by the Portuguese, but their force and their colonists are now concentrated at Ibo, which is said to number some 2,500 inhabitants "of all colours, sexes, ages, and of different religions" ("*Estatistica. Costa, Oriental da Africa, etc.*"), and is situated in latitude 12° 20' south.

The town is built upon a sandy plain on the north-west point of the island. Several of the houses are of excellent construction, and the fort is kept in tolerable repair—the first fortification of the Settlement dating from 1754. In 1753 eleven of the Kerimba Islands were colonized (Captain-General Mello e Castro's Report), but in 1808 a disastrous attack by the natives led to the gradual abandonment of all the other Settlements, and a general retreat upon Ibo, the shipment of slaves in Spanish slavers so extensively carried on from Ibo in the beginning of the present century having thoroughly exasperated the Makuas of the interior country on the mainland.

There are a church, a school, and a Custom-house upon the Island, the principal trade being carried on by the French firms of "Régis, ainé," and "Fabre et fils" of Marseilles (which have established "succursales" at most of the Portuguese African ports). Some direct trade to Zanzibar, Madagascar, and Mozambique is principally in the hands of the Portuguese and Banyans.

2,271*l.* were collected during 1874 as duties, upon 9,800*l.* of imports and 6,375*l.* of exports.

In 1871 the value of imports was 19,775*l.*, and of exports 13,996*l.* However, from 1872-74, owing to repeated droughts, the crops failed on the mainland. For this year they promise well, and encouragement is held out to the mail-steamers to call once every three months by pre-arrangement for cargo.

The Union Company's royal mail-steamer "Natal," Captain Gilbert, which called for our party by agreement on 4th June, found good anchorage in fourteen fathoms on the edge of the outer reef, where cargo could be readily shipped from the small craft used for the navigation within the Islands.

The expedition ended with our safe return to Mozambique on 5th June. Every facility was given from its commencement to our plans by the Governor-General of Mozambique, General José Guedes, and upon our reaching Ibo the Governor of the

district, Major de Bettencourt, and the Director of the Customs, received us with the utmost civility.

Mozambique, June 1876.

Annexure.

In the "Boletim Official," Government of Mozambique, 19th June, 1876, the Returns of the Ibo Custom-House were published for 1875, subsequently to the writing of this Report.

The duties levied by Government amounted to 3,281l., upon the commercial movements with ports as follows, showing a marked improvement, as anticipated in the Report:—

1875.

				Imports.	Exports.	Total Value of Imports and Exports.
				£	£	£
Bombay	..	..	..	2,217	..	
Liverpool	..	..	..	2,899	..	
Marseilles	..	..	..	236	19,772	
Zanzibar	..	..	..	5,329	1,195	
Kionga	..	..	..	40	..	
Mikindani Bay	..	..	..	211	..	
Costa da Mina	..	..	..	..	3,212	
Totals..	..	..	..	10,882	24,179	35,061

Inclosure 2 in No. 153.

Map, consisting of two sheets: first sheet, Mozambique to Xanga; second sheet, Xanga to Ibo.

No. 154.

Consul Elton to the Earl of Derby.—(Received August 1.)

My Lord,

Mozambique, June 16, 1876.

I HAVE the honour to report that the Lighthouse on the Island of Goa (also called St. George's Island) in latitude 15° 2' 12" S., longitude 40° 48' 39" E., bearing S.E. $\frac{1}{2}$ E. about 3 miles from Fort Sebastien, on the Island of Mozambique, is completed, and has been regularly lighted since 15th May last.

In consequence of this advantage the mail-steamers are now enabled to enter the Mozambique Roads and anchor there, when arriving during the night, and the local Portuguese Government has issued a notice to the effect that unless sailing vessels are properly provided with riding lights when at anchor in these roads, that it declines all responsibility for accidents which may result from collisions, as hitherto great slackness has prevailed amongst the captains of ships with respect to lighting.

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

No. 155.

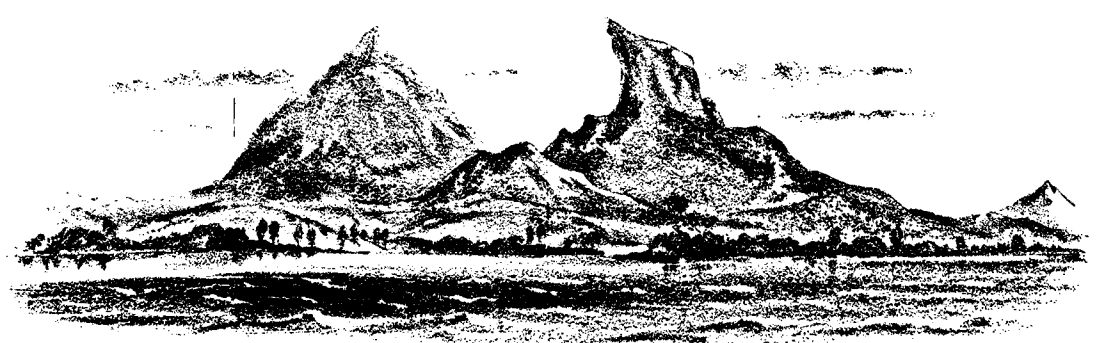
Consul Elton to the Earl of Derby.—(Received August 1.)

(Extract.)

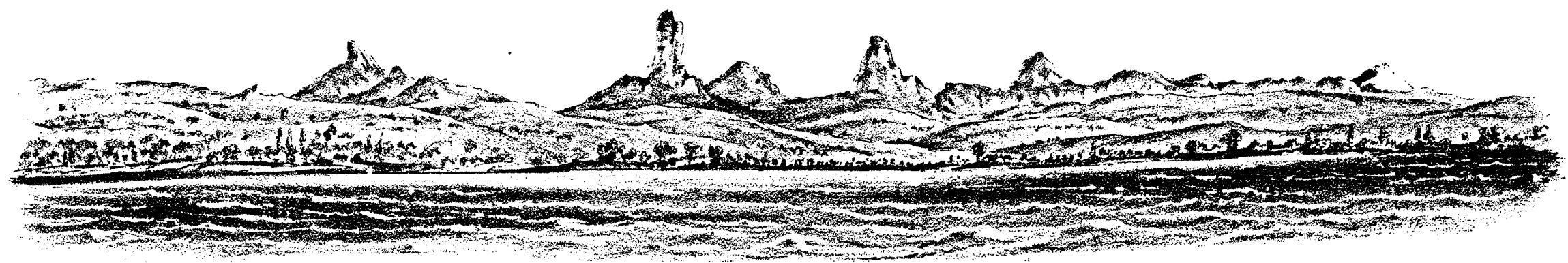
Mozambique, June 21, 1876.

IN my last Monthly Slave Trade Report of 26th April I stated my intention of visiting the coast north as far as Ibo; and in my despatch of 11th June, 1876, I furnished a report upon the visit, which contains all additional information to our knowledge of the export Slave Trade from that section of the Portuguese East African Coast that I was able to collect; my present report, therefore, only chronicles passing events in connection with the Traffic.

On the 5th May, one of the small Portuguese gun-boats proceeded from this port



From Mancabale Reefs Almeida Bay W. The Sorisa Range.



Sketch of Memba Bay. (Tembo Island bearing N.N.W.) Called by Natives Mazawmi, Umkumbugi or Mwendagi Bay, from the names of Rivers falling into it. The name 'Memba' is unknown to Dhows sailing on Coast.

MOZAMBIQUE
TO
XANGA

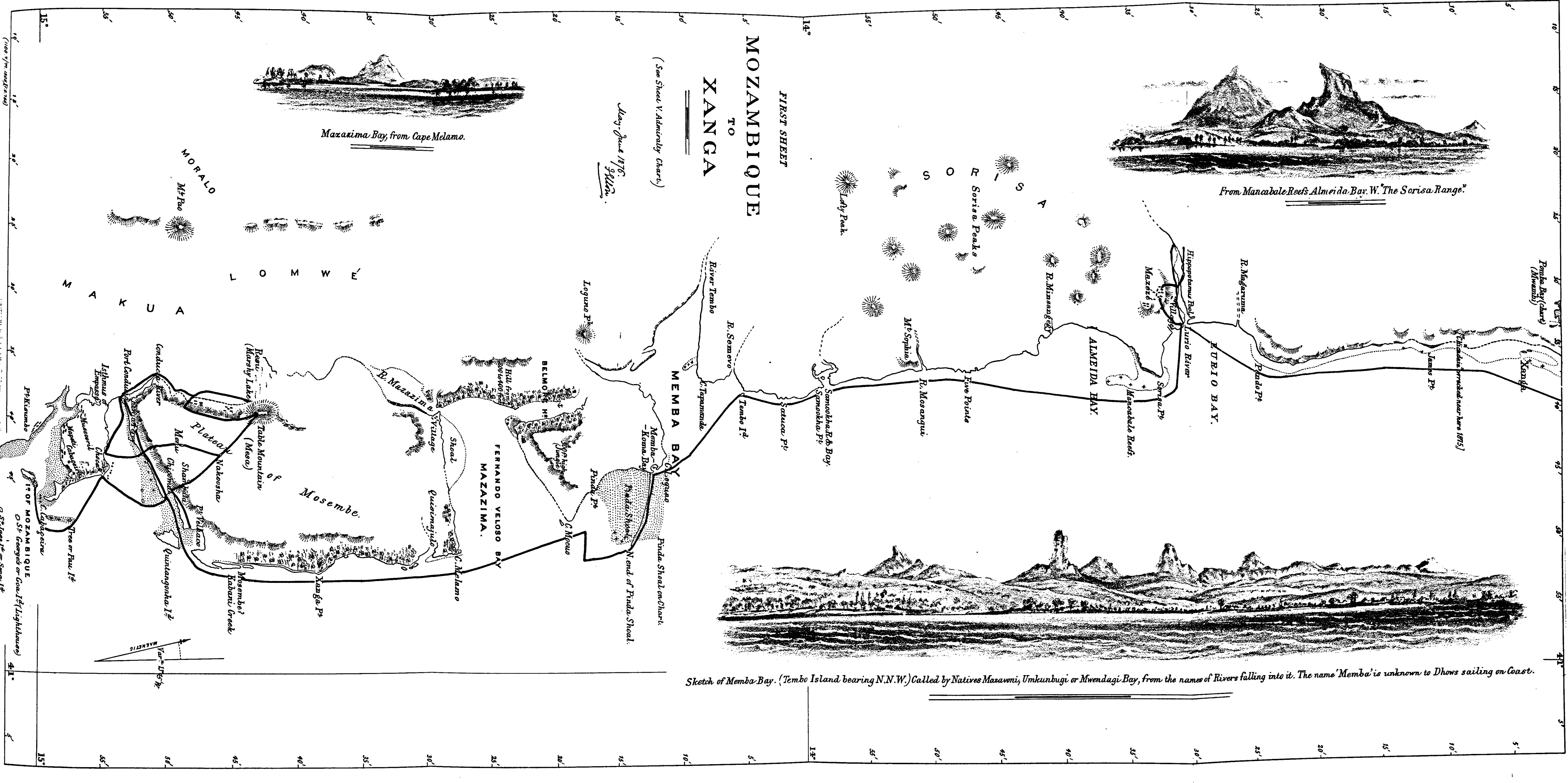
FIRST SHEET

(See Sheet V. Admiralty Chart.)

May June 1876.
J.W.M.



Mazaxima Bay, from Cape Melamo.



MAGNETIC
Var. 15° N.
1876

1° OF MOZAMBIQUE
O S. of Goaz 1st (Light-house)
O S. of Goaz 1st on S. side of

to Mokambo Bay, where she had that very morning surprised a dhow, engaged in shipping slaves for Madagascar, but was deterred from effecting her capture by the attitude of the natives and the difficulty of the position, and found it prudent to return to Mozambique for reinforcements; but I regret to add that owing, it is said, to the mismanagement of the pursuers, the dhow is supposed to have got clear away with her cargo.

On the 8th Her Majesty's ship "Flying Fish," after coaling and receiving her mails, left to cruise in the Mozambique Channel. Her Majesty's ship "Lynx" was at Mozambique for coals and mails from 3rd to 8th June, and left on the latter date to cruise out of sight of land off the Umfusi, Angoxa, and Moma Rivers, in the fair way of the courses taken at this season by dhows sailing for Madagascar.

She was to meet Her Majesty's ship "Thetis" yesterday, at Majunga, and is from there to proceed to Zanzibar.

I regret to state that the cruise of the Portuguese gun-boat "Douro," which I reported as apparently a first result of Senhor Corvo's determination to move actively against the Slave Trade was not of long duration.

She left Mozambique on the 23rd April, and, encountering strong winds, returned to port on the 30th April, not having been further than Fernan Veloso Bay.

Two slave dhows are reported as fitting out at Myanterano for an attempt to ship at the Maravoni or adjacent rivers, owing to the inducements held out by the present Madagascar prices for slaves, which have greatly risen lately, but I do not believe that any very active Slave Trade is presently being carried on, the continued imprisonment of the "Kunguru's" prisoners by the Portuguese Government having deterred the Mujoge adventurers on the coast for a season from their ventures.

No. 156.

Mr. Lister to Consul Elton.

Sir,

Foreign Office, August 23, 1876.

I AM directed by the Earl of Derby to inform you that his Lordship approves your proceedings as reported in your despatch of the 10th June last, in regard to the Proclamations issued by the Sultan of Zanzibar abolishing the inland Slave Traffic within his Dominions.

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

No. 157.

Mr. Lister to Consul Elton.

Sir,

Foreign Office, August 23, 1876.

I AM directed by the Earl of Derby to acquaint you that his Lordship has read with much interest the Report upon your visit to the coast north of Mozambique which was forwarded in your despatch of the 12th June last. Lord Derby entirely approves of your having undertaken this expedition, and is glad to learn the good understanding which exists between the Portuguese authorities and yourself, and which his Lordship does not doubt will prove of benefit to both Portuguese and British interests.

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

No. 158.

Consul Elton to the Earl of Derby.—(Received September 4.)

(Extract.)

Mozambique, July 18, 1876.

CAPTAIN GILBERT, of the Union Company's Royal Mail steam-ship "Natal," advised me on the 23rd June, that on the previous day he had seen two large dhows coming out of the River Antonio, south of Mozambique, which stood across to Madagascar, and at the same time seemed to be doing their best to avoid him.

I reported this occurrence on the same day verbally to the Port Captain, whom I

met on his way to call upon the Governor-General, and on the 24th wrote to the Secretary-General on the subject.

It was, of course, too late to act in the matter, and the Portuguese exercise no jurisdiction over the Antonio, formerly the headquarters of the Moufa of the Moura), which is supposed to be an important river, having, it is said, a course of 240 miles from the highlands east of the Nyassa Lake to the coast; but it appeared certain the dhows were slavers, and probably the two reported to me as fitting out for the Trade at Myan-terano (west coast of Madagascar).

On the 4th July, Her Majesty's steam-ship "Flying Fish" arrived at this port, and I discovered from Captain Crohan that, although a strict blockade had been kept up for many weeks south of Morambitzi and Cape St. Andrew, and off Myan-terano, by Her Majesty's boats; yet at the very time these two dhows saw Her Majesty's ship "Thetis" was at Majunga, as well as Her Majesty's ships "Flying Fish" and "Lynx," with their cruising-boats somewhat drawn in, at a rendezvous, incident to arrangements for change of station, &c.; hence, with subsequent information received, putting two and two together, I feel convinced that a successful run of slaves was very cleverly effected, when the coast was, unfortunately, for the moment, owing to force of circumstances, unwatched.

As, however, Her Majesty's ship "Thetis" had arranged to visit Myan-terano Town and River, in company with Her Majesty's ship "Flying Fish," after her return from Mozambique (she left on 6th July), and ascend the river with a combined boat-expedition, it is probable that further particulars as to the matter of these two dhows may yet be forthcoming.

Large numbers of old slave-craft out of employment are said to be laid up near the town, which is the notorious refuge-place of the slaving community thrown out of work. The inhabitants have already shown themselves hostile to the boats of Her Majesty's ship "Lynx," and it would possibly be of good effect, should such a state of things be corroborated by Captain Ward after his visit, if some active demonstration of the determination of Her Majesty's Government to put down such harbours of Slave Trade equipment were directed to be made by the boats of Her Majesty's ships, under the orders of the Senior Officers.

By No. 1 inclosure, extract from the "Boletim Official," June 26, your Lordship will perceive that Senhor Corvo has taken some action in the matter of his promised occupation of posts upon the coast for the suppression of the export Slave Traffic from the Portuguese Possessions to Madagascar.

On receiving a copy of this Notification, No. 191, I wrote a note, in French, to the Secretary-General, begging him to inform the Governor-General that I should be happy to place, for what they were worth, all informations I possessed as to the places principally affected by the slave-traders upon the coast, at his disposition; and I received, in reply, a particularly courteous answer, in which his Excellency thanked me frankly, and expressed his gratification at the fact of the information being proffered, and willingly accepted it. I shall, therefore, by next mail, have the honour to furnish a copy of the suggestions I forward to his Excellency.

Inclosure No. 2, also an extract from the "Boletim Official," but of later date (1st July), is copy of the Decree pronounced at Mozambique against a dhow, name unknown, suspected to be engaged in the Slave Trade, taken on the 15th June in Mokambo Bay by the Portuguese gun-boat "Sena," and condemned as lawful prize.

Two more independent parties of Englishmen have recently started from Quillimane for the Nyassa, for the purpose of developing trade in the neighbourhood of the lake, and a third, under the guidance of Mr. Herbert Rhodes, the well-known pioneer from South Africa, who has under his orders three practical Australian diggers, has left for the country on the Zambezi, near Tumbo, to search for alluvial gold diggings.

Bishop Steere, I learn, also proposes returning shortly to the Nyassa by way of Lundy, so that British interests in the interior, a strong and valuable means for the suppression of slave collection, visibly advance.

Inclosure 1 in No. 158.

Extract from the "Boletim Official" of June 26, 1876.

(Translation.)

"IT being of the greatest interest to establish fiscal ports conveniently fortified on the most important points of the coast of the Province of Mozambique, not alone in order to secure the power of the Portuguese authority on all that coast, but as well in order to impede by all means the traffic of slaves; and taking into consideration the suggestions already made upon this point by the Governor-General of the said Province, His Majesty the King orders, through the Secretary of State for the Affairs of the Marine and Ultramar, that the same Governor-General proposes a plan of fortified fiscal posts, which should at once be constructed upon the bays and most important anchorages of the coast of Mozambique, by charging with this service an officer or officers who merit his confidence, and by accompanying his plan with the respective estimates and other necessary informations, that it be ordered to be put into execution with the least possible delay."

Secretary of State for the Affairs of the Marine and Ultramar.—Direction-General of Ultramar. 2 Repartition. No. 191.
The Palace, April 20, 1876.

(Signed) JOAO DE ANDRADE CORVO.

Inclosure 2 in No. 158.

Extract from the "Boletim Official" of July 10, 1875.

(Translation.)

IT is decreed in conference of the Junta of Justiça, sitting as a Prize Court, that the capture of a dhow without name or ascertained nationality, made in the Bay of Mokambo, on the 15th of last month, by the gun-boat "Sena," is adjudicated good prize, from the fact of being found abandoned, and without proper papers on board, and from having water-tanks and wood for a slave deck, by which it is proved that the said dhow was destined for the Slave Trade, and in consequence it is ordered that, unless the Government does not require her for the service of the fleet, she shall be entirely dismantled, and that the product of the sale shall be paid into the Treasury of the Fazenda, to be divided amongst the captors according to the regulations in rigour.

Mozambique, July 1, 1876.(Signed) CRISPIANO DA FONSECA,
&c. &c. &c.

No. 159.

Consul Elton to the Earl of Derby.—(Received September 23.)

My Lord,

Mozambique, August 3, 1876.

ON the 31st of July Her Majesty's ship "Thetis" arrived at Mozambique in order to meet her mails, take in a supply of coal, and leave despatches for Rear-Admiral Macdonald, who is expected at this port about the third week in August.

The day after her arrival, by previous arrangement, I accompanied Captain Le Hunt Ward (senior naval officer, East Coast) on a visit to the Governor-General, at which Captain Ward took occasion to congratulate his Excellency upon the impression that had been made upon the Madagascar Export Slave Trade during the past year, and since the expedition to the Moma in August last.

Two of our men-of-war had been cruising (Captain Ward said) upon the Madagascar coast for the past six months; during this time only one slave dhow had been captured, and not more than two dhows (those from the Antonio River) had been positively known to have run slaves, and to have escaped capture. At this time twelve months ago, the slave-dealers were notoriously known to be actively employed all along the Portuguese coast, at present there appeared a notable slackness in their operations, and he (Captain Ward) wished to acknowledge the influence that the Governor-General's policy and co-operation had undoubtedly exercised in producing so satisfactory a progress in the work we were all alike employed upon.

The Governor-General in reply said that he had always done his best, as far as lay

in his power, to aid in Slave Trade suppression, and that in so doing, he was not only obeying the instructions, and fulfilling the policy of his Government, but also carrying out his own personal convictions against the Traffic, yet he must say he had many difficulties to contend with; amongst others, the influence of people possessed of local power and property who considered all ancient privilege and custom was being interfered with by abolition, etc., and he had to feel his way carefully.

Progress had, however, been made, and he should not omit to acknowledge the very important *appui morale* that had been all along rendered to his efforts to attain progress by the frequent visits of Her Britannic Majesty's cruisers to the port of Mozambique.

In conclusion his Excellency also alluded to the assistance he had received from informations rendered by Her Britannic Majesty's Consul.

The report of an interview tending to improve our good understanding with the Mozambique Government in matters relative to the Slave Trade, and the report of the progress made in the suppression of the sea-carrying Slave Trade from the East African Coast to Madagascar, will, I venture to feel assured, be a matter of satisfactory intelligence to Her Majesty's Government, and, to your Lordship personally.

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

No. 160.

Consul Elton to the Earl of Derby.—(Received September 23.)

My Lord,

Mozambique, August 4, 1876.

I HAVE the honour to forward you a copy of a letter addressed by me to the Governor-General of Mozambique, and copy of its inclosure, which is my Report containing suggestions as to the occupation by the Portuguese of certain posts upon the seaboard for the better prevention of the export Slave Trade from the East Coast of Madagascar, regarding which I informed your Lordship in my last monthly Slave Trade Report of 18th July last.

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

Inclosure 1 in No. 160.

Consul Elton to Senhor Menezes.

Sir,

Mozambique, August 1, 1876.

YOUR Secretary-General, in reply to my note of 30th June, expressed your Excellency's readiness to receive such informations as I possess regarding the points upon the coast most infested by the Arab and Majoge dealers connected with the export Slave Trade to Madagascar.

I have therefore now the honour to inclose the accompanying Report on the subject in question. It is principally confined to the rivers south of Mozambique, in consequence of my being aware that Senhor d'Avila of the Portuguese Royal Navy had recently written a detailed account of the ports, north, so far as Ibo, visited by us both in the "Provence" during May and June last.

Whilst, however, intentionally passing over the ports north of Mozambique, I should inform your Excellency that I returned yesterday from a journey into the Mosembe (Quintangonha) district, of ten days, during which I passed through the country west of the Mesa and Mrésu stretching away towards the Tugulu and upon the upper waters of the Conducia River.

This country was formerly devastated for the collection of slaves for export to Madagascar from the Umfusi-Kivolane district in the time of Sheikh Ali Heri, and more recently advantages were taken of the disorders which arose at the time of the murder of Sheikh Abderhaman to recommence the nefarious traffic, but I am happy to be able to state from personal information, that at the present, and for the past five months, since Abdullah bin Ali Shirazi (brother to Ali Heri, but who I believe was not connected with the murder of Abderhaman) succeeded in pacifying the district, no raids for the supply of slaves have been made. This indeed is evident from the fact of the reoccupation of deserted villages having commenced, and from the demeanour of the

people; and Abdullah himself, without any suggestion being made on my part, professed to me his anxiety to carry out all orders that he might receive from Mozambique, and in particular those he had already received directing him to stop export Slave Trade to Madagascar amongst his people.

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

Inclosure 2 in No. 160.

Report on the principal Stations south of Mozambique on the East African Coast frequented by Arabs and Mujoges for the Collection and Export of Slaves by Sea to the Island of Madagascar.

PROCEEDING south from Mozambique, and passing the Bay of Port Mohambo, whence several slave cargoes have of late years been dispatched, the Umfusi or Kivolane Lagoon is reached.*

“N'tewende, latitude 15° 29' south; Umfusi, latitude 15° 28' south; Barrigi, latitude 15° 22' south; and Muchi, in latitude 15° 17' south are (according to Captain Ward, R.N., Her Majesty's ship 'Thetis') all entrances to one large system of lagoons, extending some miles inland; they are intersected by narrow creeks lined with mangrove bushes, and divided by large tracts of low land, on parts of which are villages surrounded by cultivated land. The greater part of the land, however, is swampy, but left dry at low water.

“One or two small rivers flow into the lagoons, and it is conjectured from the name Kivolane being applied to the whole lagoon system, that it is the delta of a large river of that name.

“The Umfusi is, properly speaking, only the name of the chief entrance into the sea, and, from its being the most important one, sometimes gives its name to the lagoon system.

“There is another river named Kivolane which flows into Port Mohambo, in latitude 15° 10' south.”

This delta has been the principal resort of slave-dhows. The slaves hitherto having been mainly collected in the interior country at the back of the Mosembe district—beyond the Mesa or Table Mountain, stretching away towards the Tugulu and the Lomivé tribes. Collection there is, however at present at a standstill (*vide* covering letter to Governor-General of Mozambique), and the supply depends upon the raids made from the delta villages and the Antonio River, far inland. Visits of late from Portuguese gunboats, and the destruction of many slaving-craft by them, and by Her Britannic Majesty's ship “Thetis,” in 1875, have done much to check the Traffic in this quarter.

It would be exceedingly difficult to create a fortified post and small settlement on this delta, which, besides, from its proximity to Mozambique, and the means of communication overland, could easily be watched by means of confidential agents and the Portuguese gunboats from Mozambique.

The Umcupi River, latitude 15° 32' south of Barracouta Point, and Antonio River, latitude 15° 57', are frequently used by slave-dhows, and two large dhows escaped, full of slaves, from the Antonio River in June this year, and are known to have successfully landed their cargoes on the Madagascar coast.

The Antonio River is reported as of importance and rising far in the interior. An examination of this river by a boat expedition would geographically be of the greatest interest, and might possibly lead to a suitable spot being discovered, and occupied, whence the Arabs and Mujoges could be held under efficient control.

From the various creeks of the Angoxa, latitude 16° 24' 36" south, occasional slave cargoes have been run, but the engagement recently entered into by the Chief Moussa Kwantu with his Excellency the Governor-General of Mozambique to stop all slave export from rivers where his people have influence as well as the maintenance of a Portuguese force at their settlement should guarantee the immunity of this section, as far as, and including the River Moma, latitude 16° 45' south (hitherto a notorious port for

* *Vide* Hydrographic Notice No. 8 of 1876.

the traffic), from being used for illegal purposes in the future. At the Moma a port could be formed at Jajani, a village to the south of the river after entering, governed by a Chief called Rahem, subservient to Moussa, but the bar is a dangerous one.

The "Kunguru" ran 94 slaves from the Maravoni River in March last, who were taken by Her Majesty's ship "Thetis," and the owners and captain and Mujoges concerned are imprisoned by the Portuguese authorities at Mozambique.

The Maravoni lies north 18 east 12 miles from Fogo Island, and can be recognized by a red cliff on north entrance. (It is wrongly marked as the Kizungo on the English Admiralty charts.) The Portuguese gunboat "Sena" was unable to enter it in August 1875, with Her Majesty's ship "Thetis" boats in tow, owing to the heavy roll on the bar, but it was nearly low water, and had been blowing fresh for some days previously. From native report there is plenty of water on the bar at high water, spring tides, and a considerable town on the river.

The climate is said to be good; the soil fertile, and considerable cultivation exists. This river would also appear worth examination, and, perhaps, occupation.

The Maravoni River, however, together with the Yusi (said to be connected with it), the Mgoieni, and a third river on the coast, passed successively before reaching Cape FitzWilliam, could be perfectly watched by a small gunboat with headquarters at the capital anchorage under the Epidendron and Casuarina Islands, whence the rivers would be commanded and traffic easily stopped.

It may be as well to note that Epidendron Island is known to the natives as Malabouo, and the Casuarina Island as Kinyibi.

The Kizungo River and the Mazemba (the south entrance to the Kizungo, twelve miles south-west of Cape FitzWilliam) should certainly be occupied by the Portuguese Government, and a fiscal post be established on the former at the village of Bajoni, two miles up the river, into which large vessels can pass with ease (there being $4\frac{1}{2}$ fathoms at low water on the bar without a break).

The Chief of Bajoni is one Hummadi Sheher, a respectable Arab. The left bank higher up is under the rule of a Chieftainess, the Myassa Mesano; but the whole of the tribes of the river would appear governed, or, at any rate, influenced, from the Island of Nabrico by a Lonudé Chief, one Balele Muo.

Considerable trade in ivory and produce is carried on at Bajoni, which is a well-constructed and well-situated settlement.

The main evil it has had previously to contend against has been the neighbourhood of Mateos, whose aringa (stockade), occupied by revolted slaves, is situated some distance in the interior, near the Maravoni River.

The Mariangoma and Licungo Rivers require examination. From both these rivers, slave cargoes, collected by Mateos, are notoriously known to have been exported frequently of late years to Madagascar.

The Mecusa is occupied by Senhor Eugenio Pimento, of Quillimane, and free from suspicion.

From the Mecusa the Quillimane and the Zambezi delta are reached, and further south the export of slaves is not supposed to be carried on at present, although in former years it is undoubted that occasional ventures were run across the Mozambique Channel, even from so far south as latitude 25°.

With Angoxa and the Kizungo occupied by the Portuguese forces, knowledge acquired of the Antonio Yusi, Mgoieni, Maravoni, &c., and two small gunboats, cruising occasionally, stationed, the one under the Primeira Islands and the other at the Kizungo River, all that would be at present required in addition to check the export of slaves from the coast between Mozambique and Quillimane would be frequent inspection of the Umfusi, Kivolane delta, and the Antonio River, and the completion of such Conventions with the native chiefs bordering upon the seaboard as that already effected by the Governor-General with Moussa Kwantu. In the future a perfect result would be obtained by the gradual occupation of protected posts and their fiscalisation.

(Signed) F. ELTON.

Mozambique, August 1, 1876.

No. 161.

Consul Elton to the Earl of Derby.—(Received September 23.)

(Extract.)

Mozambique, August 17, 1876.

ON the 21st July I have the honour to report that leaving Mr. Manning in temporary charge of Her Britannic Majesty's Consulate) I started from Choca, on Conducia Bay, for the Tugulu district situated at the foot of the Tugulu Hills, and to the westward of Table Mountain, the principal field hitherto used by the Arab and Mujoge slave-dealers for the hunting down and collection of Makua slaves specially destined for export from the Unfusi-Kivolane Delta to Madagascar.

On two previous occasions I had been hindered in attempts to visit this part of the Mosembe district, upon one by want of carriers, and upon the other by the flat refusal of the chief to allow me to pass beyond the Mesa, on the plea that "fighting" (that is slave hunting) was going on in Tugulu, and that he could not be responsible for my personal safety; however, on my sending a message reiterating my wish to make the journey, on the 9th July, Abdallah Mohammed expressed his willingness to supply me with guides and carriers, and told me that I should return convinced that all Slave Trade operations had now been effectually put a stop to under his orders.

From Choca I sailed at daylight on the 21st (I was prevented by other work from starting at an earlier date) to Chicoma, and thence marched five miles to Shambala, the chief's residence, where I encamped for the night, and on the 22nd having been furnished with two guides and fourteen carriers, crossed the Mosembe plateau, and halted upon its extreme limit, at the villages of Molo, the head-quarters where the dealers formerly organized their bands for foray on the low-lying country reaching away to the westward.

The head man at Molo was an exceedingly ancient and garrulous negro, and had been actively employed in the Slave Trade, so he informed me, for the past sixty years, and as captain of a dhow had run cargoes from Mosembe to most of the Madagascar ports, all the Comoro Islands, and also from Kilwa Kisinji to Zanzibar, Brava, Lamu, &c. According to this old man's opinion, the Madagascar export trade had been "dead for the past six months." No cargoes had been shipped, he asserted, north of Mozambique for more than ten months, and only three during five months from the Unfusi-Kivolane Delta.

He admitted the Tugulu country was destroyed, but said I should find that the people were gaining confidence and returning to it now that slave collecting had been put an end to there, a fact that he appeared sincerely to lament, although long since he must have been physically unable to join actively in any such operations.

From Molo, the Lagoon of Mrésu was reached, and the Tugulu flats entered. Village after village was passed, burned and plundered. All cultivation was at an end, and only marked by broad clearings, choked up with the long grass and weeds. Fish weirs and the houses for goats, poultry, and storage of grain, built on platforms, tumbling to pieces, and a few half-starved Makuas living on roots and by trapping, whom we surprised lurking in the woods, where the paths had almost become untraceable, were the only inhabitants found.

In the words of my guide, "the country had been spoilt," and a broad, rich, thickly-populated, and well-cultivated belt of land some 60 miles by 20 miles, converted into a barren wilderness.

As we approached the Tugulu range the people showed more confidence, and were reoccupying and rebuilding a few outlying hamlets, and I am glad to say some of the natives soon found out our camps, and ventured, at first very carefully, to follow our tracks, and build up their fish weirs on the upper waters of the Conducia River, which rises from the water-parting of the Tugulu Hills.

I returned to Mozambique on the 30th ultimo, all my party suffering to some degree from the miasma of the low-lying country we had journeyed through, quite convinced that a great change had taken place, tending to the better furtherance of the hindering of slave collection for export to Madagascar, in the policy of the chief men of the Mosembe district, where, at this time last year, I had to report a most active and flourishing slave traffic was carried on, in despite of the Governor-General's efforts at suppression.

On the 31st ultimo, the day after my return, it being a fête-day (issue of Charter to Portuguese, 1826), I paid the usual visit made by Consuls to the Governor-General, and had a lengthened interview with him on Slave Trade matters. After giving his Excellency an account of my late journey and the state of the Tugulu and Mosembe districts, he informed me that he was happy to say that he had at last entered into a

Convention with the Chief Moussa Kwantu (of Moma, Angoxa, and Maravoni notoriety), not to allow the shipment of slaves from the district (comprising the rivers just named) over which he exercises considerable authority, and to discontinue supplying the dealers to the south with slaves for export.

His performance of this engagement being secured by the deposit of a large amount of ivory in the Custom-House of the Portuguese Settlement of Angoxa, this arrangement will, I trust, taken in combination with the proposed occupation and guard of the coast line, specially reported in my despatch of August 4, be productive of good results in the reduction of the Slave Export Trade hence to Madagascar.

On the 30th ultimo, the French aviso "Le Surcoup," Lieutenant de Vaisscau H. Rouquette, arrived in Mozambique from China, on her way home viâ Madagascar, with orders to touch at numerous ports *en route*.

She was last from Majunga, and left Mozambique on the 2nd August for Ibo, Kilwa, and Zanzibar.

On the 31st ultimo Her Majesty's ship "Thetis" arrived in port and saluted the Portuguese flag, the salute being returned from Fort St. Sebastian, and on the 1st August I accompanied Captain Ward on a visit to the Governor-General.

Captain Ward, on the 22nd July, with the boats of Her Majesty's ships "Thetis" and "Flying Fish," had re-visited Nos Simbalava, the Sakalava town punished by him on the 7th October last, for treacherously firing upon his ship's boats some days previously to that date, and severely wounding one of his men, where, after entering the river without opposition, he succeeded in obtaining an interview with the hostile chief, and explained to him that so long as our boats were properly received and no encouragement held forth by his people to slave dhows sailing from the African coast, our desire was to be friendly and not to be hostile, and, in proof of such desire, his town and villages, which could have been burnt by the boats without difficulty, had been spared, after his men had been chastised both for their first act of unfriendliness and for opening hostilities for the second time.

The Chief expressed extreme penitence, excused himself from the responsibility of the Sakalavas' action, as well as he was able, acknowledged Captain Ward's forbearance in abstaining from burning his settlement, and promised for the future that all boats flying the British flag and entering his river should be hospitably received.

The Sakalavas are said to have lost heavily from the boat's fire, and their deserved chastisement, well known upon the West Madagascar coast, coupled with Captain Ward's well-timed explanation of our motives to the Chief, will probably deter other tribes from imitating their treacherous example.

In order that Captain Ward should be fully aware of what had transpired of late regarding Slave Trade matters on the Mozambique side, I showed him my last monthly Slave Trade Report to your Lordship, drawing his attention to the two dhows, reported by the mail steamer which sailed from Antonio River, and my remarks relative to the port of Mayinterano.

Captain Ward, I regret to say, was able circumstantially to confirm the fact that one of the dhows had landed her cargo at Bali Bay, and it appeared, from his interpreter's information, that the other (which had been fitted out at Mayinterano) had also succeeded in making a port on the Madagascar coast further south.

Mayinterano, it appeared, had not been visited by Her Majesty's ships "Thetis" and "Flying Fish," as I supposed, therefore, as evidence tended to prove that the Antonio dhows and the last dhow, taken by the Portuguese and now hauled up on the beach in front of the town, all fitted out thence, Captain Ward determined to proceed to its examination, and on the 4th instant, in a letter, copy of which forms Inclosure No. 1, requested me to accompany him.

On the same day, having accepted Captain Ward's invitation to join him, believing that a personal inspection of Mayinterano, and inquiries made there, would materially aid me in sifting future informations, I called upon the Governor-General and informed him of my intended departure on the following day, and of the proposed visit to Mayinterano, an expedition that I trusted would result in freeing the Umfusi-Kivolane Delta and the Antonio River from being so frequently visited as formerly by dhows seeking slaves, and affording, as it appeared to me, a favourable occasion for circulating the Convention made with Moussa Kwantu and the intention of the Portuguese Government to occupy fresh posts and bring increased force to bear upon the suppression of the Slave Trade from their coast.

His Excellency cordially coincided with these views, and was of opinion that much good would result from an explanation being made to the chief of the evidence collecting against him at Mozambique with regard to support held out by him to the traffic.

On the 5th I consequently sailed in Her Majesty's ship "Thetis" for Mayinterano. On the evening of the 9th we anchored about three miles off the entrance of the river, and fell in with the launch "Louise" cruising under command of Lieutenant Gibbings, Her Majesty's ship "Flying Fish."

On the 10th at 6:30 A.M. we left Her Majesty's ship "Thetis" with a force consisting of the "Thetis" steam-cutter, pinnace (gun), 1st cutter (rocket tube), 2nd cutter (rocket tube), galley; Her Majesty's ship "Flying Fish" launch "Louise" (gun), manned with about 150 seamen and marines, and crossing the bar without difficulty, anchored off the town, which is built on a sandy island in the river, and contains some 4,000 inhabitants. The French and German flags were prominent over the establishments of the Agents of Messrs. Roux Frassinetti (?) and O'Swald, and the white Sakalava pennant was hoisted over the Chief's house. A number of armed men who had watched our arrival, followed us up the river, over the sandhills, and collected with a spokesman at their head (one Abdallah, a Johanna man, formerly interpreter of Her Majesty's ship "Highflyer") upon the beach opposite to where the flotilla came to an anchor. Captain Ward and I then landed with the interpreters and the coxswain of the galley, and were conducted, after some little delay, to a large open "baraza," or council shed, where we found the Chief Khalil bin Salavi surrounded by a large number of Sakalava soldiers, very fairly armed with guns and spears, and the principal men of the town half-caste Arabs, Indians, &c.

Captain Ward commenced by remonstrating with the Chief at his conduct to the boats of Her Majesty's ship "Lynx." He had ordered them out of the river when they came to fill up with water and buy provisions in a friendly manner, and had told the officer in command that, if he remained for the night, he would probably be fired upon.

It was necessary for the Chief and his people to understand that the smallest boat flying the British flag must be received in the same manner as the largest man-of-war. England was determined to put down the Slave Trade from the African coast, and examination must be made of rivers and dhows; but apart from questions of complicity in Slave Trade, her wish was to be friendly with everybody.

We had now the means of chastising the town, and taking the dhows in harbour (there were thirteen), but we had come to reason with him and explain matters.

I then clearly stated to the Chief the evidence tending to prove that three dhows had left his port in search of slaves on the African coast. Two of them had run their cargoes safely (one to Bali Bay), and the third had been captured by the Portuguese, and brought into Mozambique. I was Her Britannic Majesty's Consul at Mozambique, and it was well he should know that the English and Portuguese Governments were of one accord to put down the Slave Trade, and that Moussa Kwantu had entered into a Convention with the latter, secured by a large deposit of ivory, not to permit slaves to be shipped from the Maravoni, Moma, &c. Besides, it was the intention of the Portuguese to occupy several posts between the Zambezi and Mozambique, and they expected more soldiers and more ships. Mayinterano was notorious at Mozambique for dispatching slave-dhows to the Umfusi, Kivolane, and Kwalé (Antonio River), and if this continued, possibly he might, some day, have to settle matters with a Portuguese gun-boat, as well as with the English. He might rely upon it this Slave Trade would be completely stopped before long, and the sooner he and his people gave up any connection with it, and devoted themselves entirely to legitimate trade, the better it would be for their safety and interest.

The Chief, a fine specimen of the Sakalava race, a man evidently accustomed to command, and possessed of no mean ability in argument, replied to us in excellent Kiswahili, excusing himself from the charge of unfriendliness to our boats, upon the score that he was, although the Chieftainship was hereditary in his family, the vassal of a Sakalava Queen who lived on the far range of hills in the interior (visible to us from Her Majesty's ship "Thetis"). It was her belief that the English paid him money for permission to enter his port, and she had threatened to send her own men down to attack them on their next appearance, in anger at his maintaining she had been deceived by her spies.

He, personally, was not unfriendly to us, and he would send to the Queen and explain the visit of the boats to-day, and (raising his voice, so that the audience might hear clearly) any of her people here may tell her all that has passed at this interview.

He could only answer for his own men—many strangers were in the town when the "Lynx's" boats were warned away, &c.

As to being interested in the Slave Trade, he asserted that, for twenty months, no slaves had been landed at Mayinterano, neither, to his knowledge, had dhows left

for the African coast to buy them, but he could not tell where dhows went to after leaving his port. Majunga hated Mayinterano, and other Chiefs were jealous of its prosperity and the trade that had sprung up there in ebony, wax, india rubber, and hides. He was sorry it was believed his port was a refuge for slave-dealers, but his enemies had circulated lies.

Captain Ward rejoined that he never expected anything but flat denial from the Chief. It was so always in Slave Trade matters: what one side asserted on evidence the other side invariably met by contradiction; hence it depended on the Chief's future conduct whether we could be induced to believe in his non-complicity in the traffic; if our boats were received in an unfriendly manner, that would be taken as proof that he (the Chief) had some reason for objecting to any scrutiny of the dhows arriving or sailing from his port. The Chief must now see his weakness, and that his town and his dhows were at anytime in our power.

Evidently a considerable impression had been made both upon the Chief and his followers, for in the end, he promised to be responsible for good behaviour to our boats, and agreed to seize and confiscate the first slave dhow reaching his port, and to prevent any dhows sailing from his port notoriously destined for the Slave Trade.

The interview then closed, and the boats proceeded to examine the dhows in harbour. There were two English and three French dhows out of a total of thirteen, the remainder being the property of the Sakalavas and unfurnished with papers. These latter might or might not have been engaged in the Slave Trade, and probably off and on had all been engaged at some time in the traffic, but it was of course impossible to prove criminality against them (to add to other difficulties that Her Britannic Majesty's cruisers have to contend against on the Madagascar Coast, no Sakalava dhows are ever provided with papers, the art of writing being unknown in the south-west ports and to the Sakalavas), and none of them were in consequence detained.

We remained in the river until the following morning (having visited the town and environs without hindrance), crossed the bar at daylight, and sailed at 10 A.M., the "Louise" being left to cruise off the river, until picked up by Her Majesty's ship "Flying Fish," and we arrived at Mozambique on the 14th instant.

On the 15th Her Majesty's ship "Thetis" sailed for Zanzibar, and on the same day I called upon the Governor-General to give him an account of what had passed at Mayinterano, and I am able to report that his Excellency looks upon the expedition as in direct support of his own efforts to suppress the Umfusi-Kivolane nest of slave-dealers, coupled with the chastisement of Nos-Simbalava, and the happy explanation of Captain Ward to its Chief, I think there is every reason to anticipate that this visit will be productive of ultimate good, both in the diminution of the East Coast Slave Trade, and in the future relations of Her Britannic Majesty's cruisers with the Sakalava Chiefs.

There is no Hova authority exercised at Mayinterano, or indeed at any of the ports south of Marambitzi upon the west Madagascar Coast, although Hova envoys are occasionally despatched to the Queens governing the numerous tribes into which the Sakalava race is broken up. Yet at Mayinterano I found ten Hindis, British subjects holding slaves, and Inclosure No. 2 will show your Lordship to what an extent slave-holding by British Indian subjects is the rule both on the West Coast of Madagascar, and within my Consular district. At Majunga, under Hova Government, no difficulty would be experienced in giving freedom to the slaves held there, as the Hindis have already made up their minds to British interference in the matter, but I venture to think some special arrangement with the Lisbon Government would be a necessity before interfering with the settlers in the Portuguese possessions, and I therefore have carefully abstained from entering into any question approaching to the "status" of the Kutchi traders resident in them in my frequent conversations with the Governor-General.

Admiral Macdonald's mail being ordered to Mozambique by next steamer, I expect the arrival of Her Majesty's ship "Undaunted" about the 26th, accompanied by Her Majesty's ship "Philomel." Her Majesty's ship "Flying Fish" is due here on the 27th, and Her Majesty's ship "Lynx" may be expected about the same date, being detached by Captain Ward to meet his Excellency for inspection and orders.

Her Majesty's ship "Thetis," having news that Her Majesty's ship "Spartan" is ordered to relieve her, does not expect to return to the Mozambique Channel, and I feel I should be wrong to allow Captain Ward to quit the station without acknowledging the very attentive consideration he has been good enough to give to all my suggestions for the better suppression of the Slave Trade, and testifying to the excellent relations that have invariably existed between him, as Senior Naval Officer, and Her Britannic Majesty's Consulate for the Portuguese Possessions.

The Governor-General intends visiting the ports on the coast (so he has informed me) after the departure of Admiral Macdonald; and should nothing unforeseen arise, and the good season be prolonged, I propose taking advantage of his absence to continue the inspection of my extensive Consular district.

Inclosure 1 in No. 161.

Captain Ward to Consul Elton.

Sir,

“Thetis,” Mozambique, August 4, 1876.

I HAVE the honour to inform you that it is my intention, on leaving this port on the 5th instant, to pay a visit to the port of Mayinterano, on the West Coast of Madagascar.

2. Your remarks in your monthly Slave Trade Report, which you were good enough to show me, relative to the port of Mayinterano, from which it appears that you were under the impression that a visit had already been paid by the “Thetis” and “Flying Fish,” induce me to request that should your other duties permit of your doing so, you would accompany me in the “Thetis” on her present cruize, which I hope may result in our obtaining such information as may enable Her Majesty’s ships on the East Coast more effectually to prevent the import of slaves at this port, which I have reason to believe is the principal place on the West Coast of Madagascar whence dhows are fitted out for the purpose of engaging in the Slave Trade.

3. Mayinterano being, as I believe, entirely independent of the Hova Government, it is not possible that any influence can be brought to bear upon this Traffic through Her Majesty’s Consul at Tamatave, so that our only means of checking it must rest with our men-of-war and their cruising boats.

4. The exposed nature of the anchorages, and numerous outlying shoals, some of which are only imperfectly known, makes the effective watching of this part of the coast a matter of considerable difficulty; and this is doubtless well known to the slaving community, who make Mayinterano their head-quarters; it is therefore the more essential that they should be made to feel that they cannot carry on their business with impunity—a result which cannot be attained without an accurate knowledge of their tactics; and this I venture to hope my proposed visit may throw some additional light upon.

I have, &c.

(Signed) THOS. LE H. WARD.

Inclosure 2 in No. 161.

STATEMENT of the Number of Slaves held by Banyans and Hindis, British Indian Subjects, or the Subjects of Protected Indian States, at the Town of Majunga, West Coast of Madagascar; estimated by Isa, Interpreter to Her Majesty’s ship “Thetis,” 1876.

	Slaves.		Slaves.
Sultan bin Ali (born in Madagascar)	.. 30	Ramji (born in Madagascar)	.. .. 11
Ibrahim Sena (Kutch)	.. .. 30	Moya Bhai	.. .. 10
Kudha Bhai	.. .. 26	Jewanji Husseinji	.. .. 8
Jewanji Djaffer	.. .. 6	Jewa	.. .. 6
Ramtollah Puradina	.. .. 12	Abdullah Ali	.. .. 4
Isaji Djaffer	.. .. 2	Abdullah Kareem	.. .. 6
Sa’adeen (born in Madagascar)	.. .. 16	Ibrahim	.. .. 3
Lakha Manji	.. .. 4	Adamji Djaffer	.. .. 2
Pudeena (born in Madagascar)	.. .. 3	Keramji	.. .. 3
Ramtollah (born in Madagascar)	.. .. 4	Suleimanji	.. .. 2
Byili (born in Madagascar)	.. .. 3	Ramji Kareem	.. .. 1
Abdul Lamji (born in Madagascar)	.. .. 2	Walji (Kutch)	.. .. 0
Rajub Ali (born in Madagascar)	.. .. 6		
Adamji Lakhman	.. .. 2	Total	.. .. 202

NOTE.—At the town of Uransanga (or Mooransanga), on Rofala Bay, south of Dalrymple Bay, near the French Settlement at Nossi Bé, a considerable number of slaves are held by Indians, so Lieutenant Ogle, R.N., Her Majesty’s ship “Thetis,” reports.

At the French Settlement of Nossi Bé itself, slaves are also held by Indians, whilst in all the Portuguese ports on the East Coast of Africa, without one exception, Banyans and Hindis, principally of Kutchi extraction, possess slaves.

At Mainterano, there are ten Hindis established in trade, all of whom are slave-holders.

(Signed) F. ELTON.

No. 162.

Sir J. Pauncefote to Consul Elton.

Sir, *Foreign Office, October 11, 1876.*

I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 17th of August, respecting the state of Slave Trade within your Consular jurisdiction; and in conveying to you his Lordship's thanks for this able report, I am to express his entire approval of your proceedings, as stated therein.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 163.

Sir J. Pauncefote to Consul Elton.

Sir, *Foreign Office, October 11, 1876.*

I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 3rd of August, reporting what passed during a visit while, in company with Captain Ward, of Her Majesty's ship "Thetis," you paid to the Governor-General of Mozambique; and I am to acquaint you that his Lordship has requested Her Majesty's Minister at Lisbon to express to the Portuguese Government the satisfaction of Her Majesty's Government at the attitude of the Governor in regard to the suppression of the Slave Trade on the coast of Mozambique.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 164.

Consul Elton to the Earl of Derby.—(Received November 1.)

My Lord, *Mozambique, September 8, 1876.*

I HAVE the honour to report that Her Majesty's ship "Undaunted" with Rear-Admiral R. J. Macdonald on board, arrived off this port and anchored at the outer anchorage near Fort Sebastian on the 27th ultimo.

On the 28th I paid an official visit to the naval Commander-in-chief, and in the afternoon attended his Excellency on shore to call upon the Governor-General. A salute of seventeen guns was fired when Fort St. Sebastian was passed, and a Portuguese guard of honour was drawn up in front of the palace. Her Majesty's ship "Flying Fish" arrived on this day.

On the 29th, the Governor-General paid a return visit to Her Majesty's ship "Undaunted," and in the evening I had the honour of entertaining at dinner at Her Britannic Majesty's Consulate, the Governor-General and staff, Admiral Macdonald and staff, the principal Portuguese and British naval officers, and the French Consular Agent.

On the 30th, Her Majesty's ship "Lyux" arrived from Zanzibar.

On the 2nd instant a banquet was given by the Governor-General to the Commander-in-chief, at which about forty Portuguese and British officers were present; and on the 4th a return dinner was given to the Governor-General and his principal officers by the Admiral on board Her Majesty's ship "Undaunted."

On the following day the "Undaunted" weighed anchor, and proceeded to Zanzibar.

The warmest sentiments of friendship between Portugal and England were expresse

at these entertainments, whilst Admiral Macdonald took occasion to state to the Governor-General his satisfaction at the excellent relations he found existing between his Excellency and Her Majesty's Consul at Mozambique; and the Governor-General testified to his desire to carry out the instructions he had received from his Government with respect to the suppression of the Madagascar traffic; hence, as no incident whatever occurred that could in any way mar the cordiality of the Commander-in-Chief's visit, I have to report to your Lordship that this timely interchange of civilities and courtesies, has already borne, and will, I trust, in the future continue to bear, a favourable influence in the maintenance of that good understanding so indispensable in any concerted action against the East Coast Slave Trade.

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

No. 165.

Consul Elton to the Earl of Derby.—(Received November 21.)

My Lord,

Mozambique, September 22, 1876.

IN continuation of my despatch, reporting the visit of Rear-Admiral Macdonald to this port, I beg to inclose the Portuguese account of the same (with translation) extracted from the Mozambique Government "Gazette" of the 18th instant.

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

Inclosure in No. 165.

Extract from the "Boletim Official" of September 18, 1876.

(Translation.)

AN unusual event has occurred at Mozambique which, for a little time, altered the regularity of its usual routine of existence.

At the end of last month, the English frigate "Undaunted" anchored off this port, with Rear-Admiral R. Macdonald on board, the Commander-in-Chief of the East Indian and East African squadron, attended by two English men-of-war, the "Lynx" and "Flying Fish."

On the morning of the 28th the Admiral saluted the shore, the salute being returned by the Fort of St. Sebastian. On the same day at 4 P.M. the Admiral disembarked attended by his staff, the English Consul and the Commanders of his ships, and proceeded to the Palace of St. Paulo to compliment his Excellency the Governor-General who offered them a delicate refreshment (refresco). In addition to the salute fired to the Admiral's flag when passing the Fort, his Excellency was received by the guard of honour at the palace, in front of which the band of the 1st Chasseurs played the English National Anthem. The same day, at 7 P.M., a splendid dinner was offered to his Excellency by the English Consul, at which were present his Excellency the Governor-General, the Secretary-General, the Director of Public Works, the Commandant of the Naval Station, an Aide-de-Camp, the British Vice-Consul, the Consular Agent of France, and the British naval staff.

On the next day the Governor-General paid a visit to the Admiral, embarking in the magnificent galley of the Government, and being saluted on his passage by the men-of-war in the port, who manned the yards, and by Fort St. Sebastian. His Excellency was received with the most marked cordiality on board the frigate, the band playing the hymn of His Majesty the King Don Luis. On leaving, the frigate saluted with nineteen guns.

On the 2nd September his Excellency gave a banquet to the Admiral to which were invited the Commanders of the British ships, the resident members of the Consular Corps, and the Heads of Public Departments. His Excellency used every exertion in order that this entertainment should not only be worthy of Portuguese hospitality, but also be in keeping with the position of the guests to whom it was offered. The spacious rooms of the palace were brilliantly lighted, and the building presented a dazzling appearance from the shower of light streaming through the open windows.

On the 4th, a dinner was given by the Admiral, who did not show himself in the least backward in his return for the compliments he had received. It was half-past

10 P.M. when his Excellency the Governor-General retired, the whole side of the ship being illuminated for the occasion with brilliant Bengal lights.

At the last two dinners toasts were made to the healths of His Most Faithful Majesty and the Queen of England, and to the prosperity of the two Powers over whose destinies they preside, and this "festa" will serve as another proof of the good understanding existing between the two nations, intimately connected by sympathy and by common interests.

No. 166.

Consul Elton to the Earl of Derby.—(Received November 21.)

(Extract.)

Mozambique, September 27, 1876.

SINCE the departure of Her Majesty's ship "Thetis" for Zanzibar, after the Expedition to Mointerano, this port has been visited, as I have already had the honour to report in my Consular Series, by Rear-Admiral Macdonald, in Her Majesty's ship "Undaunted," attended by Her Majesty's ship "Flying Fish" and "Lynx," Her Majesty's ship "Philomel" being left by his Excellency on the Madagascar Coast, engaged in conveying Consul Pakenham upon a visit to various ports under Hova jurisdiction between Tamatave and Majunga. Subsequently the "Undaunted" and "Flying Fish" left for Zanzibar, and the "Lynx" was left on the Mozambique Station to cruise in the Channel and off Madagascar for the suppression of the Slave Trade.

She left this port on the 7th instant, and is not expected to return, unless she should make a capture, before the end of October, to coal and to meet her mails.

There is but little of interest in Slave Trade matters to report. Inclosure No. 1, containing the King of Portugal's orders to the Governor-General regarding the sense in which the suggestions as to the occupation of posts upon the Coast for the suppression of Slave Trade, and the establishment of Legal Trade are to be framed, and concerning the removal of vexatious and unnecessary fiscal interference are, however, decidedly a step in advance on the part of the Lisbon Government, and tend to confirm Senhor Corvo's *bona fides*, and the statement he made to Mr. Jervoise respecting the revision of Customs. I regret it should not have been published during Admiral Macdonald's stay, to whom I was careful to explain the loyal manner in which the Portuguese authorities were acting with regard to the putting down of the sea trade, and who was enabled to judge for himself, very favourably as to the Governor-General's anxiety to assist where able to do so.

Slaves are, however, still collected in the interior, and I have reason to believe are awaiting shipment in large numbers high up the Umfusi, one dhow suspected of being engaged for carrying them being now at anchor in Mozambique Harbour; every attention is being paid to her movements by the Governor-General, and I should hardly say she could escape detection, or at any rate being driven off the Coast without being able to ship slaves.

Inclosure in No. 166.

Extract from the "Mozambique Government Gazette" of September 18, 1876.

*Secretary of State for the Marine and Foreign Affairs:
2nd Repartition. No. 232.*

(Translation.)

THE King orders, through the Secretary of State for the Marine and Foreign Affairs, that the Governor-General of the Province of Mozambique, in his choice of the places in which fiscal ports are to be established, in order to facilitate commerce, and at the same time to repress the clandestine traffic in slaves, should take in consideration the circumstances of the posts actually occupied on the coast, and propose the ports that should be opened to foreign trade and those that should be reserved for coasting trade, at the same time continuing to hold in view that the true interest of the Province is to facilitate lawful commerce, whether national or foreign, by removing all useless duties, and by simplifying for that end all the administrative and fiscal services in their working.

(Signed)

JOAO DE ANDRADE CORVO.

RUSSIA.

No. 167.

The Earl of Derby to Lord A. Loftus.

My Lord,

Foreign Office, May 29, 1876.

IN transmitting to your Excellency herewith, for your information, copy of a despatch from Her Majesty's Consul at Resht,* respecting the introduction of slaves into Persia, I have to request that you will call the attention of the Russian Government to the fact that slaves are passed through the Russian territories on their way from Constantinople to Persia, and that you will suggest for their consideration whether means might not be found to put a stop to this traffic.

I am, &c.
(Signed) DERBY.

No. 168.

Lord A. Loftus to the Earl of Derby.—(Received June 19.)

My Lord,

St. Petersburg, June 13, 1876.

AT a late interview with M. de Giers, and in conformity with the instructions of your Lordship's despatch of May 29, I communicated to his Excellency the information received from Her Majesty's Consul at Resht, respecting the introduction of slaves into Persia through the territory of the Caucasus from Constantinople.

His Excellency expressed his thanks for this information, and requested me to write to him on the subject. I accordingly addressed to him a note, a copy of which I have the honour to annex.

His Excellency assured me that the subject should have his earliest consideration.

I have, &c.
(Signed) AUGUSTUS LOFTUS.

Inclosure in No. 168.

Lord A. Loftus to the M. de Giers.

M. le Conseiller Privé,

St. Petersburg, June 1¹/₃, 1876.

WITH reference to the verbal communication I lately made to your Excellency respecting the introduction of slaves into Persia through Russian territory, and in accordance with your Excellency's request, I have now the honour to communicate as follows the information which has reached Her Majesty's Government:—

It appears from a report of Her Majesty's Consul at Resht, that Prince Ferhad Mirza, uncle to His Majesty the Shah of Persia, brought with him on his way through Resht from Mecca three black slaves that he had bought in the holy city of Mahommed. Two of these had been mutilated, and they all came originally from the Zanzibar dominions; but they had remained long enough in Arabia to acquire a knowledge of the Arabic language.

His Highness did not state the sum he had paid for them, but said that they had cost him much money, as slaves had risen in price since England had set her heart on stopping the supply.

* No. 71.

The introduction of slaves into Persia through Russian territory is a novel phase in this trade; but as the Caucasus is likely to become the highway between Persia and Constantinople, it will probably not be a matter of rare occurrence to see slaves introduced in Persia by that route, if no measure is taken to put a stop to it.

Her Majesty's Consul further states that the number of negroes to be met with in the northern parts of Persia is surprising. They have hitherto been imported through the south of Persia and viâ Bagdad, and a considerable number continues to be imported through the Persian Gulf by the Muscat Arabs; but the fact that Zanzibar slaves are to be found in the slave markets of Mecca, proves that the Jeddah dhows which frequent the port of Zanzibar are not sufficiently watched, and that they continue to smuggle slaves out of the Zanzibar dominions, under the pretence of carrying on a legitimate trade between Zanzibar and the ports of the Red Sea.

In communicating this information to your Excellency, I am instructed to state that Her Majesty's Government, deeply appreciating the feelings of humanity which have actuated the Russian Government in suppressing the Slave Trade in Asia, are fully convinced that they will devise means to put a stop to this Traffic to Persia through their territory.

I avail, &c.
(Signed) AUGUSTUS LOFTUS.

No. 169.

The Earl of Derby to Lord A. Loftus.

My Lord,

Foreign Office, June 27, 1876.

I APPROVE the note which your Excellency addressed to the Russian Government respecting the introduction of slaves into Persia through the territory of the Caucasus from Constantinople, and of which a copy was inclosed in your Excellency's despatch of the 13th instant.

I am, &c.
(Signed) DERBY.

SPAIN.

No. 170.

Mr. Layard to the Earl of Derby.—(Received February 14.)

My Lord,

Madrid, February 8, 1876.

M. E. LABOULAYE, a member of the Institute of France, and recently a Deputy to the National Assembly, has translated a work by Mr. Cooper, a gentleman well known from his connection with the British and Foreign Anti-Slavery Society, entitled, I believe, "A Lost Continent," ("Un Continent Perdu"). M. Laboulaye has sent me a copy of his translation, and, to give it the greatest possible publicity, has, I am informed, circulated it widely amongst the Representatives of foreign Governments in this and other countries. I should not have considered it necessary to take notice of any statements coming from Mr. Cooper, but as so high an authority as M. Laboulaye has thought fit to give them the sanction of his name, I have thought it my duty, in a letter which I have addressed to him, and a copy of which I venture to inclose, to protest against the charges which Mr. Cooper has made, without any truth or foundation whatever, against Her Majesty's Government and myself with regard to the question of abolition of slavery in Cuba and Puerto Rico.

I have, &c.
(Signed) A. H. LAYARD.

Inclosure in No. 170.

Mr. Layard to M. Laboulaye.

Sir,

Madrid, February 7, 1876.

I HAVE received the copy of "Un Continent Perdu," which you have been good enough to send me. I have been prevented by indisposition from thanking you for it before to-day.

Mr. Cooper's peculiar mode of dealing with facts is so well known in England, that I should not consider it necessary to take any notice of statements coming from him. But when those statements are republished with the sanction and authority of your name, they acquire importance, and demand some notice from me.

I am convinced that you, at least, have a regard for truth, and as I may claim the honour of being your colleague, as a corresponding member of the Academy of Inscriptions, I venture to believe that, should you publish another edition of your translation of Mr. Cooper's work, you will rectify its inaccuracies and misstatements as far as they concern myself.

In exposing them I shall only refer to official documents, of which, I regret to say, Mr. Cooper cannot plead ignorance. Those documents are the Slave Trade Papers, presented to Parliament by the English Government during the years 1871, 1872, 1873, and 1874.

My official position forbids me from referring to others which Her Majesty's Government has not considered it desirable to publish, but which would furnish even stronger proof, were any required, of the entire want of foundation for Mr. Cooper's assertions.

1. At page 91 of the "Continent Perdu," it is stated that, after the revolution of 1868 (in your translations), "un riche et puissant parti à Cuba, le peuple entier en Espagne se montrant impatient de voir la fin de l'esclavage, on aurait pu raisonnablement espérer que

le Cabinet Anglais profiterait des circonstances pour amener ce grand mouvement à un résultat sérieux."

This statement infers two things which are contrary to fact.

"The whole Spanish people was not impatient for the abolition of slavery in Cuba. Unfortunately, the contrary was and is the case. There was, no doubt, a political party then powerful, and comprising many enlightened men who were in favour of abolition, but the country was indifferent to it, and the opposition to it of men of great wealth and of great influence. of various political parties, and of the majority of the Spanish press, was of a very formidable nature, so much so, that, as I have stated in a published despatch (Slave Trade Papers for 1874, page 18), the fall of the Monarchy of King Amadeo may be partly attributed to it. Her Majesty's Government did do all that they properly could do to promote this great measure, and with no little success.

As regards my own share in the matter, I will only refer you to the correspondence laid before the British Parliament (to which I have already referred), especially in 1873 and 1874, and which, in justice to myself, I trust that you will read.

That correspondence which is, no doubt, easily accessible in Paris, is entitled, "Correspondence respecting Slavery and the Slave Trade," and is annually presented to the House of Commons.

2. It is absolutely untrue that after the death of Lord Clarendon, any change whatever took place in the attitude or policy of the English Government, in the question of slavery, as asserted by Mr. Cooper. Upon this great question there is no difference of opinion amongst English statesmen of all parties.

3. The whole of Mr. Cooper's statements as regards the law abolishing slavery in Puerto Rico (pages 91 and 92 of your translation), are entirely contrary to facts which must be perfectly well known to him, otherwise he must be culpably ignorant of the matter on which he writes.

The intention of a Spanish Government to abolish slavery in Puerto Rico was first publicly intimated by King Amadeo in his speech to the Cortes on 15th September, 1872, and in the reply they agreed to give to it (see Slave Trade Papers for 1873, page 37). On 20th December of that year Señor Zorrilla, then President of the Council, declared in both Chambers of the Cortes, the intentions of his Government to bring in at once, a Bill for the immediate abolition of Slavery in Puerto Rico (see same Papers, page 53).

On 22nd December, in a great debate in the Congress (or Second Chamber), this determination of King Amadeo's Government was approved by a majority of 202 (214 against 12).

On the 25th, "the Project of Law for the immediate abolition of Slavery in Puerto Rico" was presented to the Congress, according to Señor Zorrilla, with the special sanction and approval of the King (page 56 of same Parliamentary Papers). That approval was expressed by His Majesty in the strongest terms to the Presidents of the Senate and Congress in answer to the addresses presented to him on the first day of the new year, 1873 (Slave Trade Papers for 1874, page 2).

The Project of Law was referred to a Commission, or Committee of the Congress, which reported in its favour, with some important improvements by way of amendment, on 28th January, 1873 (Slave Trade Papers for 1874, page 13).

Before the Law could be discussed in the Cortes and passed, as it would inevitably have been, King Amadeo abdicated, and the Republican party succeeded to power. The Law was voted on 24th March, 1873, but was modified by the then Republican Government, in an unfavourable sense, especially by the enactments of the three years' apprenticeship for liberated slaves, and by deferring until five years after the publication of the Law in the "Madrid Official Gazette," the full enjoyment by them of political rights. Although the friends of abolition regarded these changes with great regret, they thought it better to accept them than to run the imminent risk of having the Law thrown out altogether by the Cortes (see my despatch to Earl Granville of March 24, 1873, Slave Trade Papers for 1874, pages 17, 18).

Señor Castelar did not become President of the Republic until September, 1873. It is consequently untrue, that the Law for the abolition of slavery in Puerto Rico is to be attributed to the Republican Government or to Señor Castelar, who, however, by his eloquence, greatly contributed to its passing.

They only carried out the policy of their predecessors, but the Law, as passed by the Republican Government, was, as I have shown, not so good or so favourable to the slaves as that proposed by Señor Zorrilla, and accepted by the Congress in his time. Mr. Cooper's statement that the abolition of slavery depended upon the recognition by Her Majesty's Government of that of Señor Castelar, is as absurd as it is contrary to truth. The question of the recognition of the Spanish Republic by the Governments of Europe, is one

upon which the opinion of Mr. Cooper can be entitled to no weight, as it cannot be founded upon any knowledge of the facts and considerations upon which those Governments thought fit to act.

4. Mr. Cooper's statement (page 92 of your translation) that the Law for the abolition of slavery in Puerto Rico would not have passed without the intervention of the United States' Government and of its Representative at Madrid, General Sickles, and that the Abolitionists in Madrid have shown ("constaté") that their cause received neither help nor even any mark of sympathy from England or her Ambassador is a shameful calumny as regards Her Majesty's Government and myself.

It would not be proper for me to discuss or question the course pursued by the American Minister in this matter, although Mr. Cooper has thought fit, on this as well as on other occasions, to contrast the conduct of General Sickles in an unjustifiable and invidious manner with mine. You, sir, can inform yourself, if you think necessary, upon this subject, and you will then learn the truth.

Although I do not yield to Mr. Cooper or his friends in detestation of slavery, and in the earnest hope and desire that this horrible and inhuman institution may speedily cease to exist in every part of the world, I have a profounder conviction that the great cause of abolition is better promoted by a regard for truth and by a wise, prudent, and statesmanlike policy, than by reckless assertion and by misrepresenting the actions, motives, and opinions of other men.

As you will see by the documents presented to the British Parliament, to which I have referred you, I may claim the credit of having been among the first to advocate that which was possible and practicable, namely, the immediate abolition of slavery in Puerto Rico, without mixing up with it the question of slavery in Cuba. To that object I steadily and against no little opposition, directed, with the support and approval of my Government, all my efforts. I felt that if slavery were abolished in Puerto Rico it would be doomed in Cuba.

For a proof that my opinion has been fully justified, I need only quote the declaration of Señor Castelar, in his recent Manifesto to the electors of Barcelona, that "the abolition of slavery in Puerto Rico implies that of slavery in Cuba." Moreover, the full approval that I have received from my Government of my conduct (see Earl Granville's despatches of March 31 and May 31, 1873, Slave Trade Papers of 1874, pp. 19 and 22) is quite sufficient to enable me to regard with the utmost indifference the charges of such persons as Mr. Cooper.

I may repeat to you what I have already stated officially to my Government, that one of the most serious obstacles that the Spanish abolitionists have experienced in their most difficult task has arisen from the proceedings of Mr. Cooper and his friends, and I make this statement upon the highest authority.

I need scarcely add that I have experienced the same difficulties from the same source. The exaggerations and unscrupulous misstatements of those gentlemen have had a most serious and lamentable effect upon public opinion in Spain, and have greatly strengthened the hands of the already too powerful Pro-slavery party.

I will not add more, although I should have little difficulty in doing so, to expose Mr. Cooper's inaccuracies and misrepresentations with respect to my conduct and that of Her Majesty's Government in the question of slavery in Cuba and Puerto Rico. From what I have written you will, I think, be able to judge how far confidence can be placed in any statements coming from such a source.

But I venture to refer you for further corroboration of what I have stated to a source, the authority of which will scarcely be called in question by Mr. Cooper—the despatches of the American Minister at this Court, Mr. Caleb Cushing, published in the "Papers relating to the Foreign Relations of the United States of America, transmitted to Congress with the Annual Message of the President on the 6th December last" (vol. 2).

I especially beg to call your attention to Mr. Cushing's despatch of the 4th November, 1874 (p. 1077), as to the acts and policy of different Spanish Governments, including those of the Republic, with regard to abolition, and to his despatch of the 2nd August, 1875 (p. 1133), in which he denounces the "scandalous misrepresentations," with reference to slavery in Puerto Rico, of the "Anti-Slavery Reporter," the organ of the Society, of which Mr. Cooper is the most prominent member, as "philanthropic falsehoods," a term which I should scarcely have ventured to employ.

I have, &c.
(Signed) A. H. LAYARD.

Mr. Layard to the Earl of Derby.—(Received February 14.)

My Lord,

Madrid, February 9, 1876.

THE gentlemen connected with the British and Foreign Anti-Slavery Society have been, and are still, in the constant habit of drawing contrasts between the conduct of Her Majesty's Government and that of the United States, and between that of Her Majesty's Minister and that of the American Minister at Madrid, very unfavourable to Her Majesty's Government and myself, with reference to the question of abolition of slavery.

It is some satisfaction to find by the the recent "Papers relating to Foreign Relations," transmitted to Congress by the President of the United States, that Mr. Caleb Cushing has expressed almost the same opinions to his Government on this subject, as I have ventured to submit to your Lordship. He takes almost the identical views that I have expressed as to the parts played by different Spanish Governments, including the Republican, in this question, as to public opinion in Spain with regard to it, and as to the inexpediency of pressing it upon the Spanish Government at this time. Mr. Cushing goes even further than I have ventured to do in attributing in a great measure, not only the abdication of King Amadeo, but the assassination of General Prim, to their desire and intention to abolish slavery.

Although no great importance is to be attached to statements coming from the Anti-Slavery Society, it is nevertheless as well that these facts should be placed on record.

I have, &c.

(Signed) A. H. LAYARD.

No. 172.

Mr. Layard to the Earl of Derby.—(Received March 14.)

My Lord,

Madrid, March 8, 1876.

THE "Abolicionista," the organ of the Spanish anti-slavery party, publishes the following commentary upon the statement in the King's Speech, that 76,000 slaves have been liberated under the existing laws in the Spanish Colonial possessions.

The writer remarks, with reference to that assertion, that by the Laws of 1870 and 1873 the number of slaves in Puerto Rico who must have obtained freedom was 35,824; only 40,176 therefore fall to the share of Cuba. Turning, however, to Señor Azcaraza's well-known pamphlet it will be found that, according to the operation of the Law of 1870, 55,441 slaves should have obtained their freedom in Cuba alone, viz., 26,770 infants under two years, 22,671 sexagenarians, and 6,000 "emancipados." It would consequently appear from the Royal Speech that the Law of 1870 has not during the last six years produced its due effect, and that more than 15,000 negroes have not been affected thereby.

Again, the Royal Speech is open to criticism. The present Minister of the Colonies (Señor Ayala), in the famous Manifesto which he drew up in 1873, when examining the Moret Law, declared that by its provision no less than 10,000 negroes had obtained liberty in Puerto Rico, and 40,000 in Cuba. Three years have passed since this statement was solemnly and publicly made, and we know that the Law of 1873 freed 29,300 slaves in Puerto Rico, which brings the total to at least 79,300, instead of 76,000, as stated in the Royal Speech, even assuming that for the last three years no negro in Puerto Rico or Cuba has attained the age of sixty.

A further discrepancy is unaccountable in the total of 76,000. Señor Sarni, Colonial Minister in 1873, spoke of 10,000 negroes as emancipated, from the fact of their not being included in the official register of slaves. It would be important to know whether these 10,000 are included in the 76,000 as the 55,000 said to have been freed under the Moret Law, or the 40,000 to be inferred from the Royal Speech would be reduced to 30,000.

Lastly, it is curious to draw a comparison between a paragraph in the preamble to the Decree convoking the actual Cortes with the paragraph which now forms the subject of criticism. The first declares that the efficiency of the Law of 1870 was such that one-third of the slaves in Cuba had by its provisions received their liberty. As it is impossible by the foregoing argument to place the number of emancipated Cuban slaves at more than 40,000, we should arrive at a figure of 120,000 as representing the whole number of slaves in Cuba, whereas the census of 1871 (taken as the starting-point of the Moret Law) placed them at 264,697, without including the negroes of Tunas, Santiago de Cuba, and Maron, those who had fled to the swamps, and those who had joined the insurgents. Has

the number of slaves diminished to less than one-half in three years? and if such be the case, how can it be affirmed, as it is in the Royal Speech, that the number of slaves emancipated during the last six years is only 76,000?

I have, &c.
(Signed) A. H. LAYARD.

Inclosure in No. 172.

Extract from "El Abolicionista."

EL dato relativo á los esclavos emancipados, por virtud de las leyes dictadas de 1870 á 1873, merece alguna consideracion. En 76,000 fija el Discurso el número de los libertos de las dos Antillas. Los de Puerto-Rico son 29,335 que obtuvieron la libertad por la ley de Marzo de 1873, y 6,489 que la lograron de la ley preparatoria de 1870;* total 35,824. De modo que para Cuba queda la cifra de 40,176.

Ahora bien: segun el trabajo que á raiz de la ley de 1870, y en defensa de esta, hizo el Señor D. Nicolas Azcárate, en un folleto de todos conocido y con cuyos datos se quiso convencernos de insaciables á los que no nos contentamos con aquella ley—el número de negros que en Cuba debieran haber entrado en el goce de la libertad con arreglo á la ley mencionada era de cincuenta mil cuatrocientos cuarenta y uno, clasificados del modo siguiente (sobre el senso de 1862):—

Menores de dos años	..	..	..	..	..	..	26,770
Sexagenarios	..	..	..	..	..	..	22,671
Emancipados	..	..	..	..	..	..	6,000
							55,441

De modo que por el Discurso de la Corona puede inferirse que á los seis años de promulgada la ley de 1870, todavia no ha producido en Cuba sus primeros efectos. Para 15,000 negros no ha pasado nada. Y eso suponiendo que los cálculos del Señor Azcárate no pecasen de deficientes; que si pecan como en este mismo periódico demostramos hace dos años rectificando un aserto de "The Times" de Lóndres. ¡Y luego nos recomendarán que confiemos en la eficacia de aquella ley preparatoria, renunciando á toda otra definitiva!

Además, no pueden menos de llamar la atencion estas cifras si se tiene en cuenta que en la actualidad es Ministro de Ultramar el mismo Señor Lopez de Ayalà que en 1873 redactó aquel manifiesto de la famosa Liga, en el cual, ponderando la eficacia de la ley Moret, se decia que por ella habian obtenido la libertad 10,000 negros en Puerto-Rico y nada menos que 40,000 en Cuba.† ¡Y ahora resulta que aun pasados tres años desde que esta afirmacion se hizo con toda solemnidad á la faz del pais, para detener el progreso de la idea abolicionista; ahora resulta que no han llegado á tanto los emancipados por aquella ley, puesto que los libres de toda procedencia, segun el Discurso de la Corona, no pasan de 76,000, y por la ley de 1873 se libertaron en Puerto-Rico 29,300! Si hubiera sido verdad que en 1873 habia ya emancipados 50,000 negros, es claro que despues de la ley de Marzo para Puerto-Rico, los emancipados debieran ser 79,300. ¡Hay, pues, un déficit de tres mil y pico! suponiendo que ningun negro, ni en Puerto-Rico ni en Cuba, haya cumplido 60 años en los tres últimamente corridos.

Y hay más. ¿De qué modo se descompone la cifra de los 76,000, que aparece en el Discurso régio, cuya responsabilidad corresponde al Consejo de Ministros? Lo ignoramos, pero como que desde el tiempo de nuestro amigo el Señor Sorni, Ministro de Ultramar en 1873, se viene hablando de 10,000 negros emancipados por razon de no haber sido incluidos en el registro de esclavos, importa mucho saber si esta cifra de 10,000 se incluye en la de los 76,000; porque si así fuera, resultaria que el número de negros emancipados en Cuba, por virtud de la ley Moret, no solo no seria el de los 55,000 que calculaba el Señor Azcárate para el primer golpe (¡hace ya seis años!) ni el de los 40,000 que se pueden inferir del Discurso de la Corona, si que solo 30,000!!! dato elocuentisimo para el estudio de la cuestion social ultramarina.

Por último, no ha podido menos de fijar nuestro ánimo la comparacion del párrafo del Discurso mencionado con el que el Ministerio consagraba al mismo asunto en el

* Véase "El Abolicionista" de 15 de Abril de 1873, artículo "Los Efectos de la Ley Moret," y del 15 de Abril de 1874, artículo "Los Contratados de Puerto-Rico."

† "El Abolicionista" del 8 de Mayo de 1873, artículo "El Manifiesto de la Liga."

preámbulo del decreto de convocatoria de las actuales Córtes. Entonces se decia que la eficacia de la ley de 1870 era tal que por ella habia recobrado su libertad la tercera parte de los esclavos de Cuba.

Ahora bien: si el número exacto de los libertos Cubanos segun el Discurso régio (y teniendo en cuenta que positivamente y segun los datos oficiales que hemos reproducido en "El Abolicionista," el número de los libertos Portorriqueños es de 35,800) llega á 40,000, resulta que el total de esclavos negros de Cuba hoy no debe pasar de 120,000.

¿Es esto? Ojalá sucediera tal cosa: pero el Censo de 1871 publicado en 1872,—es decir, el registro prevenido por la Ley Moret como punto de partida para las emancipaciones que aquella disposicion consagraba ó prometia—daba 264,697,* y eso prescindiendo en absoluto de los negros de las Tunas, Cuba y Moron, perdidos en la manigua y entre los insurrectos. ¿Cómo en tres años ha bajado esta cifra á más de la mitad? Y si esto es así, ¿cómo se dice que el número de los emancipados en los seis años que van desde 1870 es solo de 76,000?

Confusiones son estas que anhelamos ver disipadas. Es preciso que por el autorizado conducto del Señor Lopez Ayala sepamos al fin á qué atenernos. ¿Cuáles son las cifras exactas, las del Manifiesto de la Liga, la del preámbulo de la convocatoria, ó la del Discurso régio? ¿Es verdad que la esclavitud de Cuba se reduce actualmente á 120,000 individuos, entre los que deben contarse los embargados y confiscados á los insurrectos, declarados libres por el Artículo 5 de la Ley de 1870 y los bozales reclamados tantas veces por Inglaterra conforme á los Tratados de 1820?

Como que en el actual Congreso tienen asiento algunos abolicionistas, es de esperar que esta cuestion pronto se esclarezca.

No. 173.

The Earl of Derby to Mr. Layard.

Sir,

Foreign Office, May 23, 1876.

WITH reference to my despatch of the 9th of June last, I transmit to you herewith, for your information, copy of a despatch from Her Majesty's Consul at Puerto Rico reporting the termination on the 20th ultimo of all contracts binding on libertos in that island.†

I am, &c.
(Signed) DERBY.

No. 174.

The Earl of Derby to Sir J. Walsham.

Sir,

Foreign Office, August 2, 1876.

I TRANSMIT to you herewith copy of a despatch from the late Acting British Consul-General at Havana,‡ together with a copy of the Decree inclosed therein, which was issued by General Jovellar on the 20th May last, and which contains certain modifications of the previous edict on the subject of emancipados promulgated by his Excellency on the 15th of the preceding February.

I have to request that you will recommend the suggestions made by Mr. Crawford in the accompanying despatch in regard to the treatment of emancipated negroes in Cuba to the favourable consideration of the Spanish Government.

I am, &c.
(Signed) DERBY.

No. 175.

Sir J. Walsham to the Earl of Derby.—(Received August 24.)

My Lord,

La Granja, August 17, 1876.

WITH reference to your Lordship's despatch of the 2nd instant, I have the honour to transmit herewith to your Lordship copy of a note which I have addressed to

* "El Abolicionista" de 5 de Setiembre de 1873.

† No. 182.

‡ No. 181.

the Minister for Foreign Affairs relative to the condition of the "emancipados" in Cuba, and to the suggestion made by Her Majesty's late Acting Consul-General at the Havana for securing to this class of negroes the full benefits conceded to them under the Emancipation Act of 1870.

I had previously spoken to Señor Calderon Collantes on the subject, and his Excellency assured me that he would give it his best attention, although, before consulting with his colleagues and making himself acquainted with the reports which may have been received from the Captain-General of Cuba, he could not, of course, tell me whether or not Mr. Crawford's suggestion was one that could be accepted.

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

Inclosure in No. 175.

Sir J. Walsham to Señor Calderon Collantes.

M. le Ministre,

La Granja, August 17, 1876.

IN the early part of the present year the Captain-General of Cuba discovered that the Law of the 4th of July, 1870, for the gradual abolition of slavery in the island, had been misinterpreted to the detriment of the class of negroes known as "emancipados," who had been sent to the Government depôts for fugitive slaves, and had been compelled by the very boards, or "juntas," appointed for their protection, to enter into fresh contracts as slaves.

With the view of remedying this evil, which was entirely at variance with the spirit and intention of the Law of 1870, his Excellency issued the accompanying Decree of the 15th of February last. It was subsequently, however, found that the authorization given by the 4th Article to the holders of those "emancipados," who are still deprived of their rights, to retain them on condition of paying to the Government Treasury the regulation quota, might be abused, and that, in reality, an "emancipado" might remain a slave for life.

Under these circumstances General Jovellar published a further Decree on the 20th of May last, a copy of which I beg to inclose, imposing heavy penalties on those who hold "emancipados" in slavery.

Her Majesty's Acting Consul-General at that time, while alluding in the course of conversation with his Excellency to this subject, and to the conduct of the "Juntas" named for the protection of the "emancipados," which had led to the Captain-General's interference on the two occasions I have mentioned, ventured to suggest whether the danger of any future misinterpretation of the Law of 1870, and of the intentions of those who framed it, on the part of persons interested in evading it, might not be effectually prevented by doing away with the "juntas," and by declaring all emancipated negroes entirely free of their control, a careful registration of the slaves and free-coloured population being all that would apparently be necessary to secure proper attention being paid to the Emancipation Act of 1870.

The Captain-General said that the matter required consideration, and that it should be at once looked into.

I have been furnished by Her Majesty's Secretary of State for Foreign Affairs with copies of the reports which have been received by his Lordship from the Havana with respect to this matter; and I need scarcely assure your Excellency that Her Majesty's Government would learn with great satisfaction that the Government of the King had taken a favourable view of the suggestion for insuring in future the due execution of the Law of 1870 as regards the "emancipados."

I avail, &c.
(Signed) JOHN WALSHAM.

No. 176.

The Earl of Derby to Sir J. Walsham.

Sir,

Foreign Office, September 2, 1876.

I HAVE to express to you my approval of the note which you addressed to the Minister for Foreign Affairs on the 17th instant, relative to the condition of "emancipados" in Cuba, a copy of which was inclosed in your despatch of the same date.

I am, &c.
(Signed) DERBY.

SPAIN. (*Consular*)—*Havana*.

No. 177.

Mr. Crawford to the Earl of Derby.—(Received January 31.)

My Lord,

Havana, January 1, 1876.

IN obedience to the Act 5 Geo. IV, cap. 113, directing such returns to be made on the 1st of January and on the 1st of 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) JOHN V. CRAWFORD.

No. 178.

Mr. Crawford to the Earl of Derby.—(Received April 1.)

My Lord,

Havana, March 4, 1876.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 24th of January with reference to Dr. Secchi's scheme for importing Indians from Venezuela into Cuba, and stating that the Venezuelan Government will not permit any such scheme to be carried out.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 179.

Mr. Crawford to the Earl of Derby.—(Received April 1.)

My Lord,

Havana, March 4, 1876.

I HAVE the honour of transmitting herewith to your Lordship a translation of General Jovellar's edict of the 15th ultimo regarding "emancipados," by which your Lordship will perceive that the Law of 4th July, 1870, for the gradual abolition of slavery in Cuba has been misinterpreted to the detriment of that unfortunate class, and that, as is admitted in the preamble of the Governor-General's edict, they have been sent to the Government depôts for runaway slaves, and have been obliged to contract themselves by the very boards, or "juntas," appointed for their protection.

The Governor-General might have also added that these contracts have been sold to the highest bidder, and that the ("juntas protectoras de libertos") boards for the protection of freedmen, are only local Slave Trading Committees under the authority of the Government.

The edict itself is by no means satisfactory, and indeed its fourth Article authorizes the holders of those emancipados, who are still deprived of their rights, to retain them on the condition of paying to the Government treasury the regulation amount or quota, so that, in point of fact, the emancipado may remain enslaved for life. It is an evasion of the proper spirit of the Law of 4th July, 1870, and I beg most respectfully to refer your Lordship to Mr. Dunlop's despatch of the 19th November, 1870, and my despatches of the 28th July and 24th October, 1871, and of 1st September last, which treat fully on the subject.

If Spain is in earnest as regards the question of slavery, why does she not order the immediate and unconditional freedom of the poor emancipados?

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure in No. 179.

General Jovellar's Edict regarding "Emancipados."

(Translation.)

Havana, February 15, 1876.

HAVING noticed that the Government Circular of 22nd April, 1873, regarding "emancipados" has been interpreted in divers ways by some of the District Boards for the Protection of Freedmen, whilst others confound the emancipados with the freedmen (*libertos*); and the Law of 4th July, 1870, referring to them only in the second paragraph of its fifth Article, in order to declare that they shall at once enjoy the rights of those born free (*ingenuos*), it being also ordered by Article 13 that they are to remain under the protection of the State, said protection being limited to furnish them with the means of earning their livelihood without in any way interfering with their liberty, and whereas, owing to this erroneous interpretation, the said Boards send the "emancipados" to the Government depôts and force them to contract, or to submit themselves to their patronage, which is contrary to the spirit and letter of the said Law of 4th July, 1870.

The consultation addressed to this Government by the Central Board for the Protection of Freedmen on the 18th October last having been considered, in conformity therewith, and coinciding with what has been proposed by the Government Secretary's Department, I have resolved:—

1. The negroes called "emancipados," according to the second paragraph of Article V of the Law of 4th July, 1870, were placed on the same footing as the free-born (*ingenuos*), and had the right, and may, like the latter, enter into such contracts regarding their own persons as best suits them; nevertheless, those who have contracted any legal compromise are bound to fulfil it.

2. As a consequence of the foregoing declaration, the said "emancipados" must not be sent to the depôts. Those now there are only to be detained the time indispensably necessary for their identification.

3. Whenever the "emancipados" consider themselves wronged, they can appeal to the ordinary Courts for justice, without prejudice to their right of soliciting the protection referred to in Article 13 of said Law.

4. In order to legalize the situation of the "emancipados" who are at present deprived of the rights which were conceded to them (and it appearing by the records of this Government that there are some in this case, because their respective patrons have not declared their situation, or have not presented these "emancipados" for the purpose of providing them with their corresponding papers), repeating what is ordered, the holders of these negroes will continue paying to the Revenue the appointed quotas or portion of their hire for all the time they keep them in this state, without prejudice to the responsibility that they may incur by so doing, reserving to the "emancipados" their right to claim from said holders what may be due.

5. Governors and Lieutenant-Governors will facilitate free papers to those "emancipados" who may not have any, reporting to this Government General so as to record the same and to notify the Revenue, taking special care to identify their persons before granting said free papers, for which purpose they will apply to this Government for the required data.

6. This Decree will be published in the Official Gazette, that it may become known and be punctually observed.

(Signed) JOAQUIN JOVELLAR.

No. 180.

Mr. Crawford to the Earl of Derby.—(Received March 29.)

My Lord,

Havana, March 11, 1876.

WITH reference to my despatch of the 4th instant, inclosing a copy of General Jovellar's Edict of 15th February, regarding "emancipados," I have the honour of reporting to your Lordship that I have, in conversation, pointed out to his Excellency the very unsatisfactory nature of that Decree, and the misinterpretation which was applicable to its 4th Article, and which would be most assuredly availed of by the holders, or patrons, of emancipados to maintain them in servitude.

I also stated that it would be only fair, and at the same time a palpable proof of the Spanish Government's earnest desire to further the work of emancipation of the slaves in

Cuba, if his Excellency would order the entire liberty of the class of negroes known as emancipados, freeing them from all control of boards or juntas of any kind.

The Government Secretary said that the matter required consideration, and that it would be at once looked into.

With, &c.
(Signed) JOHN V. CRAWFORD.

No. 181.

Mr. Crawford to the Earl of Derby.—(Received June 23.)

My Lord,

Havana, May 22, 1876.

WITH reference to my despatches of the 4th and 11th March regarding emancipados, I have now the honour of transmitting herewith to your Lordship a copy and translation of a further Decree issued by General Jovellar on the 20th instant, by which it will be noticed that the 4th Article of his Excellency's Edict of 15th February last, to which I objected and called his attention, has been so far rectified that nobody can now hold an emancipado in slavery without incurring serious penalties.

This is no doubt in a certain measure satisfactory, but it would be far more so if the Spanish Government would do away with both the "junta de colonizacion" and the "juntas de libertos" by declaring all emancipated negroes entirely free of the control of these unnecessary and very obnoxious institutions.

All that is required to secure the proper execution of the "Gradual Emancipation Act of the 4th July, 1870," is a careful registration of the slaves and free coloured population.

With, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure in No. 181.

General Jovellar's Decree of May 20, 1876.

(Translation.)

AS amplification of my Decree of 15th February last regarding emancipados, I have ordered as follows:—

1. Every patron or person who is even not a patron who infringes what has been repeatedly decreed by keeping in his possession any negro of this class without his free papers, besides incurring the penalties established and paying to the revenue the quotas of wages earned up to the date said documents are granted, must pay to the emancipado or emancipados what is due to them as free labourers, counting from the date on which it was ordered that they should be presented, their patronage having ceased; and those persons, patrons or not patrons, who, after the expiration of one month from the publication of this Decree in the "Gazette," continue disobeying the law shall be also handed over to the Tribunals for the punishment they may deserve for occultation.

2. The emancipados who lack the cedula, which, as free men, they ought to have, will apply to the respective Governors, Lieutenant-Governors, or Mayors, in order that this document may be furnished to them with the formalities prescribed in the 5th Article of said Decree of 15th February.

(Signed) JOAQUIN JOVELLAR.

Havana, May 20, 1876.

SPAIN. (*Consular*)—*Puerto Rico.*

No. 182.

Consul Pauli to the Earl of Derby.—(Received May 20.)

My Lord,

Puerto Rico, April 26, 1876.

THE official "Gazette" of the 18th instant publishes a notice to all the Alcaldes of the island, that on the 20th instant all libertos now under contract are entitled to their civil rights, and are to be provided with a cedula, for which they will have to pay 1 peseta, about 10*d.* The reason given for making any charge is that by so doing they will be placed on a more perfect equality with their fellow-subjects who have never been subjected to slavery, and who have to pay for their cedulas.

A long Circular is also published, containing advice to those now entering on their civil rights, and directing the Alcaldes to impress upon them the necessity of complying with all the obligations of society; and appealing to the owners of estates on which the libertos had been contracted to continue to find them work, and to allow them to use the houses which they now inhabit for the present. At the same time Alcaldes are reminded that by Law of the 22nd March, 1873, Article 7, these men will not obtain their political rights until the 22nd March, 1878.

The Law of Abolition has so far been strictly complied with in letter, and it remains to be seen if the spirit of the Act be also carried out. I have no reason to doubt this; but in the same "Gazette" an order is given to all Alcaldes, local authorities, guardia civiles, and police in general, to apply with the greatest rigour the Vagrant Act of April 15, 1874.

This Act, although to a certain extent necessary in consequence of the disposition to idleness of many of the inhabitants, contain some Articles describing those who will be considered as vagrants, which appear to me liable to abuse.

Clause 1 states:—That all those who have no income, lawful profession, employment, or lucrative and known occupation, are vagrants.

Clause 2. Those having lawful occupation who do not devote themselves habitually to work, will be in the same category.

Clause 3. Also those who gain wages by regular labour, but who frequent in working hours cafés, taverns, or other places of recreation.

The punishment is not very severe. For the first offence, the person has to appear before the local authority, and is admonished; for the second offence, eight days' labour on public works; and for the third, fifteen days and a fine of 50 pesetas; in default of payment, one day's forced labour for every 5 pesetas of fines.

We are also promised a new Project of Law, which has been sent to Madrid for approval, viz., "For regulating the relations between Capital and Labour."

I will continue to keep your Lordship informed on these matters, and report on the condition of the freedmen throughout the island, as soon as I am able to visit the Vice-Consular districts.

I have, &c.

(Signed) H. B. PAULI.

No. 183.

Consul Pauli to the Earl of Derby.—(Received .)

(Extract.)

Puerto Rico, November 10, 1876.

IN compliance with your Lordship's directions, I took the opportunity of inquiring into the effects of the emancipation in every district, and I have much pleasure in stating that, on the whole, the success of the movement has been most satisfactory as regards the freedmen, who are on the same footing as their neighbours, except as to political rights, which they will only obtain in March 1878.

The owners of estates complain that the compensation money has not yet been paid, although a tax was imposed and still exists for that purpose.

TRIPOLI.

No. 184.

Mr. Lister to Consul-General F. Drummond-Hay.

Sir,

Foreign Office, February 1, 1876.

I AM directed by the Earl of Derby to transmit to you herewith, for your information, a copy of a despatch from Her Majesty's Consul at Bengazi, reporting upon his recent expedition to Jalo, and upon the Slave Trade which is being carried on through that place from Wadai to Barbary.

You will perceive that the Governor of Bengazi has suggested to Mr. Consul Henderson that a military force should be stationed at Jalo in order to check the traffic in question, and that he has informed Her Majesty's Consul that he had proposed this measure to his own Government, whilst he has, moreover, expressed his belief that the Porte would at once assent to the proposal should it be supported by Her Majesty's Ambassador at Constantinople

But before making any representations to the Turkish Government upon the subject, Lord Derby would be glad to receive a report from you in regard to the transport of slaves to the Ports of Tripoli and Barbary by the caravan routes converging at Ghadames, from which place, as you are aware, Her Majesty's Government some time since withdrew the Vice-Consul who was formerly established there for the suppression of the Slave Trade.

You will accordingly furnish his Lordship with all the information which you may be able to obtain upon this matter, and forward your report with as little delay as possible.

I am, &c.

(Signed) T. V. LISTER.

No. 185.

Consul-General Drummond-Hay to the Earl of Derby.—(Received March 16.)

My Lord,

Tripoli, Barbary, February 22, 1876.

I HAVE the honour to acknowledge the receipt of Mr. Bourke's despatch of the 1st instant, transmitting a copy of Mr. Consul Henderson's Report upon the Slave Trade which is carried on from Wadai to Barbary through Jalo; and, in compliance with your Lordship's instructions to me to report upon the transport of slaves to the ports of Tripoli and Barbary by the caravan routes converging at Ghadames, I have the honour to state that the transport of slaves by these routes has for some time past been gradually falling off, and at the present time it would appear, from all the information I have been able to gather on the subject, that not more than from five to ten slaves are brought to Ghadames from the Soudan by each of the two caravans yearly arriving at that place. These slaves, as a rule, are no longer brought down directly to the ports on the coast, as was formerly the case, but are generally disposed of to Arabs and Turks in the interior of the province, in whose service they acquire the language of the country, and after a time are no longer distinguishable from ordinary domestic slaves, and ultimately many of them find their way to Constantinople and other parts of Turkey as such.

The Slave Traffic with the interior by these routes has gradually been supplanted by the steadily-increasing trade in ostrich feathers and ivory, the merchants who carry on the trade with the interior of the continent having realized the fact that legitimate trade in the latter products, whilst proving very remunerative, is attended with less trouble and expense, and does not involve the risk of total loss, as is the case in the

transport of slaves from death on the journey, or their liberation on reaching the coast before purchasers are found.

I learn, however, that slaves in considerable numbers are still brought to Murzook from Bornu, upwards of 100 having reached the former place about two months ago by the only caravan from the interior during the last twelve months. The greater part of these were, it is said, taken to Jalo, and the remainder either disposed of as is done with those arriving at Ghadames, or, as is often the case, clandestinely brought down in small numbers at a time and shipped at Tlisten, Mesurata, and other parts of the coast, for Turkish, and occasionally for Tunisian ports, or sold in secret to Turkish officials and others, and immured in their houses.

There is a military force stationed at Murzook of 250 men under the command of a colonel.

I have, &c.
(Signed) F. R. DRUMMOND-HAY.

TRIPOLI. (*Consular*)—*Bengazi*.

No. 186.

Consul Henderson to the Earl of Derby.—(Received January 24, 1876.)

My Lord,

Bengazi, December 24, 1875.

WITH reference to Mr. Lister's despatch of 31st August last, I have the honour to report to your Lordship that, availing myself of the sanction contained therein to visit the slave entrepôt of Jalo, I accomplished this journey last month, Mr. Xerri having acted for me during my absence.

At the last moment many obstacles were put in the way to prevent my making the journey, and the Governor, much to my surprise and disappointment, declined to accompany me, as he had volunteered to do, alleging the road to be too dangerous, the season to be unfavourable, and various other excuses too frivolous to be worth a moment's consideration, but promising if I would postpone my journey for a month or two to accompany me without fail.

I determined to go without him, as a favourable opportunity presented itself for enabling me to meet a large caravan which had arrived at Koffra from Wadai, and which was expected to arrive at Jalo about the same time as I had calculated I would arrive at that place myself, and it was to prevent my attaining this object that so many difficulties were placed in my way.

When the Pasha found that his refusal to accompany me in no way changed my determination, he formally protested against my going, refused to give me the usual escort, and hinted at detaining me by force. I, however, provided my own escort, and left Bengazi on October 28. After my departure the Pasha, thinking better of his refusal, sent an escort after me, and although it increased the expense of the journey considerably was very useful to me.

I was most desirous to inspect this caravan from Wadai, in order to see and judge for myself if the various accounts which had reached me of the deplorable condition of the negroes on their arrival, and the excessive cruelty of their masters, was exaggerated or not.

The slave dealers at Jalo considered my presence there as a most unwarrantable intrusion on a locality sacred to slavery, and previous to my arrival had held a meeting at which it was resolved that I should not be permitted to enter the oasis at all. On my arrival, however, their resolution quite failed them, and after reading the Sultan's Firman to the principal sheiks, all opposition ceased, and they received me hospitably, and placed every facility at my disposal for visiting the different villages in the oasis.

The caravan had arrived two days before me, and I was unable, therefore, to verify by personal observation the exact number of slaves it brought, but I saw and learnt quite enough to convince me of the magnitude and atrocity of the Slave Trade at this place.

I was informed that 252 slaves had arrived with this caravan, but I can only assert that it brought 118, as I was enabled to verify this number myself.

I quite believe that the former number is in no way magnified, but owing to the shortness of the time at my disposal, and the unwillingness of the people to give me any information on this subject, I could not verify this number, I therefore confine myself to the smaller number, as I am averse to making a statement of this kind unless I am satisfied of its accuracy.

Two hours before entering the oasis we met four slaves in charge of an Arab on their way to Oyla, and as we entered the palm groves we met another Arab leading a female slave by a rope tied round her waist. These slaves had arrived by the caravan. A little further on some ten or twelve were crouching round a well. I went up and examined them; they had also arrived by the caravan, and could not speak a word of Arabic.

They were emaciated to mere skeletons, their long thin legs and arms, and the apparently unnatural size and prominence of their knees, elbows, and hands and feet, giving them a most repulsive and shocking appearance, and I have never seen in all my life a more distressing spectacle than they presented. I have seen the slaves in Cuba and in Brazil, but their very value in those countries insures their being well fed and well treated. The poor creatures who are brought to Jalo from the interior do not fetch more than 10*l.* or 12*l.*, and if one out of every three reaches Jalo alive, the owner still realizes a profit which amply repays him for all his risks, as the cost of a slave in Wadai is from three pieces of calico upwards.

Twenty-three degrees these miserable beings traverse on foot, naked, under a burning sun, with a cup of water and a handful of maize every twelve hours for their support. For fourteen days, between Tukkrü and Jahieda, not a drop of water is found, and the caravan pursues its weary journey depending for its very existence on the girbas which have been fitted up at the wells of Tukkrü. Thirst and hunger in vain lessen the number of the exhausted negroes, in vain they drop down wayworn and fainting on the dreary journey to die a frightful death in the desert.

The market at Jalo must be supplied, and supplied it is, but at what a cost of human life.

The journey from Warah, the capital of Wadai, to Jalo, is one of unparalleled hardship and fatigue, and cannot be accomplished under three months, two being consumed in actual travel. To Koffra the distance is about fifty days journey. The distances, in days' journey, between the intermediate resting places on the route, are, as described to me by the couriers, as follows:—

							Days' journey.
From Warah, the capital of Wadai to Arada	..	..	..	..	..	..	3
Arada to Kaslimar	..	..	..	..	..	..	2
Kaslimar to Umashaluba	..	..	..	..	..	..	3
Umashaluba to Swalla	..	..	..	..	..	..	5
Swalla to Millundam	..	..	..	..	..	..	3
Millundam to Wayta	..	..	..	..	..	..	2
Wayta to Arraggia	..	..	..	..	..	..	2
Arraggia to Bedalo	..	..	..	..	..	..	4
Bedalo to Wayjauco	..	..	..	..	..	..	3
Wayjauco to Tukkrü	..	..	..	..	..	..	3
Tukkrü to Jahieda	..	..	..	..	..	..	14
Jahieda to Jebabo	..	..	..	..	..	..	2
Jebabo to Hattra	..	..	..	..	..	..	5
Hattra to Koffra	..	..	..	..	..	..	2
Koffra to Jalo	..	..	..	..	..	..	8

From Koffra to Jalo is eight days' journey, without water, over a trackless desert. The caravans during this part of the journey are obliged to travel day and night, the guide alone receiving from 60 to 100 dollars for a single journey.

Jalo is the most important oasis in this group. Its population cannot number less than 8,000. The inhabitants are a fanatical and intollerant set, of Berber origin, retaining to this day in language and appearance a marked distinction from the surrounding Bedouin tribes.

Their oasis being the starting-point and terminus of the numerous caravans to and from Wadai and Bornu, is the centre of a large and valuable trade, and the inhabitants are all well-to-do, and many of them very wealthy. Last year a Maltese trader joined an Arab in a speculation to Wadai. They sent goods to the value of 2,000*l.*, and after

fourteen months they realized 18,000*l.*, by the sale of the ostrich feathers and ivory for which they bartered their goods.

During the past four months six large caravans have left for Wadai, and as the route becomes better known its difficulties will be more easily overcome, and a corresponding development of this lucrative trade will doubtless take place. The trade is in the hands of the Arabs, and its ever-increasing proportions will certainly cause a relative increase in the traffic in slaves. If one or two good examples were made, and the whole of the slaves seized at Jalo on the arrival of the caravan, the Arabs would find out to their cost that it neither paid nor was safe to bring them, and that ostrich feathers and ivory neither died during the journey or necessitated an additional provision of water and maize, and that in the end they yielded a much more certain profit than negroes.

The caravans usually remain at Jalo for a month or two, in order that the Arabs and slaves may recover from the effects of their long journey. During this interval the slaves improve in condition, they are taught a few sentences of Arabic, and receive an outfit of a ma'raka, or white cotton skull-cap, and a long blue cotton sourieh, or shirt with long sleeves. Many are bought by the brokers at Jalo, who send them on to Bengazi in lots of eight to ten at a time, others are sent on to Egypt viâ Siwah. The greater number, at present, are brought here, as the Egyptian Government act more energetically, and has greater means at its disposal for checking the traffic than the Governor of such a remote Turkish province as that of Bengazi.

I was fortunate enough to procure the names of the owners of the 118 slaves already mentioned as having arrived from Wadai, and immediately on my return to Bengazi I handed the list of forty-three names to the Governor, who promised to take steps to capture them on their arrival here. Many have been smuggled into the town during the last fortnight, but only three have as yet been captured and liberated.

The difficulty when many are captured and liberated at the same time is what to do with them. It is impossible to turn the poor creatures out in the streets to be again kidnapped and sold, and I have hitherto maintained them at my own cost till I could find employment for them. The Turks, as a rule, treat them well. They are well clothed and well fed; and, if torn from their own country, they are at least removed from its idolatries and ignorance, as the first care of a Moslem (who in this respect is infinitely superior to his more highly-educated and polished fellow of the Western Hemisphere) is to teach them a religion which assures them that there is a God, and that men of all colours are alike His children and equal in His eyes. When I say this, I do not mean that it in any way mitigates the horrors of the Slave Trade, or lessens the privations to which the slaves are exposed before reaching this comparative state of happiness.

The Arabs, on the other hand, treat their slaves badly; and, no matter what obligations they may enter into to pay liberated slaves wages, they take the first opportunity to sell them.

I have had several long conferences with the Pasha since my return, and we have agreed that the only way to check this traffic is to station a small military force, which need not consist of more than, say 100 men, at Jalo. This would only be a temporary measure until the great changes which are taking place in the interior become accomplished facts, and until a neighbouring potentate is in a position to check the traffic at its very fountain-head.

The Pasha informed me verbally, however, that he has proposed this measure to his own Government, and expressed to me his belief that the Porte would at once assent to the proposal, were it seconded and supported by Her Majesty's Ambassador at Constantinople.

Sir Henry Elliot is much more competent than I am to form an opinion as to the expediency of recommending this course at present, and I only repeat the suggestion as it was put into my mouth.

I would mention to your Lordship a circumstance which may probably be of some interest taken in connection with the Slave Trade. For some time past large quantities of gunpowder have been brought to Bengazi, and there has been much speculation here as to its destination.

I found out at Jalo that this gunpowder is being regularly and expeditiously conveyed to Wadai, and the natives made no secret of the purpose for which it is intended.

This purpose is one with which we can have no sympathy, and it is remarkable that the local authorities here are tolerating the introduction of this gunpowder, notwithstanding the severe prohibitory laws, and its being contraband by Treaty.

If I have been unable to altogether stop the Traffic in Slaves at Bengazi, I have at

least succeeded in wresting the trade to the Levant out of the hands of the Arabs, and this of itself is a step in the right direction, because, as I have before said, the Turks treat their slaves far more humanely than the Arabs; and, although the trade is still carried on by the Turks, it is not accompanied with the same cruelty, nor, I am glad to say, to the same extent as formerly.

I have put the Local Government in possession of the names of the slave-dealers, of the positions of the slave depôts; and, in short, of the whole particulars and organization of the trade to its minutest details.

I have now accomplished my by no means agreeable task, and I venture to hope that my unworthy efforts may meet with your Lordship's approval.

I have, &c.
(Signed) P. HENDERSON.

P.S.—I inclose herewith the account of my expenses, with the vouchers.

P. H.

No. 187.

Mr. Lister to Consul Henderson.

Sir,

Foreign Office, February 1, 1876.

I AM directed by the Earl of Derby to inform you that his Lordship has read with much interest the report contained in your despatch of the 24th of December last, respecting the traffic in slaves carried on from Wadai through Jalo to the northern ports of Barbary, and that your proceedings as therein set forth are approved by Her Majesty's Government.

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

No. 188.

Mr. Lister to Consul Henderson.

Sir,

Foreign Office, March 23, 1876.

WITH reference to my despatch of the 1st ultimo, I am directed by the Earl of Derby to acquaint you that Her Majesty's Ambassador at Constantinople has reported to his Lordship that he has communicated to Raschid Pasha an abstract of your despatch of the 24th December last, reporting your visit to the slave entrepôt at Jalo, and that he has strongly supported the suggestion that a detachment of soldiers should be sent to that place to confiscate the caravans as they arrived.

His Excellency further states that Raschid Pasha promised that this suggestion should be taken into consideration.

In the event, therefore, of any steps being taken to stop these caravans, you will be careful to report to this Department the result of the action adopted by the Ottoman authorities in the matter.

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

No. 189.

Consul Henderson to the Earl of Derby.—(Received July 3.)

My Lord,

Bengazi, June 20, 1876.

WITH reference to previous correspondence on the subject of the Slave Trade, I have now the honour to report to your Lordship that during the last six months no exportation of slaves has been effected from this port by sea.

A few manumitted slaves left in the suite of the late Governor, but they were liberated before leaving Bengazi, and regular manumission papers were handed to each at Canea by Raouf Pasha.

In reporting to your Lordship the gratifying intelligence of the interruption of this traffic by sea, I think I can assure your Lordship that, as regards Bengazi, the exportation of slaves to the Levant by sea is at an end.

I have, &c.
(Signed) P. HENDERSON.

No. 190.

Mr. Lister to Consul Henderson.

Sir, *Foreign Office, July 10, 1876.*
I AM directed by the Earl of Derby to state to you that his Lordship has learnt with satisfaction the interruption of the slave traffic by sea from Bengazi to the Levant, reported in your despatch of the 20th ultimo.

You will use your best endeavours to prevent this traffic being resumed.

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

TURKEY.

No. 191.

Sir H. Elliot to the Earl of Derby.—(Received March 10.)

My Lord,

Constantinople, February 21, 1876.

I HAVE communicated to Raschid Pasha an abstract of Mr. Consul Henderson's despatch to your Lordship of the 24th of December, reporting his visit to the slave entrepôt at Jalo, and I strongly supported the suggestion that a detachment of soldiers should be sent to that place to confiscate the caravans as they arrived.

Raschid Pasha promised that the suggestion shall be taken into consideration.

Mr. Henderson's despatch did not reach me till a few days ago.

I have, &c.

(Signed) HENRY ELLIOT.

No. 192.

The Earl of Derby to Sir H. Elliot.

Sir,

Foreign Office, March 25, 1876.

WITH reference to your Excellency's despatch of the 21st ultimo, respecting the Slave Trade which is carried on from Wadai to Barbary, through Jalo, I transmit herewith, for your Excellency's information, copy of a despatch from Her Majesty's Consul-General at Tripoli,* containing further information upon this subject, and reporting upon the transport of slaves to the ports of Tripoli and Barbary by the caravan routes converging upon Ghadames.

I am, &c.

(Signed) DERBY.

No. 193.

The Earl of Derby to Sir H. Elliot.

Sir,

Foreign Office, April 5, 1876.

I TRANSMIT herewith, for your Excellency's information, a copy of a despatch from Her Majesty's Consul at Smyrna,† reporting the arrival at that port from Jeddah of the British steamer "Anne Smith," with thirteen African slaves on board, together with a copy of a despatch from Her Majesty's Consul at Jeddah,‡ containing explanations of the circumstances under which it would appear probable that the slaves in question were shipped from that port.

I am, &c.

(Signed) DERBY.

* No. 185.

† No. 213.

‡ No. 208.

No. 194.

Sir H. Elliot to the Earl of Derby.—(Received May 8.)

Extract.)

Constantinople, April 14, 1876.

THE explanation given by Captain Beyts in his despatch of which your Lordship forwarded to me a copy in your despatch, of the manner in which certain slaves were embarked at Jeddah on board the British steamer "Anne Smith," is, I have no doubt, perfectly correct, and there appears no ground for imputing negligence in the matter to Her Majesty's Consul.

As has been found, at Malta, the practice of passing slaves as members of Turkish families is one which it is not possible effectively to control.

No. 195.

The Earl of Derby to Sir H. Elliot.

Sir,

Foreign Office, June 13, 1876.

I TRANSMIT to your Excellency herewith copies of a correspondence as marked in the margin on the subject of the inquiries which it has been found necessary to make into the status of persons passing through Malta who may be suspected of being slaves.

It is evident that the concessions already made in this matter out of deference to the remonstrances of the Turkish Government have been abused for Slave Trade purposes, and under these circumstances Her Majesty's Government have felt it their duty to establish a system of inspection by female agents, to be deputed by the authorities of Malta, which it is hoped will obviate the evil in question, without furnishing any well-grounded cause of complaint to the Turkish Government.

I have accordingly to request that, in communicating the substance of the accompanying correspondence to the Turkish Government, your Excellency will draw their attention to the circumstances under which Her Majesty's Government have felt themselves compelled to have recourse to the service of a female agent with the view to prevent the use of Malta as a port of transshipment in connection with slave traffic between Tripoli and the European or Asiatic ports of Turkey.

I am, &c.
(Signed) DERBY.

Inclosure 1 in No. 195.

Mr. Herbert to Mr. Lister.

Sir,

Downing Street, May 3, 1876.

IN reference to the letter from this Office of the 23rd of February, inclosing a despatch from Sir Charles Van Straubensee, of the 1st of February, I am directed by the Earl of Carnarvon to transmit to you, to be laid before the Earl of Derby, the inclosed copy of a despatch from Sir Charles Van Straubensee, of the 10th of April, from which it appears that the black man Mahomet (No. 3) who passed through Malta in December, 1875, with the black woman Radmy or Aischa, whom he alleges to be his wife, passed through Malta again in February with two other black women whom he alleged one to be a wife and the other a daughter, giving at that time an account of his other alleged wife inconsistent with that given by him in December.

2. Lord Carnarvon concurs in the opinion formed by the local authorities that this man is a slave dealer or the agent of such a dealer; and he considers the incident as corroborating the well-founded belief that Malta is frequently resorted to as a port or transshipment not only by Turkish subjects taking with them their domestic slaves or servants being members of their household, but also by regular slave-dealers in furtherance of their general occupation between Tripoli and the European or Asiatic ports of Turkey.

3. In 1874, Sir A. Dingli, the Crown Advocate of Malta, proposed a draft ordinance intended to prevent the introduction of female slaves into Malta; and in a letter to the Foreign Office of the 5th of August Lord Carnarvon expressed himself inclined to the enactment of some measure similar in principle to that proposed by Sir A. Dingli, but

upon consideration of certain objections chiefly of detail raised in a report from the L. Officers, forwarded in your letter of the 9th of October, his Lordship decided not to direct the ordinance to be further proceeded with, expressing at the same time a hope that a strict examination of a ship's papers and a careful inquiry into the status of persons arriving from Africa might be found effectual for the suppression of the traffic in slaves.

4. In a despatch of the 28th of September, 1875, Sir Charles Van Straubenzee took occasion to comment upon the fruitless nature of these inquiries, and the reports of Mr. Consul Drummond Hay and Mr. Vice-Consul Henderson strongly bear out the view of the Governor of Malta that the declarations on the part of supposed slaves of their willingness to continue their journey are worthless as evidencing any real condition of liberty, because those declarations are induced by the most outrageous falsehoods on the part of the dealers.

5. In these circumstances Lord Carnarvon has come to the conclusion that the institution of an inquiry by the police authorities, however searching it may be, has been shown by experience to be ineffectual for the purpose of preventing the slave traffic being carried on through Malta, and he would propose, with Lord Derby's concurrence, to instruct the Governor to refer the matter again to the Crown Advocate, with a view to the preparation of an Ordinance similar in principle to the draft Ordinance of 1874, but avoiding those defects of detail commented on by the Law Officers of the Crown. The fact that the slaves on their journey from Barbary to Constantinople are actually landed in Malta, lodged for some days in Maltese lodging-houses, and re-embarked at Malta generally in British ships, makes the case, in Lord Carnarvon's opinion, a very strong one for interference. The slave traffic itself appears to be very limited, and if the dealers are prevented from touching at Malta, it may be hoped that it will cease to be carried on from Tripoli, as it would not of itself be sufficient to support a line of steamers direct to Smyrna and Constantinople.

6. I am to annex, for convenience of reference, a proof, including some papers referred to in this letter which were laid before the Royal Commission on the reception of slaves in territorial waters.

I am, &c.
(Signed) ROBERT G. W. HERBERT.

Inclosure 2 in No. 195.

Sir Charles Van Straubenzee to the Earl of Carnarvon.

My Lord,

Palace, Valletta, April 10, 1874.

I HAVE the honour to transmit herewith, for your Lordship's information, a copy of the Report which I have received from the Superintendent of Police, concerning the status of two negresses arrived in the island (accompanied by a black man, Mohamet) on the 27th February last, in the British steamer "Circe."

2. I beg to add that the declaration of the above-mentioned man, Mohamet, to which Mr. Psaila refers in his Report, was transmitted to your Lordship in my despatch of the 1st of February last.

3. The three individuals above referred to left this island on the 1st March for Syra, Smyrna, and Constantinople, in the British steamer "Egyptian," and telegraphic information of their departure has been duly conveyed to Her Majesty's Consuls at Smyrna and Constantinople.

I have, &c.
(Signed) C. T. VAN STRAUBENZEE, *Governor.*

The Adjutant of Interior Police to the Superintendent of Police.

Sir,

Police Office, Valletta, February 28, 1876.

I have the honour to transmit herewith three declarations of Africans who arrived from Tripoli last evening in the English steamer "Circe,"* and beg to inform you that the man Mohamet (Declaration No. 1) is the same person mentioned in my Report of the 21st December last (Declaration No. 3), a reference to which will clearly show how that Declaration is entirely at variance with the present one, a circumstance which throws great suspicion that this man must be either an agent or a dealer in slaves. As both the woman and girl refused to answer, their Declarations are incomplete.

* 1. Mohamet, black; 2. Fatma, black; 3. Gemgha, black.

In this instance I have availed myself of the interpretation of Sergeant Salvatore Cassar, of the Interior Police.

I have, &c.
(Signed) GIACOMO PSAILA.

Forwarded for the information of his Excellency the Governor.

(Signed) R. BONELLO, *Superintendent*.

February 28, 1876.

No. 1. Mohamet, a black man, speaks Turkish.—I arrived yesterday in the English steamer "Circe" from Tripoli. I am proceeding to Constantinople, with my wife Fatma, and my daughter Gemgha, both black. I was here about two mouths ago with my other wife Fatma, whom I left at Constantinople with my master, Ali Effendi, a Kaïmakam. My daughter's age is about ten years, and my wife's twenty. I married this wife about seven years ago, and the other whom I left at Constantinople eleven years back. I am a driver in the employ of the said Ali Effendi. These women both speak the Arabic language.

No. 2. Fatma, a black woman, speaks Arabic.—My name is Fatma. That black man, Hassoon, is my husband (alluding to Mohamet). I have one daughter, black. [She refuses to answer further questions.] I wish to proceed to Constantinople.

No. 3. Gemgha, a black girl, declines to answer any question.

(Signed) GIACOMO PSAILA, *Adjutant*.

Police Office, Valletta, February 28, 1876.

Inclosure 3 in No. 195.

Mr. Herbert to Mr. Lister.

Sir, *Downing Street, May 17, 1876.*

WITH reference to previous correspondence, I am directed by the Secretary of State for the Colonies to transmit to you, to be laid before the Earl of Derby, a copy of a despatch from the Governor of Malta forwarding reports on the status of certain Africans arrived in the island by the steamers "Trabulus Garb" and "Circe."

I am, &c.
(Signed) ROBERT G. W. HERBERT.

Inclosure 4 in No. 195.

Sir C. T. Van Straubenzee to the Earl of Carnarvon.

My Lord, *Palace, Valletta, May 5, 1876.*

I HAVE the honour to transmit, for your Lordship's information, copy of the Reports which I have received from the Superintendent of Police concerning the status of certain Africans arrived in this island from Tripoli on the 31st March last in the Ottoman steamer "Trabulus Garb" and the British steamer "Circe."

2. In forwarding these papers, I beg to invite your Lordship's special attention to the Report of the Adjutant of Police, in which he submits the inconvenience arising from the instructions lately given to the police and approved by your Lordship's despatch of the 29th March last, to refrain from asking any Mahommedan women to remove their veils, and I respectfully request to be favoured with your Lordship's views as to whether there would be any objection to asking these women to unveil their faces to some other women employed by the police.

3. I beg to add that all the Africans above referred to left this island on the 3rd of April for Constantinople viâ Syra and Smyrna, and that telegraphic information of their departure has been duly conveyed to Her Majesty's Consuls at Smyrna and Constantinople.

I have, &c.
(Signed) C. T. VAN STRAUBENZEE, *Governor*.

Inclosure 5 in No. 195.

The Adjutant of Interior Police to the Superintendent of Police.

Sir,

Police Office, Valletta, April 3, 1876.

I BEG to transmit herewith, for your information, some remarks I have made in regard to, and the declaration I have been able to obtain from, Africans arrived on the 31st ultimo from Tripoli in the Ottoman steamer "Trabulus Garb," and in the English steamer "Circe," the number of individuals on board each vessel being as follows:—By "Trabulus Garb," twenty-six; by "Circe," thirteen.*

2. Several of these persons when called as usual to this office in order to be separately questioned by me respecting their status, have (although entirely covered with a thick drab and wearing a thick dark veil on their faces), not only positively declined to answer any of the questions put to them in the Arabic, Turkish, and Moorish languages, but also refused to show the colour of their skin by uncovering at least their hands, and therefore, under these circumstances, I am unable to say or guess either their sex, age, or colour.

3. Taking into consideration the report of the marine police officer who went on board the two vessels soon after their arrival, and before they were admitted to pratique, it appears that the leaders of these parties had concerted between themselves a plan for concealing as much as practicable the colour of those they had under their charge, and for making them decline to answer any of the questions which might be put to them, since, contrary to all precedents, when that officer stepped on board, these women were already wrapped up in their habiliments, each wearing a very thick veil, and they immediately, when spoken to, one and all refused to answer, which deportment obliged that officer to return to the station without even being able to obtain their names.

4. The attitude which these individuals assumed on board the steamers in the presence of the marine police officer was maintained by them also in this office whilst they were being interrogated by me, and should this behaviour be allowed to continue and be established as a rule for all future arrivals, I apprehend that serious consequences will ensue. No officer, bearer of a warrant of arrest of delinquents, or of warrants of *impedimento di partenza* of debtors, will be responsible for either the delinquent's or the debtor's escape from the island, when no opportunity of taking the names and of knowing personally the individuals arriving and leaving this island is afforded in order to ascertain their identity.

5. Arrivals of persons of the above class will henceforth be very numerous, there being at present three steamers plying between this island and Tripoli, viz., the "Allegra," the "Trabulus Garb," and the "Circe."

6. The interpreters employed on this occasion were, Sergeant Salvators Cassar, of the Interior Police, for the Turkish language, and Miss Antoina Vidal for the Moorish.

I have, &c.

(Signed) GIACOMO PSAILA, *Adjutant.*

Forwarded for the information of his Excellency the Governor.

(Signed) R. BONELLO, *Superintendent.**April 4, 1876.*

Inclosure 6 in No. 195.

Declaration.

No. 1.—HAGG IMHAMMET, a white middle-aged man, speaks Turkish:—

I arrived yesterday from Tripoli in the English steamer "Circe." I am engaged with two families, composed, one of six persons (four women and two children, a boy and a girl); one of the women, the mistress, is white, and the other three (servants) are black; the children, both white; they belong to the mistress. Her name is Hadigia. The other family is composed of five persons. The mistress of the latter, whose name I do not

* By "Circe."—1. Hagg Mahomet, white; 2. Zahra, white; 3. See Declaration; 4. See Declaration; 5. Hadigia; 6. Maghgiuba; 7. Meshonda; 8. Raset; 9. See Declaration; 10. Said, black; 11. Fatma, black; 12. Mahbub, white; 13. Zebeida, white. By "Trabulus Garb."—14. Mahomet, white; 15. See Declaration; 16. See Declaration; 17. See Declaration; 18. See Declaration; 19. Asman, white; 20. See Declaration; 21. Hagg Bleb, black; 22. See Declaration; 23. Ghesm, white; 24. Hadigia, white; 25. Fidai; 26. Zahra, white; 27. See Declaration; 28. Negindi, white; 29. Shabet, white; 30. Medkeruny, white; 31. Hawa, white; 32. Sceruf, white; 33. Mehmet, white; 34. Maferi, see Declaration; 35. See Declaration; 36. Fuzani, white; 37. Halif Chans, white; 38. Sadaka, black; 39. Kadim Hair, see Declaration.

know, is a white; two black female servants, and two white girls. We are all bound to Constantinople, and as far as I am informed these two white women so accompanied by their servants and children are going to join their husbands. I can give no exact account of them, having been only a few days in their service. As to the white women, I know they can speak Arabic and Turkish; but as to the black, I can say nothing.

No. 2.—Zahra, apparently a white woman, speaks Turkish:—

I am accompanied by two black female servants and by my two children, who are both very young. I arrived yesterday in the English steamer "Circe," from Tripoli, and I am bound to Constantinople to find my husband, who is employed in that city as an officer of the fire engine. These servants have been five years in my service, and can speak a little Turkish, Arabic, and Moorish. Hagg Imhammet was my neighbour at Tripoli, and is coming with me and my family to Constantinople to take care of us.

No. 3.—A tall person, wearing a dark veil, and entirely covered with a white cloth, said that her name is Meswes, and that she is proceeding to Stamboul; she appeared to be one of the two women mentioned by Zahra; she carried one of the white children in her arms. Refused to answer either in Turkish, Moorish, or Arabic.

No. 4.—Another similar person, called herself Hasna, also refused to answer; she held in her arms another girl belonging to Zahra.

No. 5.—A person, who stated that her name is Hadigia, and who refused to show even her hand, entirely covered and veiled, stated as follows, in Turkish language:—

My name is Hadigia. I arrived in the English steamer "Circe" from Tripoli yesterday. I have three black female servants in my company, Maghguiba, Mishuda, and Raset, and my children, a boy and a girl, who are still very young. We are now proceeding to Constantinople to find my husband, an officer in the army, who, having completed his term of service in Tripoli returns to Constantinople. Hagg Imhammet is taking care of me, my family, and Mrs. Zahra's.

No. 6.—Maghguiba speaks Turkish, apparently black, wrapped in a very thick cover, and her face covered with a thick dark veil:—

My name is Maghguiba. I want to proceed to Constantinople with my mistress Hadigia. I say no more.

No. 7.—Meshonda, apparently a black woman, wrapped in a thick veil and covering, speaks Turkish:—

I want to follow my mistress, Hadigia. I have nothing more to say.

No. 8.—Rasit, declines to show her hands, and states to be black; she is covered with a thick dark cover and veil.

No. 9.—I don't know my mistress' name, but I wish to go to Constantinople with her. I have nothing more to say.

No. 10.—Said, a black man:—

My name is Said. I am in the service of Ahmet Pasha, at Constantinople. About three months back I went to Tripoli in Turkish steamer. We took money to that Pasha, to make certain payments. I am now going back to Constantinople, whither I am conducting the young woman Fatma to her mother, who married lately a black man, and keeps a shop of wearing apparel. The girl Fatma was in charge of a corporal called Ahmet, who seeing the letter which the girl's mother sent me from Constantinople, found no objection to allow her to come with me. The girl is about twelve years old; she speaks a Moorish dialect, which I also speak a little. I shall leave this island for Constantinople by the first opportunity. We arrived in the steamer "Circe" yesterday.

No. 11.—Fatma, a black girl, supposed to be the one alluded to by Said. Speaks Moorish:—

Declines to answer questions, and said nothing but Stamboul, meaning Constantinople.

No. 12.—Mahbub, a white woman; wearing a very thick black veil; speaks Turkish:—

I arrived yesterday in the "Circe." I am accompanied by my daughter Zebeida, a white girl. We are both going to Constantinople, then to Trebizond, to find my husband, who is a kind of messenger. I had gone to Tripoli as a wet nurse with Mustapha Pasha, and remained there until the child was weaned.

No. 13.—Zebeida, a white girl:—

I am proceeding to Constantinople with my mother, and then to Trebizond to my father. I am not afraid of you. I see you are very kind.

No. 14.—Mohamet, a white man, speaks Turkish:—

I am a servant with the Cadi. I arrived yesterday from Tripoli in the "Trabulus Garb." My mistress, Beasain, has remained on board. Four black female servants are

on their way to Constantinople with her. Their names are Mencpsha, Ascadeni, Soria, and Simposian. Besides these four women, there is another black one—her name is Hasma; she is alone.

No. 15.—Mencpsha, apparently a black woman. Speaks Turkish. Refuses even to show her hands:—

I am in the service of Mohamet—the man who has just left this room—with whom I wish to go to Constantinople. I have no more to say.

No. 16.—Saria; seems to be a black woman; completely covered with a thick dark stuff and veil. Speaks Turkish:—

My mistress is on board, and I wish to go with her to Constantinople. Do not question me any more.

No. 17.—Oscadem, a black woman, her colour being seen through the veil. Speaks Moorish:—

My mistress Biasain is on board the steamer "Sinfosia" this mulatto girl is my daughter; she is about 10 years old. We are proceeding to Constantinople with my mistress. That will do. I wo'nt answer any more questions.

No. 18.—Hasina:—

This is the woman mentioned by Mohamet, according to his information. She is covered all over with a thick dark veil, and a robe of thick stuff; she declines to show her hands or to speak.

No. 19.—Osmon, a white middle-aged man. Speaks Turkish:—

I was here about eighteen months back with my wife Fatma, a black woman, whom I took then to Constantinople; she died; I married again; returned to Tripoli; and am now returning to Constantinople to my brother-in-law, taking with me my wife, who is a cripple. She is a white woman. I think she is apoplectic. She is now on board the "Trabulus Garb," in which we arrived yesterday. I shall leave this by the first opportunity. I have also a black female servant; her name is Halima. I kept a shop at Tripoli.

No. 20.—Halima:—

This is the person mentioned by said Osman. She declines to answer; and also to show the colour of her skin. She is quite covered with a thick white stuff and a dark veil.

No. 21.—Hagg Blel, a black man:—

My name is Hagg Blel. I was in this island about ten months back; I was alone then. On this occasion I am accompanied by my wife Hadigia. We arrived yesterday in the Ottoman steamer "Trabulus Garb," and are bound to Constantinople in search of work. I am a driver and tailor. I have been married for about eighteen months. When I went to Constantinople the other time I had left my wife at Tripoli. I am sure to remain, perhaps six months, at Constantinople. If I shall find a good employment, I intend to remain, otherwise I will return to Tripoli. My wife is a black woman. She speaks the Arabic language.

No. 22.—This person is apparently black, her face covered with a thick dark veil, and her body with a large white covering; was selected from among others by the above-mentioned Hagg Blel, and presented to me, he stating she is his wife. When I asked her name, she said Halima, whilst Hagg Blel stated that his wife's name was Hadigia. This person would not even show the colour of her hands, and declined to answer the questions put to her in Turkish, Arabic, and Moorish languages.

No. 23.—Ghesum, a white woman; she showed her hands. Speaks Turkish:—

My name is Ghesum. I arrived yesterday in the steamer "Trabulus Garb" from Tripoli, and I am proceeding to Constantinople to find my husband, a colonel, who lately removed to that town. I am alone. I have no servants with me. I shall leave by the first opportunity. Hag Selim and his wife engaged to serve me during the passage, and I engaged to pay their expenses. I only speak the Turkish language.

No. 24.—Hadigia, a white woman. She has shown her hands. Speaks Turkish:—

I arrived yesterday in the steamer "Trabulus Garb" from Tripoli. I have a black woman called Fidan as a servant in my company. I am proceeding to Constantinople to find my mother. My husband is a clerk in the Custom-house of Tripoli. My father died lately at Constantinople, and I am in consequence going to my mother. After settling my business at Constantinople, I shall return to Tripoli. My servant is young, and speaks Arabic, Turkish, and Moorish.

No. 25.—A person wrapped in a very large white covering, and a thick dark veil, calling herself Fidan; declined to answer the questions put to her in Turkish, Moorish, and Arabic. She is apparently black.

No. 26.—Zahra, a white woman; speaks Turkish:—

I arrived yesterday in the "Trabulus Garb" from Tripoli; she belongs to Shah Blel, who resides at Tripoli. I never came to this island. I have a black female servant with me; her name is Fatma. My husband died about six months back at Tripoli, and, therefore, I am now on my way to Constantinople to my father and mother. My servant has been two years with me; she speaks very little Turkish and the Moorish dialect; she may be now about twenty years of age. I shall leave this by the first opportunity.

No. 27—A woman wrapped in a white hood, and covered with a thick dark veil; she would answer no question, and ran out of my room. The above Zahra stated that this woman is her servant.

No. 28—Negindi, a white woman; showed her hands; speaks Turkish:—

I am acquainted with Mrs. Besain, and am proceeding with her to Constantinople. I am not married. Mrs. Besain promised to pay the necessary expenses for me.

No. 29—Shobet, a white woman; showed her hands; speaks Turkish:—

I am going to Constantinople with Refia, my friend. I am not married. Mrs. Refia will pay all the necessary expenses for the passage.

No. 30—Med Keremy, a white old gentleman:—

I am a medical man. I reside at Tripoli, and am proceeding to Constantinople. I have six women with me: one my wife, Hawa (Beisahan), white; one Megmidy, white servant, wife of Mohamet; and four black servants, Saria, Oscadem, Menexa, and Senfosia.

No. 31—Hawa, a white woman, having shown her hand; speaks Turkish:—

I am the wife of Med Keremy, and we are proceeding to Constantinople. I have four black female servants with me. There is also Megmidy, a white woman, with us.

No. 32—Xeruf, white woman, having shown her hand; speaks Turkish:—

My name is Xeruf; I am the wife of Mohamet, the servant of the doctor. We are now going to Constantinople. We arrived yesterday by the "Trabulus Garb." I have no more to say.

No. 33—Mehmet, a white, young man; speaks Turkish:—

I am a servant with the doctor. I am paid by him, and I have nothing more to say. I am now going to Constantinople with him. We arrived yesterday from Tripoli. I don't know my mistress's name, neither my master's. I know he is a gentleman.

No. 34—Maferi, apparently a black woman. She is wrapped in thick robes, and a dark veil; speaks Turkish:—

My mistress, Mrs. Rafia, is sick on board the steamer. I want to go with her to Constantinople. I have been a long time with her.

No. 35—A tall figure, covered all over with thick robes and black veil. Declines to answer.

No. 36—Fuxhan, a white woman; showed her hand; speaks Turkish:—

I wish to go to Constantinople in company of those who are on board the steamer. I beg not to be troubled with questions. I have nothing more to say.

No. 37—Hail Chans, a white man; speaks Turkish:—

I am a sergeant-major of Artillery. Emir Effendi, the Colonel of my corps, before leaving for Constantinople, gave me charge of seven women to convey for him to that city. Whether they are white or black I do not know; they remained veiled during the whole trip from Tripoli to this island. We shall leave for Constantinople by the first opportunity. We arrived yesterday in the "Trabulus Garb." This white boy, Samibe, who may be nine years old, is the son of my master. Rafia, the mother of this boy, remained on board, she being very sick.

No. 38—Sedaka, a black woman; speaks Turkish:—

I was at Constantinople; I then went to Tripoli, and am now returning to Constantinople with my mistress, whom I do not know. My wish is to return to Constantinople. I arrived here yesterday in the "Trabulus Garb."

No. 39—Kadim Hair, apparently black woman. Declines to show even her hand, and is covered with thick robes and dark veil:—

I wish to go to Constantinople with my mistress, Rafia; she is now on board the steamer in which we arrived yesterday. She is very sick.

Police Office, Valetta, April 3, 1876.

(Signed)

GIACOMO PSAILA, *Adjutant.*

Inclosure 7 in No. 195.

Sir J. Pauncefote to Mr. Herbert.—(Received June 3.)

Sir,

Downing Street, June 3, 1876.

I HAVE laid before the Earl of Carnarvon your letter of the 29th ultimo.

His Lordship agrees with the Earl of Derby in opinion that the Turkish Government would have no well-founded complaint if Mahommedan women passing through Malta, who might be suspected of being slaves, were compelled to show their faces to some female agent who might be deputed by the authorities to inquire into their status.

The Governor has accordingly been instructed to take measures for establishing a system of inspection by female agents pending the report of the Royal Commission on Fugitive Slaves.

I am, &c.
(Signed) JULIAN PAUNCEFOTE.

No. 196.

The Earl of Derby to Sir H. Elliot.

Sir,

Foreign Office, June 19, 1876.

WITH reference to my despatch of the 13th instant, I transmit to your Excellency herewith copy of a letter from the Colonial Office, forwarding copy of a despatch from the Governor of Malta respecting the status of certain Africans arrived from Tripoli in the British ship "Circe."

Your Excellency will use your own discretion as to making any representation to the Porte in regard to the case of Fahri Effendi, which is described in the accompanying papers.

I am, &c.
(Signed) DERBY.

Inclosure 1 in No. 196.

Mr. Herbert to Mr. Lister.

Sir,

Downing Street, June 10, 1876.

WITH reference to the Colonial Office letter of the 3rd of May, I am directed by the Earl of Carnarvon to transmit to you, to be laid before Lord Derby, the accompanying copy of a despatch from the Governor of Malta respecting the status of certain Africans arrived from Tripoli in the British ship "Circe."

There appears to Lord Carnarvon to be little doubt that Fahri Effendi, the alleged clerk in the Artillery Office at Tripoli (Declaration No. 16), was, at the time of passing through Malta, engaged in a Slave-Trading operation, and his case affords confirmatory evidence of the view taken in the letter from this Office of the 3rd of May, that Malta is made use of by slave-dealers to an extent which calls for a prompt remedy.

As Fahri Effendi states himself to be in a Public Department of the Turkish Government at Tripoli, it will be for Lord Derby to consider whether any representation on the subject of his proceedings should be made to the Turkish Government.

I am, &c.
(Signed) ROBERT G. W. HERBERT.

Inclosure 2 in No. 196.

Governor Sir C. Van Straubensee to the Earl of Carnarvon.

My Lord,

Palace, Valletta, May 27, 1876.

I HAVE the honour to transmit herewith, for your Lordship's information, a copy of the Report which I have received from the Superintendent of the Police concerning the status of several Africans arrived in this island from Tripoli on the 25th April last, in the British steamer "Circe."

I beg to add that the Africans above referred to left this island on the 27th ultimo

for Constantinople in the British steamer "Tweed," and that telegraphic information of their departure was duly conveyed to Her Majesty's Consul-General in that country.

I have, &c.
(Signed) C. T. VAN STRAUBENZEE.

Inclosure 3 in No. 196.

The Adjutant of Interior Police to the Superintendent of Police.

Sir, *Police Office, Valletta, April 26, 1876.*
IN obedience to your commands, I have the honour to inform you that the persons named in the margin,* who arrived yesterday from Tripoli in the English steamer "Circe," were this day called at this Office and examined by me, one by one, separately, as to their status. The result of the examination is herewith transmitted, consisting in twenty declarations.

2. The examination was conducted in the presence of Sub-Inspector Antonio Camilleri, of the Interior Police, and the interpreters employed were Sergeant Salvatore Cassar, also of the Interior Police, for the Turkish language; and Miss Antonia Vidal, an inmate of the Hospital of Incurables, for the Moorish language.

3. The principal batch, from No. 1 to 10, is under the guidance of Refi Effendi (Declaration No. 1). Those marked (a), (b), (c), (d), (e), and (f) in said declaration were spared the trouble of calling at this Office, since, from all appearances, there was no reason for supposing that any one of them was not a member of his family.

4. The principal points which attracted my attention are the contradictory declarations from No. 16 to 20, wherein it is observed that, however the parties endeavoured to show their independence of each other, still Hawa (declaration No. 19) stated that she was purchased by her master, Fahri Effendi, about two years ago.

I have, &c.
(Signed) GIACOMO PSAILA.

Forwarded for the information of his Excellency the Governor.
(Signed) R. BONELLO, *Superintendent.*

April 27, 1876.

Inclosure 4 in No. 196.

Declaration.

No. 1.—REFI EFFENDI, a white man:—

I am the Governor of Omos. Having completed my time, I am now returning to Constantinople, taking with me my family and a number of servants. The following are the names:—

- (a.) Hagigia, a white woman, my wife.
- (b.) Nath Hax, a white woman, my mother.
- (c.) Doxia, a white girl, my daughter.
- (d.) Borria, a white girl, my daughter.
- (e.) Mustafa, a white boy, my son.
Mohamet Ali, a white man, my relation.
- (f.) Hasan, a white man, servant.
Alfet, a white woman, servant.
Shohra, a white woman, servant.
Suzidi, a white woman, servant.
Ranghisaf, a black woman, servant.
Ruscian, a black woman, servant.
Ferah, a black woman, servant.
Cranfil, a black young female, servant.
Boxia, a black young male, servant.

* 1. Refi Effendi, white; 2. Mohamet Ali, white; 3. Alfet, white; 4. Suzdi, white; 5. Shohra, white; 6. Raughishaf, black; 7. Ferah; 8. Rusciano, black; 9. Caramfil, black; 10. Boxir, black; 11. Emer Effendi, white; 12. Malruka, black; 13. Fatma, black; 14. Fatma, white; 15. Hadigia, black; 16. Fahri Effendi, white; 17. Scerim, black; 18. Amiva, black; 19. Hawa, black; 20. Arcia, black.

The white servants have been several years in my service, and the black between three and four years. All the white and black speak the Turkish language. They are all hired servants. We arrived yesterday in the English steamer "Circe" from Tripoli.

No. 2.—Mohamet Ali, a white man :—

I am a relation of Rafi Effendi. I have been many years with him. I have no occupation. I follow Rafi Effendi wherever he goes. He was Governor of Homos, and he is now on his way to Constantinople, taking with him all his family. These servants, white and black, have been a long time in his service, and have brought up his children. We arrived yesterday from Tripoli.

No. 3.—Allet, a white woman, wearing a thick veil :—

Questioned as to her occupation, declined to answer.

No. 4.—Suzdi, a white woman, wearing a thick veil :—

I am proceeding to Constantinople in the service of Refi Effendi. I have been many years with him. I am in the family. They are a great many. I know we are three white servants, and three women, a girl, and a young man, all black. The black women have also been several years in Refi's service. I am willing to accompany him.

No. 5.—Shobra, a white woman, wearing a thick veil :—

I arrived yesterday from Tripoli in the steamer "Circe," with my master, "Refi Effendi," who was Governor of Onos, and having been several years in his service, I am now accompanying him to Constantinople, whither he is going with his family. There is also in our company three black women, a young black man, and a black female servant. They have been a long time in the family. I know Mustafa Ali. He belongs to my master's family, and is always in the house. I have no more to say.

No. 6.—Ranghishap, a black young woman, who showed her face to the interpreter; speaks Moorish :—

I have been about four years in the service of my master, whose name I do not know, and I wish to go to Constantinople with him. I was brought to Tripoli when I was very young, and it is now about ten years that I have not seen my father and mother. I was not compelled to go on board the vessel in which I arrived, nor am I compelled to proceed.

No. 7.—Ferah, a person said to be black, speaks Moorish :—

I wish to go to Constantinople. I know the Turkish language, but I prefer speaking Moorish. I have been four years in my master's service. He gives me money very often, and I and the others are well-treated in the family. My mistress did not come here, she remained at home with other ladies belonging to the family.

No. 8.—Ruscivo, a black girl, speaks Turkish :—

My master, whose name I do not know, gives me money. I have been four years in his service, and I wish to go with him to Constantinople. The mistress is a white lady, and is now at home. I was not compelled to go on board the ship. The other black servants have also been some years in my master's service. We are all very well-treated by the members of his family.

No. 9.—Caranfil, a black, young girl, goes unveiled, speaks Turkish :—

I do not know either my father or mother. I have been since my infancy with my master, and I wish to go to Constantinople with him. I have no more to say.

No. 10.—Boxia, a black, young man, speaks Turkish :—

I was never before in this island. I am now going to Constantinople with my master, Rafi Effendi, in whose service I have been four years. This is the first time I have left Tripoli. The white and black women who were brought into this room before me are all servants. When I went into my master's service these women were all in the house, even the black girl. We arrived yesterday from Tripoli.

No. 11.—Emir Effendi, a white man, speaks Turkish :—

I am a Kaimakan at Tripoli. My time being expired, I am now proceeding to Constantinople, with my two black female servants, Fatma and Mabruka, who have been some months with me. They both speak the Moorish language. I have no fixed agreement with them as to their pay, but they appear to be well satisfied with the emolument they receive. My family is at Constantinople, and on that account I am now taking these two servants with me. We arrived yesterday from Tripoli in the English steamer "Circe." I know that these two women were in the service of some one else before they came with me. I have not enticed them out of their service to come with me. They are now following me of their own accord.

No. 12.—Mabruka, a black girl, speaks Moorish, and came unveiled :—

I wish to go to Constantinople with my master. I do not know his name. Let me go with him. He promised to take me to his wife. I will cry if you do not let me go.

No. 13.—Fatma, a black girl, speaks Moorish, unveiled :—

I let me go to Constantinople with my master. I like to follow him, although I do not know his name, and have been five years with him. I arrived yesterday. I do not know if I have a mother or a father. I do not know having ever seen them. I am not compelled to go with my master.

No. 14.—Fatma, a white woman, speaks Turkish :—

I was never in this island before. My husband is a captain in the infantry. I have been twenty-five years in Tripoli, but, owing to family affairs, I am now going to Constantinople. I have a black female servant with me. Her name is Hadigia. She has been four years with me. She speaks Arabic. For her services she receives 30 piastres a-month, and is fed besides. I arrived yesterday, and shall leave by the first opportunity. My husband, Sheghlan, remained at Tripoli.

No. 15.—Hadigia, a black woman, speaks Moorish :—

I am a servant with Fatma, and I wish to follow her to Constantinople. She gives me money and treats me well. I have been five years in her service. I do not wish to say anything else.

No. 16.—Fahri Effendi, a white, young man, speaks Turkish :—

I am a clerk in the Artillery Office at Tripoli. I am proceeding to Constantinople to sell a house belonging to my family. The four black women, Scerim, Emina, Hawa, and Aiscia, requested me to accompany them to Constantinople. I do not know anything about them. When we arrive at Constantinople they will take their own way. I shall have nothing further to do with them. They may stay or return, it is quite indifferent to me. I neither purchase nor sell slaves. It is most likely that one will remain with my family. I will take care of them during the trip, as I have promised them. We arrived yesterday in the English steamer "Circe."

No. 17.—Scerim, a black woman, unveiled, speaks Turkish :—

I and the other three women are going to Constantinople. We were there once before. Our object is to find employment there. I know Fahri Effendi. He has nothing to do with us. We arrived here yesterday, and intend to leave by the first opportunity.

No. 18.—Amina, a black woman, speaks Turkish, unveiled :—

I and the other three black women are going by ourselves to Constantinople in search of employment. I have nothing more to say.

No. 19.—Hawa, a black woman, speaks Moorish :—

I am going to Constantinople with my master. This is my master (Fahri Effendi); he bought me, but I do not know what is the price he paid. I was brought from Borneo to Tripoli about two years ago. I was kept in a house. I wish, however, to accompany my master. He bought me as soon as I arrived at Tripoli. He always treated me well.

No. 20.—Aiscia, a black girl, speaks Moorish :—

I wish to go to Constantinople with the other women. I have nothing more to say.

(Signed)

GIACOMO PSAILA, *Adjutant.*

Police Office, Valletta, April 26, 1876.

No. 197.

The Earl of Derby to Sir H. Elliot.

Sir,

Foreign Office, July 12, 1876.

I TRANSMIT to your Excellency herewith copy of a despatch from Her Majesty's Consul at Jeddah, reporting the increase of slave-traffic at that port, the landing of slave cargoes in open daylight, and the levying of a quarantine-fee of 10 piastres upon each slave when they are passed through the Custom-house gate into the town of Jeddah; and I have to request that your Excellency will address a strong remonstrance to the Turkish Government in regard to this undisguised violation by their authorities of the orders for the suppression of Slave Trade, by which they should be guided.

Your Excellency will exercise your own discretion as to demanding the dismissal of the authorities who allowed the introduction of the slaves, to whom reference is made in Mr. Consul Bey's despatch.

I am, &c.

(Signed) DERBY.

No. 198.

Sir H. Elliot to the Earl of Derby.—(Received August 11.)

My Lord,

Therapia, July 29, 1876.

WITH reference to your Lordship's despatch of the 12th instant, I have the honour to transmit herewith the copy of a note which I have addressed to Safvet Pasha on the subject of the increase of slave-traffic at Jeddah.

I have, &c.
(Signed) HENRY ELLIOT.

Inclosure in No. 198.

Sir H. Elliot to Safvet Pasha.

Sir,

Therapia, July 22, 1876.

HER Majesty's Consul at Jeddah has reported to Her Majesty's Government that Slave Trade operations have of late greatly increased at that port. He states that buggalows under Turkish colours now fearlessly enter the port, and in broad daylight land their cargoes of slaves, and that the Quarantine authorities levy a fee of 10 piastres on each slave when they are passed through the Custom-house gate into the town.

To satisfy himself of this being the truth, Mr. Beyts proceeded with the British Vice-Consul, Mr. Wylde, and the Consular Dragoman, to the Custom-house gate which faces the town, and there at noon-day they saw and counted a batch of slaves, boys and girls, numbering 96, who had just been landed, and were being driven through the gate like a flock of sheep.

I have been instructed by Her Majesty's Government to bring these circumstances to the knowledge of the Porte, and to strongly remonstrate against this undisguised violation by the Turkish authorities at Jeddah of the orders for the suppression of Slave Trade, by which they should be guided.

Your Excellency will doubtless see the necessity of adopting stringent measures with a view of putting a stop to these infamous proceedings, and I trust that you will put me in a position to assure Her Majesty's Government that such of the Imperial authorities as may have connived at them shall be dealt with as such misconduct deserves.

I avail, &c.
(Signed) HENRY ELLIOT.

No. 199.

Sir H. Elliot to the Earl of Derby.—(Received August 11.)

My Lord,

Therapia, August 1, 1876.

WITH reference to your Lordship's despatches of the 13th and 19th of June, I have the honour to inclose the copy of a note from Safvet Pasha, expressing the thanks of the Porte for the arrangement made by Her Majesty's Government for the examination of Mussulman women at Malta.

I have, &c.
(Signed) HENRY ELLIOT.

Inclosure in No. 199.

Safvet Pasha to Sir H. Elliot.

M. l'Ambassadeur,

Sublime Porte, le 31 Juillet, 1876.

J'AI reçu la note que votre Excellence m'a fait l'honneur de m'écrire le 30 Juin, pour m'informer de la nouvelle mesure décrétée par le Gouvernement de Sa Majesté Britannique relativement aux familles Musulmanes de passage à Malte.

En remerciant votre Excellence d'avoir bien voulu provoquer cette mesure, qui écartera

plus d'un inconvénient, je m'empresse de l'informer que j'ai eu soin de la porter à la connaissance du Consulat-Général Impérial à Malte.

Veillez, &c.
(Signé) SAFVET.

No. 200.

The Earl of Derby to Sir H. Elliot.

Sir, *Foreign Office, August 14, 1876.*
I APPROVE the note addressed by your Excellency to the Turkish Government respecting the increase of Slave Traffic at Jeddah, of which a copy was inclosed in your Excellency's despatch of the 29th ultimo.

I am, &c.
(Signed) DERBY.

No. 201.

The Earl of Derby to Sir H. Elliot.

Sir, *Foreign Office, August 17, 1876.*
I TRANSMIT to your Excellency herewith, for your information, printed copy of a despatch from the Naval Commander-in-chief in the East Indies furnishing particulars respecting the East African Slave Trade up to 31st May, 1876;* and I have to call your Excellency's special attention to paragraph 32 of this Report, which relates to the conveyance of slaves by Turkish dhows to Bussorah and other places in the Persian and Oman Gulfs.

I am, &c.
(Signed) DERBY.

No. 202.

The Earl of Derby to Sir H. Elliot.

Sir, *Foreign Office, September 28, 1876.*
I TRANSMIT to your Excellency, for your information, an extract from a despatch, dated the 16th ultimo, from Her Majesty's Agent and Consul-General at Zanzibar, relative to the Slave Traffic carried on in the Gulf of Aden and the Red Sea.†

I am, &c.
(Signed) DERBY.

No. 203.

The Earl of Derby to Sir H. Elliot.

Sir *Foreign Office, December 20, 1876.*
I TRANSMIT to your Excellency herewith, for such action as you may be able to take thereupon, a copy of a Memorial which I have received from the British and Foreign Anti-Slavery Society in reference to the question of slavery and Slave Trade in the Ottoman Empire.

I am, &c.
(Signed) DERBY.

* No. 385.

† No. 380.

Inclosure in No. 203.

Address.

To the Right Honourable the Earl of Derby, Her Majesty's Principal Secretary of State
for Foreign Affairs

My Lord,

IN view of the approaching Conference of the Great Powers of Europe, constituted for the purpose of securing the removal of such elements in the internal administration of the Ottoman Empire as are repugnant to the claims of humanity, and inimical to the welfare—political and commercial—of other nations, the Committee of the British and Foreign Anti-Slavery Society venture to submit to your Lordship the following considerations:—

That this Congress affords an appropriate occasion, such as has not been presented since the Congress of Vienna in 1815, for carrying into full and complete effect the consensus then arrived at on the subject of the Slave Trade and Slavery.

That, since the Congress of Vienna in 1815, and the Conference at Verona in 1822, the position of the Great Powers of Europe, in their relations to the Slave Trade and Slavery, has become immensely changed. Since then, with the single exception of Spain, in Cuba (still the scandal of civilization and of Christendom), not only the Slave Trade but Slavery has been abolished. England, France, Holland, Portugal, Denmark, and the United States, and, moreover, Russia, by the liberation of 23,000,000 of her vast population from the bondage of serfdom, now stand in a moral attitude which entitles all these Powers to urge and to enforce the claims of humanity and the common rights of mankind where these have yet to be recognized.

That the devastation of Africa, and the murder of its people, variously estimated at from 400,000 to 500,000 every year, are perpetrated by the subjects, real or nominal, of the Ottoman Porte.

That, while thus outraging the "law of nature and of nations," they are excluding Europe and America from that vast commerce which would otherwise be open to them, with regions of the earth unsurpassed in productiveness. In a word, the interests of civilized nations demand and justify a collective interposition for the extinction of slavery.

That slavery has largely conduced to the corruption and degradation of Turkey, and until it is abolished political or social reforms are likely to be attempted in vain.

That the maintenance of slavery is the cause of the Slave Trade in the Turkish Empire, and its extinction impossible as long as slavery is permitted to exist.

That the resolutions of the Congress of Vienna in 1815, and of the Conference at Verona in 1822, afford unmistakeable evidence that the Governments represented by the eminent statesmen whose signatures are appended to them, were then strongly impressed with the duty of using every effort for the suppression of what they justly styled, "a scourge which has too long desolated Africa, degraded Europe, and afflicted humanity."

That, if such were the views of policy and of duty which animated the Great Powers of Europe when such views were in strong antagonism to vast and powerful commercial interests then existing among their subjects, it is not too much to believe that the present Conference will be inspired by the same spirit, for it will signally fail to discharge its high responsibilities, or to fulfil the just expectations of Europe, if now, at a time when these adverse interests no longer exist, they neglect to secure the entire extinction of slavery.

On behalf of the Anti-Slavery Committee, we are, &c.,

(Signed)

JOSEPH COOPER, } *Hon Secs.*
EDMUND STURGE, }
AARON BUZACOTT, *Secretary.*

No. 204.

The Earl of Derby to Sir H. Elliot.

Sir,

Foreign Office, December 23, 1876.

WITH reference to my despatch of the 20th instant, I transmit herewith, for your Excellency's information, copy of a correspondence which has passed between

Mr. Joseph Cooper and myself, relative to the Anti-Slavery Society's Memorial on the subject of slavery and Slave Trade in the Ottoman Empire.

I am, &c.
(Signed) DERBY.

Inclosure 1 in No. 204.

Mr. Cooper to Lord Tenterden.

My Lord,

Essex Hall, Walthamstow, December 12, 1876.

WILL you kindly allow me to make a short remark on a few words in one of the leaders in the "Daily News" of Friday, the 8th instant, which appear to convey a reflection on the course taken by Lord Derby in refusing to receive a deputation from the Anti-Slavery Society.

I read the words in question with great regret, and wrote immediately to the editor, not doubting but that in common fairness, and in the interests of truth, he would either insert my letter or make the required correction.

By a few lines just to hand from the Secretary of the Anti-Slavery Society, I learn that he also wrote in the same sense to the "Daily News."

Neither communication has yet appeared in that paper, but I hope some other means may be found of putting the matter right. In the meantime, I should feel greatly obliged if you would take an early opportunity of informing Lord Derby that the Anti-Slavery Society has not had anything to do with the article in question.

I hope Lord Derby may see it right to forward a copy of the Address of the Anti-Slavery Society to Lord Salisbury.

Although Lord Derby's engagements prevented him from receiving the deputation, we felt his reply to be both courteous and assuring in regard to the objects of the Anti-Slavery Society in the present crisis.

I am, &c.
(Signed) JOSEPH COOPER.

Inclosure 2 in No. 204.

Lord Tenterden to Mr. Cooper.

Sir,

Foreign Office, December 20, 1876.

I HAVE laid before the Earl of Derby your letter of the 12th instant, relative to certain comments which have appeared in the "Daily News" on the subject of Lord Derby's recent inability to receive a deputation from the Anti-Slavery Society in reference to the question of slavery and Slave Trade in the Ottoman Empire.

I am now desired by his Lordship to convey to you his thanks for the explanations upon this subject which you have so obligingly afforded; and I am to acquaint you that a copy of the Memorial from the Anti-Slavery Society, which was communicated to this Department on the 23th ultimo, will be forwarded to Her Majesty's Embassy at Constantinople.

I am, at the same time, to explain to you that Her Majesty's Government will not lose sight of the subject of slavery, but that it is not a matter with which Lord Salisbury could deal as Special Ambassador in the Conference at Constantinople, whose deliberations are confined to the special subjects agreed to in the basis.

I am, &c.
(Signed) TENTERDEN.

TURKEY. (*Consular*)—*Jeddah*

No. 205.

Extract from Consul Beyts' Report on the Trade of Jeddah for the Year 1875.

General Remarks.—In addition to the postal service performed fortnightly from Suez by the Egyptian steamers of the Poste Khedivia Company, the British Indian Steam Navigation Company's line of four weekly steamers from London to Bussorah makes Jeddah and Hodaida regular ports of call. This enterprising and prosperous company have also placed a steamer in the Red Sea to develop the trade of the coast ports. The Austrian Lloyd's and a Russian company's lines of steamers running to Bombay have commenced calling in here. The Austrian Lloyd's run a monthly line from Constantinople to this place and Hodaida, which is so far subsidized that the Turkish Government pay the canal dues of the steamers, besides securing to the company a monopoly of the trooping service. These steamers afford great facilities for supplying the Constantinople slave-market with fresh blood. The Africans shipped on board are protected with passes signed by the authorities, stating them to be the families or servants of the soldiers; and as the slave-dealers themselves are invariably on board as passengers, it is easy to conjecture what results are attained on arrival at destination.

Slave Trade.—Since the re-establishment of this Consulate, in March 1874, slaves owned by British subjects have been emancipated, and the slave market in the town closed; the traffic, however, continues unabated. The authorities are either powerless or unwilling to stop it. A few miles away from the town may be seen the slave depôts, from whence the slaves are brought in during the night and disposed of in daylight. The public inspection that takes place to enable purchasers to secure good bargains is as degrading as it can be, and most disgusting. It is chiefly the wives of wealthy Turks and Arabs who commit the atrocious, demoralizing deeds of degradation to their own sex.

The slaves are landed about Hodaida, and marched across the country to Mecca. That holy city is the grand emporium for slaves. From thence the selections are made for the Constantinople harems; the remainder are disposed of at Jeddah. The number annually imported is said to be about 30,000. They are brought across in Arab dhows from the Abyssinian and Nubian coasts chiefly, but also from Makulla and ports on the south-east coast of Arabia.

No. 206.

Mr. Lister to Consul Beyts.

Sir,

Foreign Office, February 25, 1876.

I AM directed by the Earl of Derby to transmit to you herewith copy of a despatch from Her Majesty's Consul at Smyrna,* reporting the arrival at that port from Jeddah of the British steamer "Anne Smith," with thirteen African slaves on board, and I am to instruct you to report under what circumstances those slaves were shipped on board a British vessel.

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

No. 207.

Consul Beyts to the Earl of Derby.—(Received March 13.)

(Extract.)

Jeddah, March 1, 1876.

I HAVE the honour to report as follows:—

In January last five African slave boys appeared at this Consulate imploring my

* No. 213.

protection. They stated themselves to be slaves who had been emancipated by Dr. Kirk at Zanzibar. An Arab who was leaving in a buggalow for Jeddah had prevailed on them to accompany him to Mecca as his servants. On getting out to sea he destroyed their papers, and on arrival at Jeddah attempted to sell them into slavery, when they ran away to the British Consulate.

The Governor-General has supported the Arab in making a false statement that the boys in question were his servants, that they had been several years in his possession at Muscat, from whence he had lately brought them; but, considering that the boys do not understand a word of Arabic, and can only talk the language peculiar to Zanzibar, there can be no doubt that the Arab was lying, and that the boys' statement was most probably the correct one; at all events, I have deemed it to be my duty to retain the boys until I could communicate with Dr. Kirk.

In the meantime, the Governor-General used his utmost efforts that I should release the boys on the guarantee of a private individual that they would be forthcoming should Dr. Kirk identify them. This I positively refused to do, unless I had his own (the Governor-General's) guarantee, which he has not chosen to give me.

Having forwarded the depositions of the boys to Dr. Kirk, after a lapse of two months I have his reply. He cannot positively identify the boys by their depositions, the records kept showing a multitude of similar names, but he believes that the boys' statement is true, and suggested, if possible, that I should send them to him for identification. I am happy to inform your Lordship that I did so on the 23rd proximo, by the British India Steam Navigation Company's steamer "Agra," free of expense to the Government, the boys working their passage. I also placed them under the charge of the captain of the steamer, having furnished them with protection papers.

Since the occasion related, a grown-up African slave and his wife have been to this Consulate with a similar story to the foregoing one of the five boys. In this latter case, the Governor-General has instructed the Kaimakam to grant me the required guarantee, upon which I have given up the slave and his wife, with the understanding that they shall be produced should Dr. Kirk identify them to be British emancipated slaves.

I have further the honour to report that I have just now returned from a visit to Hodeida, where I found over 1,000 British Indian subjects settled.

A collection of about 500 huts was pointed out to me, in which I was assured that 850 slaves were then actually collected, 400 boys and 450 girls, and that the importations are made from Massowah, with the full knowledge of the authorities, who receive at Hodeida 5 dollars as backsheesh fee on each slave landed, but this was not known at Constantinople.

It is even asserted that the Wallee of the Hedjaz derives an income upon slave importation, but this needs confirmation. It is, however, a fact that the official has very conservative Moslem principles, and he is very energetic in repelling reforms or admitting innovations.

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

No. 208.

Consul Beyts to the Earl of Derby.—(Received March 25.)

Jeddah, March 17, 1876.

My Lord,

I HAVE the honour to acknowledge receipt of Foreign Office despatch of 25th February, 1876, with its inclosure dated 12th February from Consul Cumberbatch at Smyrna, who had reported to your Lordship that the British steamer "Annie Smith" arrived at Smyrna from Jeddah on the 9th February, with thirteen young African slaves on board, four of whom were landed there, and the remaining nine conveyed to Constantinople, in which your Lordship instructs me to report under what circumstances these slaves were shipped on board of a British ship.

In obedience to your Lordship's command, I have the honour to state that the thirteen slaves alluded to left Jeddah without my knowledge, but that African slaves are usually shipped from Jeddah and Hodaida with passes from the authorities, stating them to be the families or servants of the passengers.

In the instance under notice, the steamer "Annie Smith" left Jeddah with a large number of pilgrins for the Mediterranean ports, and the slaves must have been furnished with passenger tickets and received on board as servants attending their masters.

As pilgrins are permitted to embark at all times during the day or night, without

any check from the shore, the slaves might easily have been passed on board without recognition on the part of the master or officers of the vessel.

I beg to submit that the departure of these slaves from Jeddah was not reported to me, and it is very difficult to obtain such information, especially during the pilgrimage season, when thousands of pilgrims are daily leaving. The only persons who have the means of correctly ascertaining the arrivals and departure of slaves are the Quarantine authorities, whose business it is to inspect all vessels arriving at and leaving Jeddah, and count the number of passengers, but I regret to say they do not appear to be willing to report such matters to me.

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

No. 209.

Mr. Lister to Consul Beyts.

(Extract.)

Foreign Office, March 24, 1876.

WITH reference to your despatch of the 1st instant, I am directed by the Earl of Derby to acquaint you that his Lordship approves the course of action adopted by you in the case of the five African boys who claimed the protection of Her Majesty's Consulate on the ground that they had been liberated from slavery by Dr. Kirk, and that an Arab, with whom they had taken service, had destroyed their papers, and, on their arrival at Jeddah, had attempted to sell them again into slavery.

I am further to approve your proceedings in the case of the grown-up African and his wife, who claimed your protection under somewhat similar proceedings.

No. 210.

Vice-Consul Wylde to the Earl of Derby.—(Received April 8.)

My Lord,

Jeddah, March 26, 1876.

I HAVE the honour to report that during a visit that I made to the ports of Yembo and Souakin I had some opportunities of making inquiries regarding the Slave Trade.

I find that at the former place there are a good many imported in buglas from the usual depôt, the African coast. These slaves find their way up to Medina, where there is a good market for them. A small portion of the number, however, is consumed by the Bedowins, who use them to work in their date-gardens. There is no secret made of the Traffic, and the Governor of Yembo, however willing he might be to put a stop to the public mode of carrying it on, would be powerless to do so, as he has no force whatever at his disposal.

At El Wedge there is no demand for slaves.

At Souakin, where I stopped only four days, circumstances did not allow me to make as many inquiries as I should have wished, or to visit the place of the embarkation of the slaves, which is some five miles south of the town. However, from conversations I had with some native merchants and the Doctor and Postmaster, M. Formigli, an Italian gentleman in the Egyptian service, I was led to believe that the officials are perfectly aware of the enormous exportation that takes place, and derive a pecuniary benefit from the same. I think M. Formigli's letter, which I inclose, bears out my testimony as to the extent of the Traffic.

On the morning of my departure from Souakin, a bugla, crowded with slaves, left the place of embarkation that I mentioned before, and two others were half loaded, waiting till the arrival of another batch which was shortly expected.

It was estimated that these three vessels would take away at the least 500 slaves. The bugla that left a few hours before the departure of the "Medina," the steamer in which I was travelling, arrived near Jeddah before we did, having made a very quick passage, namely, 170 miles under the twenty-four hours.

At Jeddah, although the slave-market is still closed, the sale of human beings goes on in some private houses adjoining the old market. The town is absolutely full of fresh-run slaves. These could not have entered within the walls without the knowledge of the officials.

I have also the honour to report to your Lordship that the Turkish steamers "Cherif Rasan" and "Malakoff," bound for Constantinople, left Jeddah with numbers of slaves, and that no steps were taken to conceal them on board the vessels.

I have, &c.
(Signed) A. B. WYLDE.

Inclosure in No. 210.

M. Formigli to Vice-Consul Wylde.

Monsieur,

Souakim, le 21 Mars, 1876.

J'AI eu l'honneur de recevoir de vos bonnes nouvelles. Dieu merci les miennes sont parfaitement bien aussi.

L'exportation des esclaves est toujours la même, et en vaste échelle.

Je serai chez vous avec le prochain bateau postal pour aller à Suez et Alexandrie, et allors nous nous parlerons ensemble.

Agréé, &c.
(Signé) G. C. FORMIGLI,
Député Sanitaire, Agent Postal, et Procureur-Général.

No. 210*.

Consul Beyts to the Earl of Derby.—(Received June 19.)

My Lord,

Jeddah, May 30, 1876.

IT becomes my duty to report that Slave Trade operations have increased much of late. Buggalows under Turkish colours now fearlessly enter the port, and in broad daylight land their cargoes of slaves. The Quarantine levy a fee of 10 piastres on each slave when they are passed through the Custom-house gate into the town.

To satisfy myself of this being the truth, I proceeded, in company with the Vice-Consul, Mr. Wylde, and the Consular dragoman, to the Custom-house gate which faces the town, and there at noonday we saw and counted a batch of slaves—boys and girls—numbering ninety-six, who were just landed and being driven through the gate like a flock of sheep.

I immediately addressed a letter of remonstrance to the Acting Governor.

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

TURKEY. (Consular)—Salonica.

No. 211.

Mr. Lister to Consul Blunt.

Sir,

Foreign Office, May 8, 1876.

I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 15th ultimo,* respecting a recent case of Slave Traffic at Salonica; and I am to express to you his Lordship's approval of your proceedings as reported in that despatch.

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

* See Report of Royal Commission on Fugitive Slaves, page 142.

TURKEY. (*Consular*)—*Smyrna.*

No. 212.

Consul Cumberbatch to the Earl of Derby.—(*Received February 21.*)

My Lord,

Smyrna, February 11, 1876.

I HAVE the honour to acquaint your Lordship I was informed that there were ten slaves on board the Austrian steamer "Memphis."

I immediately acquainted my Austrian colleague of the fact, who assures me that the said steamer had weighed anchor before his representative arrived on board, and that he, therefore, notified the fact by telegram to the Austrian-Hungarian Minister at Constantinople.

I have the honour also to report that, on the same day, three slaves were discovered on board the Russian steamer "Odessa," from Egypt, of which circumstance I acquainted the Russian Consul at Smyrna, who took steps to desire the captain of this vessel to report the fact to the Russian authorities at Constantinople.

I have, &c.

(Signed) ROBT. WM. CUMBERBATCH.

No. 213.

Consul Cumberbatch to the Earl of Derby.—(*Received February 21.*)

My Lord,

Smyrna, February 12, 1876.

I HAVE the honour to acquaint your Lordship that the British steamer "Anne Smith" arrived at this port from Jeddah on the 9th instant, with thirteen young African slaves on board, four of whom were landed here and secured by the Turkish authorities; the remaining nine slaves proceeded in the same vessel to Constantinople, of which fact I apprized Her Majesty's Ambassador, as well as Her Majesty's Consul at Jeddah.

I have, &c.

(Signed) ROBT. WM. CUMBERBATCH.

No. 214.

Mr. Lister to Consul Cumberbatch.

Sir,

Foreign Office, February 26, 1876.

I AM directed by the Earl of Derby to express to you his Lordship's approval of your proceedings, as reported in your despatch of the 11th instant, in regard to certain slaves carried on board the Austrian steamer "Memphis" and the Russian steamer "Odessa" respectively, and destined for Constantinople.

I am, &c.

(Signed) T. V. LISTER.

No. 215.

Mr. Lister to Consul Cumberbatch.

Sir,

Foreign Office, February 26, 1876.

I AM directed by the Earl of Derby to inform you that his Lordship approves the steps taken by you in the case of thirteen slaves who arrived at Smyrna from Jeddah in

the British steamer "Anne Smith" on the 9th instant, as reported in your despatch of the 12th instant.

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

No. 216.

Consul Cumberbatch to the Earl of Derby.—(Received March 20.)

My Lord,

Smyrna, March 10, 1876.

I HAVE the honour to acquaint your Lordship that I acquainted Her Majesty's Ambassador on the 6th instant that there were three young female slaves in charge of a slave dealer on board the British steamer "Egyptian," arriving from Malta and proceeding the same evening to Constantinople; as the slaves had a passage ticket for that city I did not remove them from the steamer.

His Excellency the Governor of Malta apprized me of the fact that they were on board.

I have, &c.
(Signed) ROBT. WM. CUMBERBATCH.

No. 217.

Acting Consul Joly to the Earl of Derby.—(Received May 23.)

My Lord,

Smyrna, May 13, 1876.

I HAVE the honour to transmit to your Lordship, herewith inclosed, copy of a despatch that I have this day addressed to Her Majesty's Ambassador at Constantinople, relative to three slaves I discovered on board the British steamship "Arcadia."

Since the 5th April last the British steamers "Vredar," "Trinidad," and "Persian," also arrived at this port from Malta with several African passengers on board, of which fact I had been informed by the Government of Malta, but I am glad to acquaint your Lordship that I was unable to detect any slaves on board these vessels.

I have, &c.
(Signed) STEPHEN JOLY.

Inclosure in No. 217.

Acting Consul Joly to Sir H. Elliot.

Sir,

Smyrna, May 13, 1876.

I HAVE the honour to confirm my telegram of yesterday, respecting the three African slaves which left this port by the British steamship "Arcadia," for Constantinople.

Having been apprized by the Government of Malta that several Africans, possibly slaves, had left that port on the 8th instant by the steamship "Arcadia," I discovered on the arrival of that vessel yesterday three young female African slaves amongst the passengers, and I took precautionary measures to prevent their being clandestinely landed during the time the "Arcadia" remained in this port.

I have, &c.
(Signed) STEPHEN JOLY.

No. 218.

Acting Consul Joly to the Earl of Derby.—(Received July 21.)

My Lord,

Smyrna, July 14, 1876.

I HAVE the honour to report to your Lordship that on the 10th instant a black female slave named Hava, of about twenty-five years of age, took refuge in this Consulate, stating that she had been serving a retired captain of the Turkish army, Hassan Aga, for the last thirteen years, and complained that her mistress was continually ill-treating her, and threatened to sell her.

I communicated her case to the local authorities, and, on my representations, I am happy to state to your Lordship they immediately liberated her, and she soon afterwards found employment.

I have, &c.
(Signed) STEPHEN JOLY.

No. 219.

Sir J. Pauncefote to Acting Consul Joly.

Sir,

Foreign Office, July 26, 1876.

I AM directed by the Earl of Derby to convey to you his Lordship's approval of your proceedings in connection with the emancipation of a black female slave named Hava, who took refuge in Her Majesty's Consulate at Smyrna, as reported in your despatch of the 14th instant.

I am, &c.
(Signed) JULIAN PAUNCEFOTE.

No. 220.

Acting Consul Joly to the Earl of Derby.—(Received August 28.)

My Lord,

Smyrna, August 17, 1876.

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 respecting three African slaves which I discovered at this port on board the British screw steam-ship "Cherbourg."

I have, &c.
(Signed) STEPHEN JOLY

Inclosure in No. 220.

Acting Consul Joly to Sir H. Elliot.

Sir,

Smyrna, August 17, 1876.

I HAVE the honour to inform your Excellency that on the 9th instant I received a telegram from the Chief Secretary to Government at Malta to the effect that Africans, possibly slaves, left that island, on the 8th instant, by British steamer "Cherbourg," for Syra, Smyrna, and Constantinople.

On that vessel's arrival at this port, on the 11th instant, I discovered three African slaves on board.

During the "Cherbourg's" stay in this port, I took the necessary measures in order that they might not be clandestinely landed here, and on their departure for Constantinople, on the 12th instant, I had the honour to telegraph the fact to your Excellency.

I have, &c.
(Signed) STEPHEN JOLY.

UNITED STATES.

No. 221.

Sir E. Thornton to the Earl of Derby.—(Received June 19.)

My Lord,

Washington, June 5, 1876.

THE Rev. Emanuel Vanorden, Pastor of the Evangelical Church of St. Thereza at Rio de Janeiro, called on me two days ago, and informed me that he had visited the President for the purpose of stating to him that the steamers of the United States Steamship Company, running from New York to Rio, and touching at intermediate ports, were in the habit of carrying slaves from one Brazilian port to another. Mr. Vanorden had, however, been told that the United States' Government could not interfere in the matter; for although the United States' Post Office had a contract with the company to carry the mails, the vessels were English steamers and carried the English flag. Mr. Vanorden added that he had therefore come to me in the hope that I would bring the circumstances to the knowledge of Her Majesty's Government, in order that the transport of slaves on those British vessels might be put a stop to. He said that it might be difficult for the vessels to refuse to take on board slaves who were accompanying their masters, but that there could be no reason why they should not refuse to receive slaves who were sent on board for delivery at the port of destination, and who would probably be sent either for sale or because they had been sold. The master of the steamer could have no doubt as to their being slaves, because a duty of 200 milreis was exacted upon every slave exported from Bahia for instance, and they could not be received on board any vessel without a certificate that this duty had been paid.

Mr. Vanorden gave me an extract from a Rio newspaper, "O Globo," of the 1st and 2nd of March last, copy and translation of which I have the honour to inclose, showing that the English steamer "Nellie Martin" brought from Bahia to Rio eleven slaves for delivery.

I told Mr. Vanorden that I would inform your Lordship of the statement which he had made to me, and that I thought it likely that you would cause inquiries to be made upon the subject at Rio de Janeiro.

I have, &c.
(Signed) EDWD. THORNTON.

Inclosure in No. 221.

Extract from "O Globo" of Rio de Janeiro, of March 1 and 2, 1876.

(Translation.)

ARRIVED on the 1st day of March from New York and intermediate stations, twenty-six days ($2\frac{1}{2}$ from Bahia), the English steamer "Nellie Martin," Commander Jackson, crew thirty-nine, cargo of various kinds consigned to Edward Johnston and Co.; passengers, Dr. José Gomes Vievia Dantas, wife and one child; Rufino dos Santos Valente, wife and two children; Alfonso da Cunha Maciel, wife and one child, and one slave; Francisco Bello da Silva Cunha, José Luiz Zazin, Joaquin Pimenta dos Santos; an Englishman, W. F. King; the Austrians, Edouard Haase and wife; the Americans, Francis J. Gillett, wife and three children; Emile Noel, wife and one child; Louis Lanzerim, Louis F. Tally, John Donland; and eleven slaves for delivery.

(Signed) E. VANORDEN.

ZANZIBAR.

No. 222.

Dr. Kirk to the Earl of Derby.—(Received January 10, 1876.)

My Lord,

Zanzibar, December 9, 1875.

I HAVE the honour to report that, on the 19th November, information reached Zanzibar of an attack on the boats of Her Majesty's ship "London" by the people of the coast between Tanga and M'tangata. This it was said had arisen out of steps taken by the officer in charge to arrest parties on the shore, the crew of a vessel supposed to have lately run slaves to Pemba. It was on land that the first assault was made, but the following day the attack was renewed by the natives, who, without warning, fired arrows from the bank on the boats.

Having informed the Sultan what had happened, I called upon him to exercise his authority. In doing so, I pointed out that nothing could justify the second attack, and that as the villagers of that particular district have a bad repute as a lawless and turbulent race, it was essential they should be taught to refer their grievances to Zanzibar, and not make use of force as they hitherto have on several occasions that I mentioned, shown themselves too ready to do.

I recommended His Highness to summon the chief men to appear at once at Zanzibar, and to destroy the villages in event of their refusal to comply.

His Highness replied, that the people of these villages had already given both himself and his predecessors trouble enough, and that he left me to deal with them summarily, and that in so doing, I had his full authority to use any measures I pleased, but I pointed out that while in any case I should object to making it appear that we acted independently of him, so long as we could gain our object through his means, it would be peculiarly dangerous, now that the whole population was in a ferment owing to the Egyptians having openly set his authority aside, for us to seem to act by force unless co-operating with him.

It was ultimately decided that the following morning the Governor of the district, who had accompanied me a few days before from Tanga to Zanzibar, should proceed in one of His Highness' steam-yachts and, as the Sultan's Governor, demand the surrender of the chief men of the villages, and, failing their appearance, announce that the English would destroy the place, and also the vessel owned by them which had been the origin of the assault.

Under the orders of Captain Sullivan, of Her Majesty's ship "London," Lieutenant Annesley accompanied the Governor of Tanga and took direction of the expedition.

I annex Lieutenant Annesley's report of proceedings, from which it will be seen that, the Chiefs declining to follow the Governor of Tanga to Zanzibar, it became necessary to destroy the villages, an operation which was conducted successfully and without loss to us.

I have received the thanks of His Highness for the support given to his authority and flag, and I trust the steps taken by myself, and the conduct of the expedition by Lieutenant Annesley, may meet with your Lordship's approval.

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

Inclosure in No. 222.

Lieutenant Annesley to Captain Sullivan.

Sir, "London," Zanzibar, November 23, 1875.
 I HAVE the honour to inform you that in accordance with your Memorandum of the 20th instant, I proceeded at 10.30 A.M. on that day, in His Highness' steamer "Darra Salaam," accompanied by the Governor of Tanga, to Tangata.

About 9 P.M. the "Darra Salaam" ran ashore on some reefs, about a quarter of a mile eastward of Mazeewy Island, the vessel at the time being in sole charge of her own captain, the Arab pilot, and one of her own crew at the wheel. On reversing the engines and going astern the painter of the gig which we were towing became entangled in the screw, and, finding that we could neither go ahead nor astern, I immediately sent two men into the gig and then cut her adrift. The breakers, however, close to the ship were too heavy for the boat to live in, and thinking it useless to attempt to move the vessel until high tide, about 9 o'clock the following morning, when the daylight would enable us also to clear the screw, I ordered all the officers and men belonging to the "London" to get into the gig, and, telling the captain of the "Darra Salaam" that I was going to get assistance, I left the vessel and pulled round to leeward of the island, where I expected to find the "Victoria" launch and the steam pinnace and cutter anchored for the night. Here I did find the "Victoria," and at 4.30 the following morning returned with the gig to the "Darra Salaam."

During the night, however, she had floated off the reef, and, having cleared the screw of the rope which was twisted round it, we again proceeded for Tangata, where we arrived at 1.30 P.M. on the 21st instant. The native pilot, not knowing the way in, we were obliged to anchor about one mile further out than (by sounding) I afterwards discovered was necessary.

I immediately landed the Governor of Tanga, accompanied by the Consular Interpreter, to hold a palaver with the natives, and endeavour to induce the Chiefs and some of the head men of the villages (named Wanga and Sitaki-Charé) to return quietly with him to Zanzibar. At 3.30 P.M. the Interpreter returned to me to say that the natives were in great force, numbering between 200 and 300 men, and that they intended to fight, and would not come on board. About two hours later the Governor of Tanga came off, and informed me that the Chiefs would come on board the following morning, and that they wished to accompany me to a village called Gingani, about six miles distant, where they said the crew of the dhow, who alone had fired on our men, lived. This I consented to, and accordingly landed the Governor the following morning at 6 o'clock to bring them on board, giving him two hours to do so. At the expiration of this time he returned accompanied by the Chief of Sitaki-Charé only, who declared that it was not his village, but Wanga, which had fired on our men. I therefore told him that if he would come with me to Zanzibar, bringing the two men who were with him, I would not destroy his village, as I intended doing to Wanga. On hearing this, however, he begged me to burn his village also, as if it were allowed to escape the people of Wanga would certainly kill him as a traitor. He begged to be allowed an hour to clear out, to which I acceded; and, having first ascertained from the Governor of Tanga that he had no hope of being able to bring the Chief of the other village to terms, I commenced preparations for an attack on the villages by the force under my command.

This force consisted of the "Victoria" launch, mounting a 7-pounder muzzle-loader rifled gun and racket apparatus, under my own immediate command, the "Helena" launch, with a similar armament, under the orders of Lieutenant Matthews, and the steam pinnace and cutter, the former armed with a 7-pounder muzzle-loading rifled gun and rocket apparatus, the latter with a rocket apparatus only, commanded by Lieutenant Lang. These boats were manned by a total crew of fifty-two petty officers and seamen.

Having anchored as close in as possible with springs on the cables, and steam up in the pinnace and cutter; and the hour's grace which had been given to the chief of Sitaki-Charé having expired, I opened fire at 9 A.M. from all the boats, on the two villages with shot, shell, and rockets. The nearer village was distant about 700 yards, and the further about 1,400 yards. After half an hour's firing, I sent the steam pinnace to clear the bush with case-shot in the vicinity of the place where I intended to land the men; which being done, I proceeded to disembark the small-arm party, consisting of 40 men, as quickly as possible. As they landed, skirmishers were thrown out at six paces apart, with a support and reserve, four of the last being told off as a

rocket-party. Having carefully felt my way through the bush to the first village (Sitâki-Charé), I burnt it, and then proceeded on to the second (Wanga), which, having first fired a couple of rockets, and two or three volleys into it, I served in a similar manner.

It was here that I fully expected the natives would make a stand, as the cover which the village and the bush afforded rendered the position very strong; but, with the exception of a few who watched our movements at a distance, we saw none of the inhabitants, and encountered no opposition.

Having thus accomplished one of the ends of the expedition, I returned to the landing-place, and having safely re-embarked the party, I next endeavoured to get the dhow (which had been the original cause of our men being fired on) afloat so as to bring her to Zanzibar for adjudication. This however proved an impossibility, as she was stranded and half full of water, and I therefore destroyed her.

The following morning (23rd) I weighed in the "Darra Salaam" and returned to Zanzibar, leaving the boats to follow as most convenient.

In conclusion, I have the honour to state that all the officers and men under my orders acted with the greatest zeal and energy, and that Lieutenant Matthews, who had charge of the skirmishers, handled them in a most efficient manner. Lieutenant Lang, also, who had charge of the boats in disembarking and re-embarking the men, as well as covering our landing with his guns, performed this duty in a very effective way. Surgeon R. Bentham took charge of the fatigue-party, and Mr. Meiklejohn, engineer, volunteered his services in setting fire to the villages.

Trusting that my conduct will meet with your approbation, I have &c.

(Signed) W. M. ANNESLEY.

No. 223.

Dr. Kirk to the Earl of Derby.—(Received January 10, 1876.)

(Extract.)

On board the "Thetis," November 29, 1875.

SHORTLY after the departure of last mail Her Majesty's ship "Thetis" arrived here from the Seychelles, and Captain Ward, agreeing with me that the disturbed state of the northern part of the Zanzibar dominions, caused by the military occupation of the Egyptians, rendered the presence of a ship of war, for the protection of British property in these parts, desirable, placed his vessel at my disposal for the purpose of visiting the Banadir or northern harbours of Zanzibar.

On the 28th November we anchored off the town of Marka, which we found still under the Zanzibar flag, and occupied by 150 troops.

The roadstead of Marka is certainly the worst on the Somali coast, the anchorage being confined and so close to the reefs as to render it unsafe in rough weather; native vessels, however, by passing inside, find shelter at all seasons.

Owing to the steps taken some years ago by the present Sultan, on my representations, the inhabitants of the town of Marka now possess perfect security, and the trade has, in consequence, greatly increased, and of late years it has become the chief place of trading in that district. A stone building, strong enough to resist the attacks of any numbers of wild Somalis, stands outside the town, which has been walled in and possesses fortifications to command the gates.

The Indian community told me that trade was good, and although that of Brava had come to a stand, they were still able to carry on business, and felt secure unless an attack were made on them from the sea by the Egyptian ships.

The British interest in Marka is, however, at present very considerable, as the traders hold over their produce awaiting the arrival of dhows by the north monsoon to ship to Zanzibar.

As regards the Slave Trade, I learned from various and independent sources that the traffic by sea has been absolutely at an end since 1873, but that slaves are arriving in great numbers by the land route; not for the coast towns, however, where labour is not required, but destined for the extensive cultivated lands that lie one day's journey westward on the banks of a large river. From information I have lately collected at Zanzibar, confirmed by what I here ascertained, I find that not less than 10,000 slaves are now being taken across the river Juba yearly, near Kismayo, for the Somali plantations, and it is certain that these caravans have received special permission to pass from the Egyptian Authorities, who now command the river mouth.

I received information of caravans which had so crossed of late, the slaves being taken at once to the South Somali plantations.

Regarding the slave dhow that sailed from near Kilwa I was able to gather no information, and as I have secret agents on the spot I am now of opinion she passed on to Arabia without touching on this coast. The only instance of transport of slaves by sea of which I have been able to learn was in the case of two small dhows, which shipped slaves at Brava with permission of the Egyptian Authorities, and landed them secretly on the coast north of Marka, whence they were taken inland to the Somalis.

I have now to inform your Lordship of a step taken by me on leaving Zanzibar, which I sincerely trust will ultimately exercise on the Slave Trade an effect far beyond even that of the Treaty of 1873, which, suppressing the Slave Traffic by sea left the land route open.

Your Lordship has been made aware how extensively organised this new traffic has become, and how wide are now its ramifications. I therefore determined to take advantage of the situation, and, before sailing from Zanzibar, obtained from his Highness one step towards its abolition.

It had become known in Zanzibar, that the Egyptians, after they had got a firm footing at Brava, through promises of giving greater facilities to the import of slaves by which the townspeople had in times past been greatly enriched, gave notice that the Slave Trade would be prohibited. I therefore told his Highness it was now his policy to take advantage of the occasion to ratify what the Egyptians had professedly done at Brava, extending it, however, to all the Somali towns, and abolishing slavery in the whole of that country. His Highness consented to give me a deed under his seal confirming the freedom of slaves within the Banadir, and ordered his governors to follow in all respects my orders.

Accordingly at Marka, having shown his Highness's decree to the Governor, I caused him to issue a public notice, founded thereon, that by order of His Highness all slaves in the Banadir were to be freed and slavery abolished.

Thus my Lord it will be seen that we have secured a limit to the Slave Trade and hedged in as it were slavery itself within comparatively narrow limit.

Clearly at the present time it is impossible to enforce the due execution of these orders, but on my way back I propose touching at Lamo and taking active steps there to stop the land caravans now on their way north, and I shall make further concessions in this direction the basis of my future action in support of the Sultan's authority.

While this Proclamation was being reduced to writing, Captain Ward and I crossed the sand-hills that line the whole Somali coast. We were surprised to find at a short distance inland a country filled with populous villages, rich in cattle. The tribe of Somalis we first encountered were by no means friendly, and as their numbers were very great, we deemed it prudent to retire. On the way back, other settlements were passed, and the country found to be full of people, thus accounting for the great trade carried on at the coast towns, which, viewed from the sea, seem placed in most inhospitable and barren places.

We next visited Mogdisho, a place of bad repute, where hitherto Europeans have been with difficulty admitted, and when there for trade kept virtually prisoners. Mogdisho has the repute of being a centre of Mohammedan fanaticism, and a place too sacred for infidels to be allowed to enter on anything like equal terms with the believers. All this we now found to be changed, the Sultan of Zanzibar having established a force of 200 soldiers, and the fear of Egyptian annexation being paramount in the minds of the people. We were therefore cordially received, and voluntarily escorted to the most interesting ruins of the town, for this is almost the only place on the coast where ruins of interest are to be found in a tolerable state of preservation. We visited the old Shirazi Mosque having inscriptions in beautiful encaustic tiles, and dating 624 years back; also the more modern mosques and minarets, which we were taken over with shoes on—a sure proof of how welcome our presence there was. Afterwards we were taken some distance inland, and shown the walls and ruins of the old town, which included a radius of one mile in extent, the whole showing foundations of old buildings that proved Mogdisho to have been, in olden times, a place of great importance and strength.

The roadstead is the best on the Somali coast, and now that security has been given to life and property by the presence of the Arab garrison, it will soon resume its paramount importance, being the natural outlet of the rich pastoral and grain lands on the banks of the river Geledi.

No. 224.

Dr. Kirk to the Earl of Derby.—(Received January 10, 1876.)

My Lord,

Zanzibar, December 10, 1875.

WHEN at Lamoo I took the occasion of making inquiry regarding the murder of a Banyan at Sewee, reported by Major Smith on the 2nd of July, 1875, so as to ascertain what steps had been taken to discover and apprehend the guilty parties and bring them to punishment.

I found that, consequent on the instructions issued by me, an inquiry had been set on foot and one slave arrested, against whom there was grave ground for suspicion. The arrest of this individual led to that of four Bajunis, who are thought to be implicated, but the chief evidence against them being circumstantial and of a secondary nature, it is a question how far the matter could be proved; in fact, in going into it myself during the short time I could devote to this on the occasion of my hurried visit, I was very far from satisfied that they were the guilty parties. If, however, there is reason to believe they have been in any way concerned, even after the fact, I shall use my whole influence to obtain the most severe punishment that can be inflicted.

The Governor stated that he had arrested these men when the commotion caused by the Egyptians began, and that since then his mind has been so fully occupied he has been unable to follow up the proofs as he could desire. I could see, too, that he has good reason to fear the Bajunis, with whom the Egyptians have opened an active intrigue, and who, under the pretence of being ready to help the Sultan, but really in the hope of plunder, have come to Lamo in a body of about 1,000 men.

I told the Governor that he cannot allow the murder to pass on account of present events, and that he need not be afraid of the Bajunis, as I shall feel it my duty to render such active support as will make the pillage of the place by these turbulent characters impossible.

Since my return, I have again spoken to the Sultan, and His Highness has written to the Governor of Lamo, ordering the accused parties to be sent here with all the evidence against them, and I shall myself further follow up the subject, which I regret matters of paramount importance forced me then to leave Lamo without doing.

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

No. 225.

Dr. Kirk to the Earl of Derby.—(Received January 10, 1876.)

My Lord,

Zanzibar, December 13, 1875.

I HAVE the honour to inclose copy of a Memorandum bearing upon the suppression of Slave Traffic on the Madagascar coast, placed in my hands by Mr. Holmwood, who has returned from leave.

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

Inclosure in No. 225.

Memorandum on the Case of the French Schooner "Africa," arrested at Nosibeh after running a Cargo of Slaves from Madagascar.

THE French schooner "Africa," belonging to a Marseilles house, and lately arrested on a charge of slave running, is now lying in this port, but will, it is said, be released under charge of a new captain. Captain Alard, late in command, is said to be relative of the owner. He has been placed on board the steam-ship "Akola" by the French authorities here for conveyance to Mayotte to take his trial before the chief Court for slave dealing.

It appears that some months since he left Nosibeh ostensibly on an ordinary trading trip, but ran down to a river about twenty-five miles south of Majunga, and purchased a full cargo of slaves, which he intended running to Bourbon. Owing to

discontent among his crew, he had to give up this intention, and, after painting his vessel white, returned to Nosibeh Island and discharged the slaves at an inlet close to the town.

Having sold them to the French sugar-planters, he repainted the vessel black and returned to port. These facts, however, were well known among the sugar-planters, and soon transpired in the town and reached the authorities, who thereupon arrested the vessel, and, after inquiry, committed the captain for trial.

(Signed)

FREDERIC HOLMWOOD,

Assistant Political Agent at Zanzibar.

*On board Mail Steamer "Akola," Nosibeh,
December 4, 1875.*

No. 226.

Dr. Kirk to the Earl of Derby.—(Received January 10, 1876.)

My Lord,

Zanzibar, December 13, 1875.

I HAVE the honour to inclose Decree of Condemnation in case of dhow taken by the officer in charge of the boats of Her Majesty's ship "London," as having landed a cargo of slaves in Pemba that had been shipped from Tumbatu Island north of Zanzibar.

The petition of the captors being supported by the evidence of the whole of the crew of the dhow, and the case, which was heard on the 9th November in Court, allowed to stand over, and judgment reserved pending service of citation on the owner through the Sultan. The owner not putting in appearance, Decree of Condemnation was passed on the 11th December, 1875.

I have, &c.

(Signed)

JOHN KIRK.

Inclosure in No. 226.

Case No. 36 of 1875.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the Zanzibar vessel, name unknown, her tackle, apparel, and furniture, seized as liable to forfeiture by Lloyd William Matthews, a Lieutenant in Her Majesty's navy, when in command of the boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General, on the 9th day of November, 1875.

APPEARED personally, Lieutenant Lloyd William Matthews, R.N., of Her Majesty's ship "London," and produced the sworn declaration hereunto annexed, setting out the circumstances under which a Zanzibar vessel, name unknown, owned by Juna Bin Saleh, of Pemba, and of the description and dimensions specified in the annexed certificate of admeasurement, was seized by Lieutenant Lloyd W. Matthews, R.N., near Pemba, on the 2nd November, 1875, when in command of the boats of Her Majesty's ship "London," I, the said John Kirk, having heard the evidence on both sides, and having found sufficient proof that the above-mentioned vessel had been engaged in the illegal transport of slaves by sea, in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the same 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 captors, in the destruction of the vessel on the spot.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be attached to the same this 11th day of December, 1875.

(Signed)

JOHN KIRK,

Her Majesty's Agent and Consul-General, Judge.

Dr. Kirk to the Earl of Derby.—(Received January 10, 1876.)

My Lord,

Zanzibar, December 14, 1875.

I HAVE the honor to forward Decree of condemnation of a dhow which had landed slaves in Pemba. The vessel was seized on 23rd October, and the case examined on the 25th, but evidence not being conclusive, the owner was cited to appear, which he did not before the 19th November, 1875. In the interval additional proof had been collected and the vessel herself destroyed by the people of Pemba, probably in collusion with the owner for the purpose of destroying proof and raising a claim for compensation.

A decree of condemnation was therefore passed, with the owner in Court defending the case.

As the vessel's destruction by fire by parties unknown was not the act of the captors, it was still both inevitable and consequent on their arrest; I therefore considered it sufficient.

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

Inclosure in No. 227.

Case No. 34 of 1875.

Decree.

Admiralty Jurisdiction.

In the Court of Her Majesty's Consul-General holden at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar vessel "Katiri Sham," her tackle, apparel, and furniture, seized as liable to forfeiture by Lloyd Matthews, a lieutenant in the Royal Navy, when in command of the boats of Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Consul-General, on the 25th day of October, 1875.

APPEARED personally Sub-Lieutenant Frank J. Grassie, R.N., of Her Majesty's ship "London," and produced a sworn declaration, setting out the circumstances under which the Zanzibar vessel "Katiri Sham," owned by Sheber Dati, a Beluchi, residing in Pemba, of which Hamisi was master, of the description and dimensions specified in the annexed certificate of admeasurement, was seized by Lieutenant Lloyd Matthews, when in command of the boats of Her Majesty's ship "London." I, the said Judge, having heard the evidence produced, and examined the crew of the vessel, the owner, being cited, not appearing after due time given, having found sufficient proof that the above-mentioned vessel had been engaged in the illicit transport of slaves by sea to Pemba, in contravention of the Treaties existing between Great Britain and Zanzibar, do adjudge the above-named vessel, her tackle, apparel, and furniture, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly. I further hereby certify that proof has been placed before me of the total destruction of the vessel and plunder of the cargo by parties unknown, but residing in Pemba.

In testimony whereof we have signed this Decree, and caused our Seal of office to be attached thereto, this 30th day of October, 1875.

(Signed) JOHN KIRK,
Her Majesty's Consul-General and Judge.

No. 228.

Dr. Kirk to the Earl of Derby.—(Received January 10, 1876.)

My Lord,

Zanzibar, December 14, 1875.

I HAVE the honour to inclose decree of condemnation of a Zanzibar dhow which had been engaged in traffic in Slave Trade with Pemba.

Being myself present at Tanga on the coast when the vessel was detained, I followed out the evidence on the spot, and having found ample proof that she had been engaged quite recently in the Pemba Slave Trade, and that the owner did not deny the vessel had conveyed slaves, but simply said he had dismissed the master for so doing, the vessel was condemned.

In fact the dhow I found had made herself too notorious, and it was thought dangerous to employ the same captain for a time; the one actually in charge had, however, been taken about six months before engaged in the Slave Trade.

Although the actual voyage the vessel was then on was legitimate, and the captors did not attempt to proceed against the cargo, the vessel was adjudged a legal prize, on ground of having carried slaves while in possession of the same owner.

I have, &c.

(Signed) JOHN KIRK

 Inclosure in No. 228.

Case No. 37 of 1875.

 Decree.

Admiralty Jurisdiction.

In the Court of Her Majesty's Consul-General holden at Zanzibar.

Our Sovereign Lady the Queen against the Zanzibar vessel named "Kasumba," her tackle, apparel, and furniture, and also against one slave, seized as liable to forfeiture, by Henry E. O'Neill, a Lieutenant in the Royal Navy, when in command of the boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General, on the 13th day of November, 1875.

APPEARED personally Lieutenant Henry E. O'Neill, R.N., of Her Majesty's ship "London," and produced a sworn declaration, setting out the circumstances under which the Zanzibar vessel "Kasumba," owned by Mawizi-binti-Jumah, of Pemba, of which Hamis Baraka was master, of the description and dimensions specified in the annexed certificate of admeasurement, was seized on the 3rd November, 1875, by Lieutenant Henry E. O'Neill, when in command of the boats of Her Majesty's ship "London." I, the said John Kirk, having heard the evidence produced by the captors, and by the son and agent of the owner appearing for the defence, having found sufficient proof that the above-mentioned vessel had been engaged on three recent occasions, while in possession of the present owner, in the illegal transport of slaves by sea, in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the above-named vessel, her tackle, apparel, and furniture, and also one slave, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly.

In testimony whereof we have signed this Decree, and have caused our seal of office to be attached thereto this 15th day of November, 1875.

(Signed) JOHN KIRK,

Her Majesty's Consul-General and Judge.

Dr. Kirk to the Earl of Derby.—(Received January 10, 1876.)

My Lord,

Zanzibar, December 15, 1875.

I HAVE just received a note from His Highness the Sultan, of which I herewith inclose copy in translation.

It is, I beg to assure your Lordship, very satisfactory to find His Highness coming forward so readily in answer to my appeal regarding the Slave Trade, and taking so decided and thorough-going a course as the abolition of slavery in the northern part of his dominions, where he still holds Merka, Mugdishu, and Warsheck, and is quite sure to recover eventually the part invaded by the Egyptians.

By this act, the land slave route, which has caused your Lordship some anxiety, is prohibited to the north, and the transit of slaves by sea or land, whether to the Somalis or Arabia, made illegal.

The moral effect of this, coming as the spontaneous act of a Mohammedan Prince, will be felt throughout the East, and it will be easy for us hereafter to see that it is strictly enforced.

I trust your Lordship will be pleased to approve the course followed by me on the occasion, and to acknowledge His Highness' endeavours to meet the wishes of Great Britain.

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

Inclosure in No. 229.

The Sultan of Zanzibar to Dr. Kirk.

(After compliments.)

16 El Kaada 1292 (December 15, 1875).

WILL you be pleased to inform Lord Derby of all that has taken place, as you saw it yourself at Brava; how the Egyptians have not only hoisted the flag of Turkey, but occupied the town with their soldiers, and assumed the Administration of the country, and not at Brava only, but also at Kismayo. Also show his Lordship how by intrigue they are stirring up discord at Lamo and at Merkia, that thus trade is at end, and heavy loss occasioned to us and everyone.

Be pleased, moreover, to inform his Lordship that in the countries now occupied by the Egyptians, and throughout the Benadir, we have by our Proclamation abolished slavery for ever, and in this the Egyptians have made our way easy, and we have not been slow to show that it has always been our wish to follow the policy of Great Britain where that has been possible.

But in what we do for Great Britain we raise up enemies, and the Egyptians have made this an occasion against us, and our stopping the Slave Trade has been the cause of the Egyptians finding friends in Brava; but, Inshallah! we are steadfast, and from henceforth slavery is at an end in all these parts, and inform Lord Derby that we have done it.

From your friend,
(Signed) BURGASH BIN SAAED.

No. 230.

The Earl of Derby to Dr. Kirk.

Sir,

Foreign Office, January 14, 1876.

I HAVE received your despatches dated the 29th of November and 15th of December respectively, giving an account of a visit which you made in Her Majesty's ship "Thetis" to the Banadir, or northern district of Zanzibar, and reporting the circumstances under which the Sultan has abolished the status of slavery in that part of his dominions.

I have in reply to instruct you to acquaint the Sultan that Her Majesty's Government have learnt with sincere gratification the step thus taken by His Highness, and you will assure His Highness of the sympathy and support of both the people of this country and of Her Majesty's Government in carrying out his policy.

I have further to acquaint you that I entirely approve your proceedings in using your influence with the Sultan to induce him to adopt this measure.

I am, &c.
(Signed) DERBY.

No. 231.

The Earl of Derby to Dr. Kirk.

Sir, *Foreign Office, January 14, 1876.*
I HAVE received your despatch of the 9th ultimo, giving an account of the steps taken by you in the case of an attack made by the natives of the coast between Tanga and M'tangata on the boats of Her Majesty's ship "London," arising, it is said, out of measures taken by the officer in charge of the boats to arrest on shore the crew of a vessel supposed to have run slaves to Pemba.

I would observe, with reference to this case that, as a rule, it would not appear prudent to attempt to arrest on shore parties suspected of being implicated in Slave Traffic, unless acting in conjunction with the native authorities; and there are no particulars contained in your report, which would show whether this was the case, and whether the attempt to arrest the parties on shore was justifiable or not. As, however, after the attack on the boat's crews the Sultan would appear to have sent his yacht to chastise the natives engaged in the attack, and to have asked for the co-operation of Her Majesty's naval forces, subject to the foregoing qualification, I am of opinion that the action subsequently taken by you and by Her Majesty's naval forces on this occasion was right and proper.

I am, &c.
(Signed) DERBY.

No. 232.

The Earl of Derby to Dr. Kirk.

(Extract.) *Foreign Office, January 14, 1876.*

WITH reference to your despatch of the 10th ultimo, relative to the murder of a Banyan at Lamo, I have to acquaint you that I approve your proceedings in requiring that the murderers of this man should be punished.

No. 233.

Mr. Law to Mr. Lister.—(Received January 22.)

Sir, *Treasury Chambers, January 21, 1876.*
I AM directed by the Lords Commissioners of Her Majesty's Treasury to transmit herewith, for the information of the Earl of Derby, copies of the following Returns relative to Slave Trade matters, viz. :—

No. 1. List of the Adjudications in the Vice-Admiralty Courts and Mixed Courts of Justice, reported to their Lordships between the 1st of October and the 31st of December, 1875.

No. 2. Account of Slave Bounty paid by command of their Lordships during the same period.

No. 3. Account of Tonnage Bounty paid for the same period.

I am, &c.
(Signed) WILLIAM LAW.

Inclosure 1 in No. 233.

LIST of the Adjudications in the Vice-Admiralty Courts and Mixed Courts of Justice reported to the Treasury between the 1st of October and the 31st of December, 1875.

Name of Capturing Ship.	Name of Prize.	Date of Capture.	Date of Adjudication.	In what Court Adjudged.	Decretal Part of Sentence.
Thetis ..	Tende, No. 24 of 1875..	1875 July 25	1875 Aug. 3	Consular Court, Zanzibar.	Dhow condemned.
London ..	Name unknown, No. 21 of 1875..	" 25	" 2	Ditto ..	Dhow condemned; 4 slaves restored to owners.
Ditto ..	Sahaleh, No. 22 of 1875 ..	" 28	" 2	Ditto ..	Dhow condemned.
Ditto ..	Name unknown, No. 23 of 1875..	Aug. 1	" 2	Ditto ..	Ditto.
Ditto ..	Darama, No. 25 of 1875 ..	" 4 or 5	" 5	Ditto ..	Dhow restored; 1 slave condemned.
Ditto ..	Marambe, No. 26 of 1875 ..	" 13	" 16	Ditto ..	Dhow restored.
Ditto ..	Name unknown, No. 27 of 1875..	" 9	" 21	Ditto ..	Dhow condemned
Ditto ..	Ditto, No. 28 of 1875 ..	" 10	" 21	Ditto ..	Ditto.
Ditto ..	Ditto, No. 29 of 1875 ..	" 14	" 23	Ditto ..	Ditto.
Ditto ..	Ditto, No. 30 of 1875 ..	Sept. 6	Sept. 13	Ditto ..	Dhow condemned; slaves escaped.
Ditto ..	Sibodia, No. 31 of 1875 ..	" 4	" 13	Ditto ..	Dhow restored; captors condemned in costs of suit.
Thetis ..	Name unknown, No. 32 of 1875..	" 9	" 17	Ditto ..	Dhow condemned; 338 slaves dispatched to the Church Missionary Society at Mombasa.
London ..	Ditto, No. 19 of 1875 ..	June 13	June 21	Ditto ..	Dhow and 16 slaves condemned.

(Signed)

H. C. ROTHERY.

Inclosure 2 in No. 233.

ACCOUNT of Bounties paid for Captured Siaves as undermentioned, by command of the Lords Commissioners of the Treasury between the 1st of October and the 31st of December, 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. October 20 ..	Naval prize account	"London"	"Salama." No. 9 of 1875	48	None	None	£ 240

(Signed)

H. C. ROTHERY.

Inclosure 3 in No. 233.

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 October and the 31st of December, 1875.

Date of Payment.	To whom Bounty paid.	Name of Capturing Ship.	Name of Prize.	Tonnage.	Rate of Bounty per Ton.	Amount paid.
1875. October 20 ..	Naval prize account	"London"	Name unknown. No. 10 of 1875	9	£ s. 5 10	£ s. 49 10
" 20 ..	Ditto ..	Ditto ..	"Salama." No. 9 of 1875	40	1 10	60 0
" 23 ..	Ditto ..	"Rifleman"	"Amaneh Ullah." No. 12 of 1875	66	5 10	363 0
" 29 ..	Ditto ..	Ditto ..	"Salama." No. 11 of 1875	200	5 10	1,110 0
December 17 ..	Ditto ..	"London"	Name unknown, otherwise "Mwambo Kwawango." No. 13 of 1875	29	5 10	159 10
						1,732 0

(Signed)

H. C. ROTHERY.

No. 234.

Dr. Kirk to the Earl of Derby.—(Received February 8, 1876.)

My Lord,

Zanzibar, December 20, 1875.

THE circumstances which led to the arrest and destruction of the vessel of which I now inclose Decree of Condemnation as a slaver having been given in my report of 9th instant, I have now to state that on the matter coming before me judicially, I was convinced that the dhow had been engaged in the Pemba Slave Trade, and that this had been for some time her employment.

As she had been destroyed by my orders in consequence of the chiefs not appearing to answer before His Highness, Syed Barghash, for having fired on the boats of Her Majesty's ship "London," I approved the course followed.

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

Inclosure in No. 234.

Case No. 38 of 1875.

Decree.

In the Court of Her Majesty's Consul-General, holden at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen, against the Zanzibar vessel, name unknown, her tackle, apparel, and furniture, seized as liable to forfeiture by Lloyd William Mathews, a Lieutenant in Her Majesty's Navy, when in command of the boats of Her Majesty's ship "London," before John Robb, Esquire, Acting British Vice-Consul, on the 26th day of November, 1875.

APPEARED personally, Lieutenant Lloyd W. Mathews, R.N., of Her Majesty's ship "London," and produced a sworn declaration, setting out the circumstances under which a Zanzibar vessel, name unknown, owned by Kiehocho, and of the description and dimensions specified in the annexed certificate of admeasurement, was seized at Mtangata, on the East Coast of Africa, on the 18th day of November, 1875, I, John Kirk, Her Majesty's Agent and Consul-General, having examined the evidence on both sides, and having found sufficient proof that the vessel had been engaged in the illegal transport of slaves from the mainland of Africa, 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 to the same, this 10th day of December, 1875.

(Signed) JOHN KIRK.
Her Majesty's Agent and Consul-General, Judge.

No. 235.

Dr. Kirk to the Earl of Derby.—(Received February 8, 1876.)

My Lord,

Zanzibar, December 20, 1875.

I HAVE the honour to transmit copy of Decree of Condemnation of a slave dhow, found by evidence of third parties to have been engaged in the Pemba Slave Trade, and eventually admitted by the captain and owners to have been so employed.

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

Inclosure in No. 235.

Case No. 39 of 1875.

Decree.

In the Court of Her Majesty's Consul-General holden at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the Zanzibar vessel named "Rupia," her tackle, apparel, and furniture, seized as liable to forfeiture by Lloyd William Mathews, a Lieutenant in Her Majesty's Navy, when in command of a launch of Her Majesty's ship "London," before John Robb, Esquire, acting British Vice-Consul, on the 26th day of November, 1875 :

APPEARED personally Lieutenant Lloyd W. Mathews, R.N., of Her Majesty's ship "London," and produced a sworn declaration, setting out the circumstances under which a Zanzibar vessel, named "Rupia," owned by Saleh-bin-Ali, and of the description and dimensions specified in the annexed certificate of admeasurement, was seized at Mtangata, on the east coast of Africa, on the 19th day of November, 1875, I, John Kirk, Her Majesty's Agent and Consul-General, having examined the evidence on both sides, and having found sufficient proof that the vessel had been engaged in the illegal transport of slaves from the mainland of Africa, 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.

In testimony whereof, I have signed this Decree, and have caused my seal of office to be attached thereto, this 10th day of December, 1875.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 236.

Dr. Kirk to the Earl of Derby.—(Received February 8, 1876.)

My Lord,

Zanzibar, December 21, 1875.

I HAVE the honour to inclose Decree of Condemnation in the case of a dhow seized by Sub-Lieutenant Target, of Her Majesty's ship "London," as having landed slaves in Pemba.

In this case the vessel was placed by the seizers pending trial in the hands of the local Arab authorities at Pemba, and the proofs and witnesses, together with the receipt for the vessel and owners, taken to the Court at Zanzibar.

The charge of slave-trading being proved, an order for destruction of the vessel was issued under seal of the Court to be executed at Pemba, but it was found that she had been already destroyed, before Decree of Condemnation given, by an officer in charge of another boat of Her Majesty's ship "London," who imagined he had sufficient proof that the vessel had carried slaves.

The grounds which, in the opinion of this officer, justified the summary destruction of the vessel are given in the letter and certificate annexed. I have informed the captors that these will be forwarded, together with the case, but that I am unable to express any opinion how their claims for bounty may be affected by the course followed.

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

Inclosure 1 in No. 236.

Case No. 40 of 1875.

Decree.

In the Court of Her Majesty's Consul-General, holden at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the Zanzibar vessel named "Kallam," her tackel, apparel, and furniture, seized as liable to forfeiture by Sub-Lieutenant Henry William Target, of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Consul-General at Zanzibar, on the 11th day of December, 1875.

APPEARED personally the said Sub-Lieutenant Henry William Target, R.N., and produced a sworn declaration, setting out the circumstances under which a Zanzibar dhow or vessel named "Kallam," owned conjointly by Nakhoza Mwembana and Mabenki Turkee, and whereof one Sururoo was master, of the description and dimensions specified in the annexed certificate of admeasurement, was seized off Pemba on the 23rd day of November, 1875, by the officer above mentioned. I, John Kirk, Her Majesty's Consul-General, having examined the evidence produced on both sides, having found sufficient proof that the vessel had been engaged in the illegal transport of slaves from the mainland to Pemba, do adjudge the said vessel, her tackle, apparel, and furniture, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly. And whereas the said vessel has by the seizors been placed in the hands of the local authorities at Pemba, on receipt, pending adjudication, I hereby order that she be destroyed where she lays at Pemba, and certificate thereof returned to this Court.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 11th of December, 1875.

(Signed) JOHN KIRK.
Her Majesty's Consul-General, Judge.

Inclosure 2 in No. 236.

Lieutenant Lang to Captain Sullivan.

Sir, "London," Zanzibar, December 20, 1875.

I HAVE the honour to report that, whilst cruising off Pemba Island for the suppression of the Slave Trade, I visited Chak-chak. I discovered there a dhow, of which I had been in search of, having obtained conclusive evidence of her being engaged in the Slave Trade.

On my seizing her I was informed that Sub-Lieutenant Target, of this ship, had proceeded to Zanzibar with the owner and captain, but whether he had taken these men down as witnesses against his interpreter (who took bribes and created general disturbances at Chak-chak), or to proceed against the dhow in question, I could not discover.

At the same time I was informed that this dhow would be removed on the following day by her crew. Finding then that no watch was kept on the dhow, or any measure to prevent her escape, as far as I could gather, I considered it necessary to seize her, and also to destroy her (as at that time the wind and weather was uncertain, and she was not in a seaworthy condition), which I accordingly did on the 1st December. On the return of Sub-Lieutenant Target to Pemba I was informed by him that the dhow in question had been condemned.

I have the honour to forward you this letter to explain why the dhow in question was destroyed before the date of condemnation.

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

Certificate as to Destruction.

I, the Undersigned, Conyers Lang, holding the rank of Lieutenant in Her Britannic Majesty's navy, and belonging to Her Majesty's ship "London," do hereby certify that, on the 1st December, 1875, I destroyed dhow or native vessel called the "Kallam," detained by Lieutenant H. W. Target, on the 23rd day of November, 1875, on the ground that she was engaged in the Slave Trade, and for the following reasons, viz. :—

1. That I had conclusive evidence that she had very recently been engaged in the Slave Trade

2. That, on finding her at Chak-chak, I heard that Sub-Lieutenant Target had taken her owners and some of her crew to Zanzibar, though for what purpose I was not then informed.

3. That I had received information that she was to be removed that night from where she was then lying, there being nothing to prevent her escape.

4. That on attempting to tow her out into deep water I found her leaky and quite unseaworthy, and the said dhow has therefore been destroyed.

Given under my hand this 20th day of December, 1875.

(Signed) CONYERS LANG, *Lieutenant, R.N.*

Approved by me, this 20th day of December, 1875.

(Signed) T. B. M. SULLIVAN, *Commanding H.M.S. "London."*

No. 237.

Dr. Kirk to the Earl of Derby.—(Received February 8, 1876.)

My Lord,

Zanzibar, December 25, 1875.

HERE, as elsewhere, the operations of Christian Missions among a people strongly attached to an old religion necessarily gives rise to a certain amount of ill-feeling that leads to annoyance and persecution of those suspected of being inclined to the new faith. In Mohammedan countries such feelings have always been peculiarly bitter.

In Zanzibar, however, the greatest liberty is granted to all faiths and sects by the present rulers, themselves dissentients from that form of Mohammedanism universal among the people of the coast. Here Christian bells are rung alongside of Mohammedan Mosques; and the chants of the Roman Catholic Mission almost drown the prayers of the faithful without a remark. Every form of worship is here tolerated, whether it be the various rites of sects of Mohammedans that elsewhere cannot meet in peace, or the idolatry of the Hindoo.

When, however, such cases as that mentioned by Mr. Price in the extract annexed happen on the coast, we naturally expect such things as he there states, to remedy which Her Majesty's Consul is appealed to for assistance and advice.

I am happy to inform your Lordship that His Highness, to whom I read Mr. Price's letter, has given an order under his own hand to the chief of Takaungu to restore at once the goats forcibly seized by his soldiers, and to appear before the Governor of Mombasa and support, with proof, any charge he may have to prefer.

As to the seizure of the slaves mentioned in the letter, I have positively refused to take any steps for their recovery, and I quite agree with Rashid of Takaungu that a Christian has no right to them. Mr. Price's converts will, in this respect, be only on a par with our own subjects the Indians. I ought to state, however, that I am told by the Rev. Mr. Wakefield, the Missionary of Mombasa, who knows the man spoken of by Mr. Price, and has lived and travelled with him, that he has no doubt the men taken really were slaves.

As Mr. Price says "sooner or later this question must come up," I am glad it has appeared now, and if in future the same ready assistance is given by the Sultan there will be little cause to complain of want of toleration. But Christian converts and Christian Missionaries will still find difficulties, and must be ready to meet persecutions that neither the Sultan nor the Consulate will be able entirely to remedy.

I trust the course here followed in obtaining redress through the Sultan's authority will meet with your Lordship's approval.

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

Inclosure in No. 237.

The Rev. W. S. Price to Dr. Kirk.

(Extract.)

Mombasa, Rabbai, December 14, 1875.

ABOUT a month ago an old man, a Muika, by name Yameza, came to me as a Christian inquirer. He is a man of considerable position and influence amongst his own people, and has for some time lived near Takaungu. Several years ago he became a Mussulman, Raschid bin Khamis, the Wali of Takaungu, being his spiritual father. It appears in trading matters he has been very useful to Raschid, and the latter was greatly annoyed at finding his quondam son showing an inclination to "join the Book." Whilst the old man was on his visit to me, and only a day or two after he left his home, a night attack was made upon his house by a band of Askari belonging to Raschid, on which occasion thirteen of his people (so-called slaves), thirty-seven goats, and a variety of other property was carried away. On hearing of this I wrote a polite letter to Raschid, assuming that the thing had been done without his orders or cognizance, and asking him to inquire into the matter, and, if he found it true, to see that Yameza's goods were restored. He sent a civil reply, saying that, on inquiry, he found the report was correct, but added that Yameza had harboured some runaway slaves belonging to him and others, and that what had been done was only by way of reimbursing themselves for their losses. He professed, however, his willingness to submit to my decision, and to act according to my advice. I went carefully into the matter. Yameza denied *in toto* the charge of having harboured Raschid's slaves. Having satisfied myself that his statements were correct, I wrote once more to Raschid bin Khamis, advising him to order the restoration of Yameza's goods, and stating that, in the event of his not doing so, I should be under the necessity of bringing the matter to the notice of Said Bargash through Her Britannic Majesty's Consul. This letter was conveyed by Yameza himself, and Raschid, on receiving it, addressed him tauntingly as "Sultan Yameza," and then in the same strain went on to say, "you are going to join the Christians; what need have you of slaves?" &c. The old man was excited, and, fearing to trust himself to speech, came away, bringing no answer to my letter. The people and goods taken from Yameza have not been restored, and, on the face of it, it appears that an act of high-handed oppression has been committed. I do not know how the law stands in regard to religious toleration, but it appears to me that this is a case which may fairly be brought to the notice of His Highness, and unless you see difficulties in the way I shall feel obliged by your doing this. Sooner or later the question must come up, and it is well to try the issue on a good case. I am only anxious that it should be judged on its own merits.

No. 238.

Dr. Kirk to the Earl of Derby.—(Received February 8.)

My Lord,

Zanzibar, January 1, 1876.

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, Zanzibar, Admiralty jurisdiction, during half-year ending 31st of December, 1875.

I have, &c.

(Signed) JOHN KIRK.

Inclosure in No. 238.

RETURN of Prizes in respect of which proceedings have been taken before Her Majesty's Agent and Consul-General, Zanzibar (Admiralty jurisdiction), during the half-year ending December 31, 1875.

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	Remarks.
No. on File.	Name of Prize.	Name of Capturing Ship.	Name of Commanding Officer.	Number of Slaves.	Date of Capture.	Date of Adjudication.	Decree.	Court Fees.	Net Proceeds of Sale.	Amount Remitted.	
								£ s. d.	£ s. d.	£ s. d.	
20	Tows Towa	Thetis ..	Thomas Le H. Ward	..	1875 July 13	15 July	Resitution ..	4 5 6	Nil	Nil	Dhow destroyed by captors; four runaway slaves handed over to their lawful master.
21	Unknown	London ..	G. L. Sullivan	..	" 25	2 Aug.	Condemnation ..	6 6 0	Nil	Nil	Balance of Court fee (4l. 11s. 3d.) paid by Captain G. L. Sullivan.
22	Sahaleh ..	Ditto ..	Ditto ..	..	" 28	" 2	Ditto ..	12 0 6	7 9 3	Nil	After deducting Court fee.
23	Unknown	Ditto ..	Ditto ..	..	Aug. 1	" 2	Ditto ..	7 7 6	8 1 4	0 13 10	Dhow destroyed by captors.
24	Jude ..	Thetis ..	Thomas Le H. Ward	1 male and 1 female	July 25	" 3	Ditto ..	6 5 6	..	Nil	
25	Darama ..	London ..	G. L. Sullivan	..	Aug. 4	" 5	Resitution ..	7 3 6	..	..
26	Marambo	Ditto ..	Ditto ..	..	" 13	" 16	Ditto ..	10 11 6	..	..
27	Unknown	Ditto ..	Ditto ..	3 males	" 9	" 21	Condemnation ..	9 14 0	Nil	Nil	
28	Ditto ..	Ditto ..	Ditto ..	20 males and 12 females	" 10	" 21	Ditto ..	9 18 6	Nil	Nil	
29	Ditto ..	Ditto ..	Ditto ..	..	" 5	" 23	Ditto ..	7 11 0	Nil	Nil	
30	Ditto ..	Ditto ..	Ditto ..	..	Sept. 6	13 Sept.	Ditto ..	10 13 0	89 4 1	78 11 1	Dhow destroyed by captors. Cargo saved and sold by public auction.
31	Sihodia ..	Ditto ..	Ditto ..	..	" 4	" 13	Resitution ..	8 19 6	..	..
32	..	Thetis ..	Thomas Le H. Ward	..	" ..	" ..	Condemnation ..	..	..	..	Not returned from Mozambique, where originals have been sent to serve as proofs in the criminal proceedings against owners.
33	Asmeen ..	London ..	G. L. Sullivan	..	Oct. 15	18 Oct.	Ditto ..	9 19 6	42 2 1	32 2 7	Proceeds of dhow and cargo.
34	Unknown	Ditto ..	Ditto ..	..	" 23	" 30	Ditto ..	11 6 0	Nil	Nil	Captors were unable to tow the dhow to Zanzibar; left her at Messal Island, where she was destroyed, and her cargo plundered by unknown parties.
35	Simesa ..	Ditto ..	Ditto ..	6 males and 2 females	" 24	" 25	Ditto ..	9 2 0	7 7 10	Nil	Balance of Court fee (1l. 14s. 2d.) paid by Captain G. L. Sullivan.
36	Unknown	Ditto ..	Ditto ..	..	Nov. 2	Dec. 11	Ditto ..	7 9 0	Nil	Nil	No proceeds; dhow destroyed by captors.
37	Kasumba.	Ditto ..	Ditto ..	1	" 3	Nov. 15	Ditto ..	9 14 6	8 6 11½	Nil	Balance of fee (7s. 6½d.) paid by Captain G. L. Sullivan.
38	Unknown	Ditto ..	T. B. M. Sullivan	..	" 18	Dec. 10	Ditto ..	6 12 6	Nil	Nil	No proceeds; dhow destroyed by captors.
39	Rapia ..	Ditto ..	Ditto ..	..	" 26	" 10	Ditto ..	7 8 0	5 8 3	Nil	Balance of fee (1l. 19s. 9d.) paid by Captain T. B. M. Sullivan.
40	Kallam ..	Ditto ..	Ditto ..	..	" 29	" 11	Ditto ..	11 8 6	Nil	Nil	No proceeds; dhow destroyed at Pemba.
41	Unknown	Ditto ..	Ditto ..	..	Dec. 8	" ..	..	..	..	..	Case still pending in Court.
42	Ditto ..	Ditto ..	Ditto ..	..	" 23	" 24	Condemnation ..	6 5 6	Nil	Nil	Dhow destroyed by captors.

(Signed)

JOHN KIRK, Her Majesty's Consul-General in Zanzibar.

No. 239.

Dr. Kirk to the Earl of Derby.—(Received February 8.)

My Lord,

Zanzibar, January 10, 1876.

I HAVE the honour to transmit a copy of Decree of Condemnation in the case of a dhow seized landing slaves in the Island of Pemba.

I regret to state that most of the slaves had been removed beyond the power of the captors before a landing could be effected, the dhow having been beached on a reef which could not be approached by the steam cutter.

No appearance was put in on behalf of the vessel or slaves, and the case being clear, Decree was passed without further reference.

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

Inclosure in No. 239.

*Case No. 42 of 1875.**Decree.*

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against a vessel, name, nation, master and owners alike unknown, without colours or papers, her tackle, apparel and furniture, and also against fourteen male and three female slaves, seized as liable to forfeiture by Henry O'Neill, Esq., a Lieutenant in Her Majesty's Navy, when in command of one of the boats of Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General, on the 24th of December, 1875.

APPEARED personally Lieutenant Lloyd Mathews, R.N., of Her Majesty's ship "London," and produced a sworn declaration setting out the circumstances under which the vessel, of the description and dimensions specified in the annexed certificate of admeasurement, was seized by Lieutenant Henry O'Neill before-mentioned, on the 22nd day of December, 1875. I, the said Judge, having heard the evidence produced, and in default of any person appearing for the defence, having found sufficient proof that the vessel at the time of her seizure was engaged in the illegal transport of slaves between the mainland and the Island of Pemba, in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the above-mentioned vessel, her tackle, apparel and furniture, and also the fourteen male and three female slaves to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly. And I do hereby approve of and confirm the course pursued by the said seizers in the destruction of the said vessel as inevitable under the circumstances.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto this 24th day of December, 1875.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 240.

Dr. Kirk to the Earl of Derby.—(Received February 8.)

My Lord,

Zanzibar, January 10, 1876.

I HAVE the honour to report that intelligence has reached me, through slave dealers who have arrived at Kilwa, that the mission party under Mr. Young have established themselves on a headland, a peninsula, no doubt Cape Maclear in Lake Nyassa. They are said to have three boats, and to have commenced to stop the Slave Trade that crosses the Lake.

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

No. 241.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, February 11, 1876.

IN reply to your despatch of the 25th December last, I am directed by the Earl of Derby to inform you that his Lordship approves your proceedings, as therein reported, respecting the forcible seizure of certain goods belonging to a Muika, named Yameza, by soldiers in the service of the Wali of Takaungu.

I am, &c.

(Signed) T. V. LISTER.

No. 242.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, February 17, 1876.

I AM directed by the Earl of Derby to transmit to you, for your information, a copy of the correspondence which has been laid before Parliament on the subject of the reception of fugitive slaves on board Her Majesty's ships.*

I am, &c.

(Signed) T. V. LISTER.

No 243.

Dr. Kirk to the Earl of Derby.—(Received March 7.)

(Extract.)

Zanzibar, February 2, 1876.

HAVING ascertained that, on receipt of the Khedive's orders that reached Kismayo on the 22nd December, the Egyptian forces under McKillop Pasha were withdrawn from Kismayo and El Jub, and the vessels moved sixty miles further south to the Burkab or Durnford of the charts, I called the Sultan's attention to the necessity of taking steps for the government of the abandoned districts, and the re-establishment of his authority in a way that would give some guarantee for the opening up of the country, and for the due observance of his promises to abolish slavery and stop the land Traffic in slaves throughout the northern part of his dominions. I offered also, as I considered it necessary in support of British interests for me to proceed to Lamo and Kismayo in person, to render any assistance in my power.

His Highness, only too glad to be able to reoccupy the posts from which his Agents had been expelled, begged me to allow the Governor of Lamo (a man of high family and considerations) to accompany me, placing him and all other Governors under my direction.

Touching at Lamo in Her Majesty's ship "Thetis," Captain Ward and I called on Seyyid Saoud, the Governor, and giving him the Sultan's letter, of which copy is inclosed, invited him to accompany us to Kismayo, which he did the following day, taking a guard of Arab soldiers with him, as the 300 troops already sent by land could not be expected to have reached in time.

When off Port Durnford it was ascertained that the Egyptian ships had all left, and at Kismayo we were told that the troops at Brava had been embarked and the place reoccupied by the Sultan's Governor from Merka.

Kismayo Bay, although open and exposed to the ocean swell, affords a safe and commodious anchorage even to large vessels. There are, however, many outlying dangers as yet inaccurately laid down on the charts, and the bay is limited by a line of rocks near shore.

The position of Kismayo, as the most northern ship harbour on the coast, distant only ten miles from the River Juba, one of the very few African rivers available for commerce, gives it considerable importance, and the leading marks now determined and laid down by the officers of Her Majesty's ship "Thetis" and "Flying Fish" will in the meantime remove all danger, and serve as a guide to vessels following the northern passage. In the absence, however, of a complete survey, it is a place to be approached by large vessels with considerable caution.

We found on shore scarcely a vestige of the Egyptian occupation. During the few months of their stay they seem to have been satisfied with the accommodation the Sultan's stone fort and outbuildings afforded. A rude landing jetty they had con-

* "Slave Trade No. 1 (1876)."

structed had been wantonly destroyed before their departure, and two beacons, erected as leading marks, had been placed with so little judgment as to be of no practical utility.

Having landed and taken possession of the place, the Proclamation, under the Sultan's seal and signature, informing the people that slavery was now abolished, and the land transport of slaves prohibited, both throughout the Benadir and in the district of Kismayo, was published and exhibited on a board over the outer entrance of the fort, a place where it may be seen and read by all.

I annex a copy of this important deed, and have the honour to inform your Lordship that Proclamations in every way corresponding with that inclosed, with the sole alteration at the commencement according with the place at which it is issued, have been sent to Brava, Merka, Mokdishu, and Worsheikh, and that the Sultan's orders to his Governors, of which I was the bearer, are clear and explicit, making it imperative in them to publish the same, and to see that no slave caravans pass by land.

The district affected by this Decree extends from the Durnford or south limit of Kismayo to the north of Zanzibar, dominions usually defined as Worsheikh, which includes also Murut, an agricultural district dependent on it. Thus slavery is by statute at an end throughout one-third of the Zanzibar dominions, or over 300 miles of coast, and the land Traffic in Slaves therein forbidden and liable to be stopped by force if attempted.

It is known to your Lordship that formerly thousands of slaves were yearly landed by dhows at Brava, Merka, and Mokdishu, and that since the sea Traffic was prohibited in 1873 this form of Slave Trade has completely ceased, but that a land Traffic, against which no provision had been made, and none seemed possible without violent interference on our part with the internal administration of the Zanzibar State, had sprung up, and South Somali land received thousands of slaves as before by this new route. I am aware it has been also reported to your Lordship, by those whose judgment deserves consideration, that slaves might thus be conveyed through the whole of Somali land, and taken by dhows to Arabia across the Gulf of Aden. There is, however, no evidence to show that such a Traffic exists, for the price paid for slaves by the Somalis in the rich fields of South Somali land are such as would make this Traffic unremunerative, setting aside altogether the fearful losses that would be sustained by a slave caravan on the way.

Inclosure 1 in No. 243.

The Sultan of Zanzibar to the Governor of Lamo.

(Translation.)

After compliments,

ON the arrival of the Envoy, John Kirk, Her Majesty's Consul-General who comes to support and assist our Government, you will be ready to accompany him to Kismayo and El Jub, and wherever else he may require your assistance you will accompany him, and be in all things guided by his counsel and advice, that the people of the country may perceive that our Government has been resumed with honour.

And know well that we have abolished slavery throughout our dominions, which are at Kismayo and throughout the Benadir, and you will see that the Proclamations which are to this effect are duly issued.

This is from me, written by Burghash bin Saeed with his own hand the 17th day of El Haj, 1292 (January 15, 1876).

Inclosure 2 in No. 243.

*Proclamation abolishing Slavery in Kismayo and Benadir, as published at Kismayo,
January 25, 1876.*

[Similar Notices issued at Brava, Merka, Mokdishu, and Worsheikh.]

(Translation.)

In the Name of God, the Merciful, the Compassionate.

[Seal of Burghash bin Saeed bin Sultan.]

From Burghash bin Saeed,

TO all who may see this of our friends the inhabitants of Kismayo and its dependencies, be it known, God having brought about the departure of the Egyptians

from our dominions in Kismayo, that, on re-establishing our Government and kingdom we have decreed the abolition of Slavery throughout our dominions in the Benadir and the district of Kismayo, and we have commanded our Governors to see that this order is enforced, and that slaves are not permitted to pass through the territory above-named.

Written by Zahr, with his hand, this 17th day of El Haj, 1292 (15th January, 1876).

This is from me, written with his own hand,

(Signed) BURGHASH BIN SAEED.

No. 244.

Dr. Kirk to the Earl of Derby.—(Received March 7.)

My Lord,

Zanzibar, February 8, 1876.

I HAVE the honour to inclose herewith copies of three Decrees passed under the the Admiralty Jurisdiction of the British Court here, the dhows having been in each case captured by the boats of Her Majesty's ship "London," off Pemba Island.

In cases No. 41 of 1875, and 1 of 1876, the evidence for the prosecution was conclusive as to both vessels having run cargoes of raw slaves from the main land to Pemba, whilst that produced by the defendants only confirmed the proofs against them.

In case No. 1 of 1876 only one slave was captured, and though from his appearance and the contradictory evidence given respecting him, I considered the capturing officer justified in having detained the dhow, yet after sifting the testimony in Court, a Decree of Restitution was given, it being clear that the slave had shipped of his own free will, and there being no proof of any intention to sell him.

I have, &c.

(Signed) JOHN KIRK.

Inclosure 1 in No. 244.

Case No. 41 of 1875.

Decree.

In the Court of Her Majesty's Consul-General, holden at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native dhow, a vessel name unknown, and of which the master is also unknown, having no colours or papers, whereof one Mohamed bin Nassar is said to have been the owner, her tackle, apparel, and furniture, seized as liable to forfeiture by Lieutenant Conyers Lang, R.N., when in command of certain boats of Her Majesty's ship "London," before Frederick Holmwood, Esquire, Her Majesty's Assistant Political Agent at Zanzibar, on the 18th day of January, 1876.

APPEARED personally the said Lieutenant Conyers Lang, and produced a sworn declaration which set out the circumstances under which a dhow or native vessel said to belong to Mahomed bin Nassar of the description and dimensions specified in the annexed certificate of admeasurement was seized at Pemba Island, on the 8th day of December, 1876, by the officer above named, I, the said Political Agent, by virtue of the Consular power intrusted to me by Her Majesty's Consul-General for this dominion, having heard the evidence and examined witnesses on both sides, having found sufficient proof that the said vessel had been recently engaged in the transport of slaves, in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the same to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn her accordingly, hereby approving of the course pursued by the captors in the destruction of the vessel on the spot as 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 18th day of January, 1876.

(Signed)

FREDERIC HOLMWOOD,

Assistant Political Agent and Judge.

Inclosure 2 in No. 244.

Case No. 1 of 1876.

Decree.

In the Court of Her Majesty's Consul-General, holden at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native dhow "Miromba," whereof one Bao is master and owner, her tackle apparel and furniture, and also against one male slave named Kamna, seized as liable to forfeiture by Henry E. O'Neill, Esquire, a Lieutenant in Her Majesty's Navy, when in command of a boat of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Consul-General at Zanzibar, on the 17th day of January, 1876.

APPEARED personally the said Henry E. O'Neill, Esquire, and produced a sworn declaration setting out the circumstances under which a native dhow, named "Miromba," whereof Bao was master and owner, and being without papers or colours, was seized off Chak Chak on the 4th day of January, 1876, by the officers above-named. I, the said Agent and Consul-General, having heard the evidence produced and examined witnesses on both sides, having found no proof that the vessel beforementioned was engaged in the slave Trade, do adjudge that she be restored by her captors to her lawful owner, and do direct that the said Kamna, having been shown to have embarked in the said dhow by his own free will and on his own business, shall be free to land wherever he may please; and I further decree that the costs of this suit may be paid by the prosecution, hereby acquitting the captors of all claims for damages or compensation whatsoever that have arisen or may arise by reason of this seizure, finding that they were fully justified under the circumstances in the detention of the said dhow.

In testimony whereof I have signed the present Decree, and have caused my seal of Office to be affixed therto this 17th day of January, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent, Consul-General, and Judge.

Inclosure 3 in No. 244.

Case No. 2 of 1876.

Decree.

In the Court of Her Majesty's Consul-General, holden at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against a dhow, or vessel, name unknown, and whereof the owner's name is also unknown, which sailed under British colours, and of which one Uledi bin Hamis was master, her tackle, apparel, and furniture, and also against seventeen male and three female slaves, seized as liable to forfeiture by Lieutenant Lloyd W. Matthews, R.N., when in command of certain boats of Her Majesty's ship "London," before Frederic Holmwood, Esq., Her Majesty's Assistant Political Agent at Zanzibar, on the 19th day of January, 1876.

APPEARED personally, Thomas B. M. Sullivan, Esq., a Captain in Her Majesty's Navy, and commanding Her Majesty's ship "London," and produced a sworn declaration setting out the circumstances under which a dhow, or native vessel, name unknown, whereof one Uledi bin Hamis was master, of the description and dimensions specified in the annexed certificate of admeasurement, was seized off Pemba Island on the 14th day of January, 1876, by the said Lieutenant Lloyd W. Matthews. I, the said Assistant Political Agent, by virtue of the powers intrusted to me by Her Majesty's Consul-General for this dominion, 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 transport of slaves from the mainland to East

Africa to the Island of Pemba, in contravention of a Treaty existing between Great Britain and Zanzibar, do adjudge the said vessel, her tackle, apparel, and furniture, and the seventeen male and three female slaves to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly. And I do further declare that after taking into consideration all the circumstances of the case, I consider that the destruction of the said dhow on the spot was proper and justifiable, and I hereby approve thereof.

In testimony whereof I have signed the present decree, and have caused my seal of office to be affixed thereto this 19th day of January, 1876.

(Signed) F. HOLMWOOD,
Assistant Political Agent and Judge.

No. 245.

Dr. Kirk to the Earl of Derby.—(Received March 7.)

My Lord,

Zanzibar, February 8, 1876.

I HAVE the honour to report the following movements during the past month of the ships of war on the station.

The "Diamond," "Vestal," and "Arab," which had been detained on their way to India, have now gone on according to original orders to Aden and Bombay.

Her Majesty's ship "Thetis" will proceed in a few days to Mozambique, and the "Flying Fish" has sailed for Madagascar; we shall thus have three ships of war in the Mozambique Channel.

Captain Elton has left Mozambique in Her Majesty's ship "Arab" on a visit to Madagascar for change of air.

I regret to have to report the death which happened at sea, when on the way to the Cape, of Captain Gray, commanding the surveying ship "Nassau," which has done such admirable work on this coast. Captain Gray died of fever, contracted during an excursion to a hill near Mozambique, and all the officers that formed the party, including Captain Elton, have suffered from the same cause.

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

No. 246.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, March 10, 1876.

I HAVE laid before the Earl of Derby your despatch of the 2nd ultimo, with its inclosures, reporting the withdrawal of the Egyptian forces from Zanzibar territory, and the visit paid by you to the Ports of Kismayo and Lamo, accompanied by the Governor of Lamo, on board Her Majesty's ship "Thetis," with a view to re-establish the authority of the Sultan of Zanzibar in such a manner as would give some guarantee for the opening up of the country, and for the observance of His Highness' promises to abolish slavery and stop the land Traffic in slaves throughout the northern part of the Sultan's Dominion.

In conveying to you Lord Derby's approval of your proceedings, as reported in your above-named despatch, I am to state to you that his Lordship has learnt with much satisfaction that a Proclamation has been published at Kismayo, under the Sultan's seal and signature, informing the people that slavery is now abolished, and the land transport of slaves prohibited throughout the Benadir and in the district of Kismayo, and I am to instruct you to thank the Sultan in the name of Her Majesty's Government for this new proof which he has given of his desire to suppress Slave Traffic in his Dominions.

You will at the same time assure His Highness that he may reckon on the cordial support of the British authorities in any further measures which he may adopt with this view.

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

No. 247.

*Mr. Lister to Dr. Kirk.**Foreign Office, April 1, 1876.*

Sir,
I AM directed by the Earl of Derby to transmit to you herewith, for your information, and for any observations you may have to offer thereupon, extract from a letter to the Admiralty from Captain Ward, of Her Majesty's ship "Thetis," reporting on the state of the Slave Trade in the neighbourhood of Kilwa, Zanzibar, and Pemba.*

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

No. 248.

*Lord Tenterden to Dr. Kirk.**Foreign Office, April 8, 1876.*

Sir,
IN transmitting to you herewith, for your information, a copy of a letter from Mr. H. B. Cotterill, who is about to proceed to the East Coast of Africa for the purpose of introducing lawful trade into the region of Lake Nyassa, with the view to counteract the influence of slave-traders in that country, I am directed by the Earl of Derby to instruct you to afford Mr. Cotterill the benefit of your advice and good offices, and also such assistance as you can properly render him towards the attainment of the objects which he has in view.

You will bear in mind, however, that you are not authorized to incur any expense on Mr. Cotterill's behalf on account of Her Majesty's Government.

I am, &c.
(Signed) TENTERDEN.

Inclosure in No. 248.

Mr. Cotterill to the Earl of Derby, March 27, 1876.

[See Inclosure in No. 137.]

No. 249.

*Dr. Kirk to the Earl of Derby.—(Received April 10.)**Zanzibar, February 21, 1876.*

My Lord,
I HAVE the honour to inclose decrees of condemnation in the cases of three native vessels engaged in the Slave Trade.

As the circumstances under which these vessels were captured differ from those that have occurred of late I have to report that on my return from the North, in Her Majesty's ship "Thetis," I communicated to Captain Ward certain information I had received from one of my secret agents on the Coast regarding three vessels engaged in carrying slaves from the creeks north of Kilwa to Kisiju, a village beyond the Lufiji Delta, where they again followed the land route to Bagamoyo, Pangani, &c., and were ultimately either taken further north or shipped to the Island of Pemba.

This new phase of the Slave Trade and the partial abandonment of the land route in favour of that by sea within the Monfia Channel is due chiefly to disturbances that have occurred among the native tribes on the Lufiji making it unsafe for a slave caravan to pass unless under a strong escort.

On one occasion the Arab leaders have been killed, and in many cases slaves carried off by force, while the heavy ground of the Lufiji Delta and the swamps of Samanga make the land route in this part both difficult and costly.

The absence of any of the cruizers for several months had given encouragement to the local traffic, and as a result I find that these dhows were being regularly employed on this special service.

* Inclosure in No. 367.

Having communicated full particulars to the Senior Naval Officer, the boats of Her Majesty's ship "Flying Fish" were at once detached to intercept the vessels in question, and this, I am glad to state, has been done with complete success. One vessel being captured with 102 slaves on board, the other two unfortunately having succeeded in landing and securing the slaves in the jungle before they could be approached in the surf through which they had been beached when they found themselves pressed by our boats.

In the case of the first, the master, crew, and slave-owners were all taken and given over to my hands, and after hearing the case I had the six slave-owners, of whom three were pure Arabs, together with the dhow captain, secured in their own slave chains, and marched through the streets.

Thereafter having communicated with His Highness they were flogged in public before the Palace, the pure Arabs and negroes being treated alike. This degrading personal punishment of pure-born Arabs of Arabia has caused some excitement, but I assured His Highness that I should support him in anything that might result from the action I asked him to take.

Although I am not of opinion that such steps as these will stop the traffic, the infliction of corporal punishment in public is driving the Slave Trade into the hands of the lowest classes, and so far making it every day less and less reputable and more within our power to deal with.

A few years ago the best Arab in Zanzibar would think it no disgrace to head his slaves. This is no longer so, the abolition of public sale, and now the reduction of slave dealers who transgress the Treaty to the grade of common criminals, and the infliction of a punishment reserved for the lowest classes of natives has changed matters in this respect, but the land traffic still goes on, though in other hands.

On this occasion I have thanked His Highness for the firm manner in which he at once followed my advice, although well aware he was doing a most unpopular act, and one that might have forced him to fall back on British assistance.

From the result of the present example I conclude that the public of Zanzibar have now tacitly accepted the situation and are ready to admit that those who are tempted by the profits of running slaves by sea must take their chance of the attending risks in case of detection.

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

Inclosure 1 in No. 249.

Case No. 5 of 1876.

Decree.

In the Court of Her Majesty's Consul-General, holden at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel "Salama," without papers or colours, whereof Ali bin Kombo was master, her tackle, apparel, and furniture; and also against sixty-four male and thirty-eight female slaves, seized as liable to forfeiture by Alfred Turner Holmes, a Sub-Lieutenant in her Majesty's Navy, at the time in command of the boats of Her Majesty's ship "Flying Fish," before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 14th day of February, 1876.

PERSONALLY appeared, Herbert Crohan, Esquire, Commander, R. N., in command of Her Majesty's ship "Flying Fish," and produced before me a sworn declaration of Sub-Lieutenant Holmes, which set out the circumstances under which the native vessel "Salama," of which Ali bin Kombo was master, said to have been owned by Mohammed Heri, of Raisini, of the description and admeasurement specified in the certificate annexed; also sixty-four male and thirty-eight female slaves were seized near Kwale Island, Mafia, on the 9th day of February, 1876. I, the said judge, after evidence heard on both sides, having found proof that this vessel, at the time of seizure, was engaged in the transport of slaves by sea, in contravention of Treaties existing between Her Majesty the Queen of Great Britain and the Sultan of

Zanzibar, do adjudge the above-named vessel, her tackle, apparel, and furniture, together with the money found on the master, Ali bin Kombo, namely, 17*l.* 4*s.* 1*d.*, being the freight paid to him on the slave cargo; and also sixty-four male and thirty-eight female slaves to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly, thereby also recording our opinion that the captors were justified in the destruction of the vessel.

In testimony whereof, I have signed the present Decree, and caused my seal of office to be affixed thereto, this 14th day of February, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Inclosure 2 in No. 249.

Case No. 6 of 1876.

Decree.

In the Court of Her Majesty's Consul-General, holden at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against native vessel, name unknown, without colours or papers, the master and owner being unknown, her tackle, apparel, and furniture seized as liable to forfeiture by Alfred Turner Holmes, a sub-Lieutenant in Her Majesty's Navy, when in command of the boats of Her Majesty's ship "Flying Fish," before John Kirk, Esq., Her Majesty's Agent and Consul-General at Zanzibar, on the 14th day of February, 1876.

PERSONALLY appeared Herbert Crohan, Esq., Commander, R.N., in command of Her Majesty's ship "Flying Fish," and produced before me a sworn declaration of sub-Lieutenant Holmes, which set out the circumstances under which the native vessel, whose name, master, and owners are unknown, without colours or papers, of the description and admeasurement specified in the certificate annexed, was seized near Kwale, Monfia, on the 10th day of February, 1876, I, the said Judge, after hearing the evidence produced by the captors, having found sufficient proof that this vessel at the time of her seizure was fully equipped for the Slave Trade, and had landed a large cargo of slaves on the shore where she had been stranded to escape capture of the slaves, do adjudge the above-named vessel, her tackle, apparel, and furniture, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly, thereby recording our opinion that the captors were justified in the destruction of the vessel.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto, this 14th day of February, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Zanzibar.

Inclosure 3 in No. 249.

Case No. 7 of 1876.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel, name unknown, without colours or papers, the master and owner being unknown, her tackle, apparel, and furniture, and also one male slave seized, as liable to forfeiture, by Alfred Turner Holmes, a Sub-Lieutenant in Her Majesty's navy, when in command of the boats of Her Majesty's ship "Flying Fish," before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 14th day of February, 1876.

PERSONALLY appeared Herbert Crohan, Esquire, Commander, R.N., in

command of Her Majesty's ship "Flying Fish," and produced before me a sworn declaration of Sub-Lieutenant Holmes, which set out the circumstances under which the native vessel, name, master, and owner unknown, without colours or papers, of the description and admeasurement specified in the certificate annexed, was seized near Kwale Island, Monfia, on the 10th day of February, 1876. I, the said Judge, after hearing the evidence produced by the captors, having found sufficient proof that this vessel at the time of her seizure was fully equipped for the Slave Trade, and had landed a cargo of slaves on the shore where she had been stranded to escape capture of the slaves, do adjudge the above-named vessel, her tackle, apparel, and furniture, and also one male slave to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly, thereby recording our opinion that the captors were justified in the destruction of the vessel.

In testimony whereof I have signed this Decree, and caused my seal of office to be affixed thereto, this 14th day of February, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 250.

Dr. Kirk to the Earl of Derby.—(Received April 10.)

My Lord,

Zanzibar, February 29, 1876.

I HAVE the honour to forward herewith decree of condemnation in case of a slave seized by one of the officers of Her Majesty's ship "London," and placed in court here by the commanding officer.

I was informed by the seizors at the outset that proceedings had been taken in this case for the purpose of ascertaining how the transport of slaves in canoes from the mainland at Tanga to the islands that there fringe the coast on the west side of the Pemba Channel, and from the islets on the western shore to the main island of Pemba would be viewed, and how far they would be acting legally in interfering with a local transit that was on either side of the channel being made use of to facilitate the transport of slaves from the mainland to the Island of Pemba.

After the many instances that have appeared in Court of late in which slave cargoes were proved to have been landed on the small islands off Pemba under the eyes of our officers, and when once landed and concealed in the jungle or native huts to have evaded capture and been transported across the narrow passage to the main island in canoes, there was no necessity to produce any more proof to show the use to which these small islands are constantly put.

The chief point here was to determine whether or not the islet of Makangwe was to be considered as so far part of Pemba as to be, within the meaning of the Treaty, one and the same, or as a different part of His Highness' dominions, divided by sea.

The case of the canoe seized by Her Majesty's ship "Shearwater" crossing between Chole and Monfia is the only one that might bear on the point, and there an opinion has finally been expressed that the condemnation of the canoe and slaves were legal under the Treaty of June 5, 1873, interpreted by that of July 14, 1875.

That case, however, does not apply, for there exists this vast difference—that while between Chole and Monfia there is a transport of slaves in canoes this transport is not known to have any relation to the shipment of slaves in contravention of Treaty, whereas mixed up with such a conveyance as exists at Chole we have on both sides of the Pemba Channel a notorious contraband traffic to deal with, for which these small islands are made use of.

On the side of the mainland canoe loads of slaves are taken over daily from the villages during the spring tides to pick cowries on the coral reefs. If the islands and mainland are so much of the nature of one as to constitute this not conveyance in the sense of the Treaty then our boats cannot interfere.

On the Pemba islets again there are a few small plantations very insignificant in general but partly owned by residents of the mainland, and these carry their slaves across in canoes when required for work returning them as needed to their other estates. The greater part of these islets is, however, an impassable jungle where whole dhow loads of slaves can in a short time be safely concealed, and in which any search would be most hazardous. Thus the chief use to which these small islands are now being put seems to be to aid in the smuggling of slaves against Treaties, and this I have held to

be a valid difference constituting these small islands or islets and Pemba different parts of His Highness' dominions for the purpose of the Treaties, and transport between them against the will of the slave illegal.

At the same time I have distinctly explained in Court that the ground on which I base my decision is the use made of these islands, and that had this not been clearly proved I should require to go much more minutely into the circumstances of the islands.

In this case the canoe being released and the slave alone proceeded against, the question of whether he was a domestic did not arise. He was, it seems, conveyed against his will, which of itself secures his condemnation, unless the two islands were shown to be for the purposes of the Treaties so far one as to make transport between them not "conveyance" within the meaning of the Treaty.

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

Inclosure in No. 250.

Case No. 8 of 1876.

Decree.

In the Court of Her Majesty's Consul-General, holden at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against a male slave named Bora, seized as liable to forfeiture by Lieutenant Lloyd W. Matthews, R.N., when in command of one of the boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar on the 18th day of February, 1876.

APPEARED personally Lieutenant Lloyd W. Matthews, R.N., of Her Majesty's ship "London," and produced a sworn declaration, which set out the circumstance under which a male slave named Bora was seized by the officer above-mentioned while being transported in a canoe from Makangwe Island to the Island of Pemba on the 1st day of February, 1876. I, the said Agent and Consul-General, having heard the evidence produced, having found sufficient proof that the said male slave was being transported at the time of his seizure from one part of the dominions of the Sultan of Zanzibar to another against his will, in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the before-mentioned male slave Boro to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly.

In testimony whereof I have signed the present Decree and have caused my seal of office to be affixed thereto this 18th day of February, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Receipt.

RECEIVED from Captain T. B. Sullivan, R.N., commanding Her Majesty's ship "London," one male slave named Bora, taken by the boats of that vessel and condemned as case No. 8 of 1876. Zanzibar Admiralty Court file.

Zanzibar, February 18, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Zanzibar.

No. 251.

Dr. Kirk to the Earl of Derby.—(Received May 1.)

My Lord,

Zanzibar, February 29, 1876.

IN transmitting Decree of Condemnation in case of a native vessel placed by the Commanding Officer of Her Majesty's ship "London" in Court as engaged in the

Slave Trade, I have the honour to submit the following explanatory remarks, not with the view of having the case reconsidered, which indeed could only be done on the original evidence and record of proceedings, but rather to enable your Lordship to follow the practical result of a decision in which the Sultan has now concurred.

A native vessel, having at the time many passengers on board, was seized when on the voyage from the north of the island of Zanzibar to Pemba, on the ground that there were three female and one male slave on board contrary to the provision of the Treaty of 5th June, 1873, and of 14th July, 1875.

The captors proceeded against the vessel and these four slaves only, having landed the remainder of the passengers with their goods at Pemba, and brought forward no claim against that part of the cargo still on board.

The alleged ground of action was that the slaves were being conveyed against their will by sea, that they were neither accompanying nor engaged in the legitimate business of their masters, that they were not navigating the vessel, and were not "domestics" in the sense required by the Treaty.

The evidence in Court showed satisfactorily enough—

1. They were being conveyed against their will.
2. They were not accompanying their masters.
3. They were not navigating the vessel.

But a question arose as to whether or not they were "domestics," the defence pleading that being "domestics" the slaves were to be freed and the vessel released, while the prosecution claimed decree of condemnation of the vessel also, asserting that they were in the sense of the Treaty not domestics, being recent purchases transferred in trade.

It is with the three female slaves alone we have here to do, and as the circumstances of each were identical I shall state briefly how they stood.

Two Arab proprietors, resident in the island of Pemba, came to Zanzibar on a visit and to make purchases. While here they bought three female slaves from a dealer, one of those who, since the public market was abolished, have been acting as salesmen of slaves. These slaves had been resident in the town of Zanzibar—one for several years in the same family—while the others had passed from hand to hand. All, however, were house slaves, and had been used as concubines, for which purpose they were now purchased.

Had they been travelling with their old masters they would have unquestionably been classed as "domestics," but their new owners had set off alone to Pemba, leaving their newly purchased slaves to be marched by land to the north of the island, and there shipped to Pemba in the care of a slave they left behind for the purpose, and under the eye of a friend of theirs—the owner of the dhow that carried them across.

Their new owners had never kept house here, had just bought the slaves before sailing, had gone away alone and left them to follow in charge of third parties; the slaves again were neither raw slaves nor field labourers.

The defence held them to be domestics, while the prosecution put forward that although they would have been so regarded whilst with their former owners, they had ceased to be domestics in relation to their new purchasers until arrival at their houses.

To the latter argument, after mature consideration, I gave my adhesion, telling the Sultan at the same on behalf of his subjects, that it was a question on which I should be glad of an appeal so as to obtain an authentic decision by the Queen in Council.

I pointed out at the same time, however, that the decree, as regarded the vessel, would not hang on the above point alone, and that condemnation would still follow even were it ruled that these three females were "domestics" in the sense employed in the Treaty unless it could also be shown that they were on the legitimate business of their masters and going on their own free will.

Admitting they were domestics, they were shipped, as I held on the evidence, against their will, they were not accompanied by their masters, and were not engaged in their masters' legitimate business, they certainly were not employed in navigating the vessel; as domestics, therefore, they did not fall within the excepted classes of the Treaty of July, 1875. In conclusion, it was proved that the owner of the vessel himself shipped them, fully knowing who they were, their antecedents, and, in fact, acting as agent of their owners, who had gone on before to Pemba.

In reply, the Sultan asked for an interview, at which I restated what I had before communicated to him, but His Highness at once remarked—

“ Let there be no reference to any authority of such a matter as this between us. I am alone among the Arabs in everything that regards the Slave Trade suppression ; I am detested and hated by them for what I have done, and it is needless for me to think to get their favour in such a matter, but I must be in a position to say this or that is forbidden under Treaty ; now if it is forbidden to do as these Arabs did you have only to decide, and I shall tell them that it is so. They do not fully understand that a domestic slave, to fall under the exception of the Treaty, must either accompany the master or be engaged in his legitimate business, or in the navigation of the vessel.”

I thanked His Highness for the confidence he placed in my decision, and the reliance he showed in following my judgment even when I told him I felt a little hesitation myself in deciding a very nice point, on which I should be glad to have higher authority, and I promised to address him a letter on this special case that would serve as a guide if his people wished to know how the law was being viewed in this Court.

In applying the reading in this case which, under the circumstances, appears to me both the most legitimate and natural, and in the manner followed in gaining His Highness' adhesion thereto, I trust my action may meet with your Lordship's approval.

I have, however, I beg to remark, called the attention of Captain Sullivan to the great caution needed in dealing with cases, where females that obviously have been domestics are concerned, and warned him of the danger of being misled by anything short of a clear expression of their objection to being taken by sea, and that generally the statements of such slaves are to be taken with the greatest reserve, as for such slaves as these personally it is impossible for us to do anything. Our interference must therefore be justified as both warranted by Treaty and directed against the system of slavery, which, by the Treaty of 1875, has been practically abolished afloat within the Zanzibar dominions.

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

Inclosure in No. 251.

Case No. 9 of 1876.

Decree.

In the Court of Her Majesty's Consul-General, holden at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the Zanzibar vessel “ Mambosasa,” whereof Barasa was master, her tackle, apparel, and furniture, also against one male and three female slaves seized as liable to forfeiture by Conyers Lang, a Lieutenant in the Royal Navy, when in charge of the boats of Her Majesty's ship “ London,” before John Kirk, Esq., Her Majesty's Consul-General at Zanzibar, on the 29th day of February, 1876.

APPEARED personally, Captain T. B. Sullivan, R.N., Commanding Her Majesty's ship “ London,” and produced the sworn declaration of Lieutenant Conyers Lang, R.N., which set out the circumstances under which the native vessel “ Mambosasa,” under the Zanzibar flag, whereof Barasa was master, and owned by Seif-bin-Saeed, of the description and dimensions specified in the annexed certificate of admeasurement was seized near Pemba, on the 20th day of February, 1876, by the officer last named. I, the said John Kirk, Her Majesty's Consul-General, having examined and heard evidence on both sides, having found sufficient proof that this vessel at the time of her seizure was engaged in the Slave Trade in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the above-mentioned vessel, her tackle, apparel, and furniture, and also one male and three female slaves to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen and do condemn the same accordingly, hereby ordering the vessel to be broken up and sold in separate pieces.

In testimony whereof I have signed the present decree, and caused my seal of office to be affixed thereto, this 29th day of February, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 252.

Dr. Kirk to the Earl of Derby.—(Received April 10.)

My Lord,

Zanzibar, February 29, 1876.

I HAVE the honour to inclose Decree of Condemnation, &c., in the case of a native vessel seized by the boats of Her Majesty's ship "London" on the African coast near Tanga, and proved to have been engaged in the conveyance of slaves.

In this case, after the lapse of one month from the time of capture, and the case being placed in Court, with proofs of slave-dealing, no one appearing for the defence, Decree was given.

Had there been any doubt some communication would certainly have arrived during the time allowed, as Zanzibar and Tanga are at this season within one day's journey and reports passing on all matters between the Governor and the Sultan.

I may observe that it is from this part of the coast that many of the dhows engaged in the smuggling of slaves take their departure for Pemba, and that it was near the same place that the boats of Her Majesty's ship "London" were fired upon, as reported by me in my despatch of 9th December, 1875.

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

Inclosure in No. 252.

Case No. 3 of 1876.

Decree.

In the Court of Her Majesty's Consul-General, holden at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against a native vessel unknown, and whereof the master and owner are also unknown, her tackle, apparel, and furniture seized as liable to forfeiture by Lloyd W. Mathews, Esq., a Lieutenant in Her Majesty's Royal Navy, when in command of two boats of Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General at Zanzibar, on the 21st day of February, 1876.

APPEARED personally, Lieutenant Lloyd W. Mathews, R.N., and produced a sworn declaration setting out the circumstances under which a native vessel, name, nation, master, and owner alike unknown, of the description and dimensions specified in the annexed certificate of admeasurement, was seized by the officer before mentioned, near Tanga, on the east coast of Africa, on the 21st day of January, 1876. I, the said Agent and Consul-General, having heard the evidence produced, and examined the witnesses for the prosecution, in default of any person appearing for the defence, having found sufficient proof that the vessel immediately before her seizure had been engaged in the Slave Trade, in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the above-mentioned vessel, her tackle, apparel, and furniture to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly, hereby approving of the course pursued by the captors in the destruction of the vessel on the spot as 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 21st day of February, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 253.

Dr. Kirk to the Earl of Derby.—(Received April 11.)

My Lord,

Zanzibar, March 1, 1876.

I HAVE the honour to furnish a statement of the manner in which the two postal services carried on with Zanzibar under Government contract from Aden and Natal by the Union and British India Steam Companies respectively, have been carried out during the past year.

This I have shown in the form of a table hereto annexed, in which the advertised date and the actual time of arrival are both given in parallel columns.

It will be seen that while the service between Aden and Zanzibar has been performed by the British India Company with the greatest possible regularity and in the most perfect manner; that of the Union Company from Zanzibar, by Mozambique, to Natal, has been so irregular as to be practically useless for the purpose for which it was intended.

As a postal and passenger line so far as Mozambique, it has been in a great measure superseded and rendered superfluous by the steamers of the British India Company, that keep up a monthly service from this port to the Comoro Islands, Madagascar, and Mozambique, in regular correspondence with the Aden line.

I have collected in Tables II and III an abstract of the amount of trade carried on by the two lines. The true importance will appear, not from the tonnage carried, but the value of the goods conveyed, that passing to Aden being 311,116*l.*, and to Madagascar and Natal only 33,478*l.*, while 3,109 tons of goods, a considerable part of which were cottons, and of value, together with 87,374*l.* specie, were brought during the year to Zanzibar from Aden in the British India Company's steamers, against 212 tons goods and 1,688*l.* specie by those of the Union Company.

As a passenger line from Natal to Europe it cannot be expected that the East Coast route will ever be adopted so long as the high tariff which rules at present is in force, the Union Company charging no less between Natal and Zanzibar, than they do for the whole voyage from the Cape to England, making the expense of a voyage from Natal to London, by the East Coast, viâ Zanzibar, Aden, and Brindisi, three times greater than by the Cape steamers on the West.

I would recommend, in conclusion, that, if consistent with the terms of the contract, of which no copy is in this Office, the Union Company be called upon to maintain a regular service in future.

I have, &c.

(Signed) JOHN KIRK.

Inclosure 1 in No. 253.

DATES of Arrival at Zanzibar of the Mail Steamers.

British India Steam Navigation Company.				Union Steam Ship Company.			
Advertised.		Actual.		Advertised.		Actual.	
1875		1875		1875		1875	
January	10	January	10	} No note in the Steam Ship Agency.			
February	7	February	7				
March	7	March	7	March	8	March	9
April	7	April	7	April	5	April	8
May	5	May	8	May	3	May	1
June	2	June	1	May	31	June	1
June	30	June	29	June	28	July	1
July	28	July	27	July	26	July	30
August	25	August	25	August	23	August	28
September	19	September	19	September	20	October	2
October	17	October	17	October	18	November	3
November	14	November	14	November	15	December	6
December	12	December	12	December	16	December	21

Inclosure 2 in No. 253.

EXPORTS from Zanzibar to Mozambique, Natal, &c., in the Union Steam-Ship Company's Mail Steamers.

1875.

Goods.				Tons.	Approximate Values.
					£
Cloves	..	..	..	54	6,912
Pepper	..	..	..	265	4,436
Copal	..	..	..	31	3,422
Sundries	..	..	..	741	16,608
Total	..	..	..	1,091	31,378
Specie	..	..	..	..	2,100
Total value transported				..	33,478

IMPORTS to Zanzibar from Mozambique, Natal, &c., in the Union Steam-Ship Company's Mail Steamers.

1875.

Goods (212 tons)	..	..	..	..	..	..	£ Value unknown
Specie	..	..	..	..	..	..	1,688

EXPORTS from Zanzibar to Aden in the British India Steam Navigation Company's Mail Steamers.

1875.

Goods.				Tons.	Approximate Values.
					£
Ivory	..	..	..	213	264,527
Tortoiseshell	..	..	..	2½	4,500
Cloves	..	..	..	99	12,714
Pepper	..	..	..	612	10,282
Copal	..	..	..	99	11,038
Sundries	..	..	..	239½	5,364
Total	..	..	..	1,265	308,425
Specie	..	..	..	..	2,741
Total value transported				..	311,116

IMPORTS to Zanzibar from Aden in the British India Steam Navigation Company's Mail Steamers.

1875.

Goods (3,109 tons)	..	..	..	..	..	..	£ Value unknown
Specie	..	..	..	..	..	..	87,374

No. 254.

Dr. Kirk to the Earl of Derby.—(Received April 11.)

My Lord,

Zanzibar, March 7, 1876.

I HAVE the honour to report that Consul Elton has informed me that the prisoners whom I sent to be tried for having shipped slaves from the Moma River, within territory claimed as under Portuguese jurisdiction, and within the Province of Mozambique, have been released on the plea that witnesses are not forthcoming.

I beg to remark on what seems a singular miscarriage of justice, that so far as I am aware, the prisoners never denied the charge; but supposing they did so in Court, and that the Criminal Law Procedure of Portugal did not admit of their depositions being taken and used against them, it was perfectly well known that by return of mail Consul Elton could, by writing here, have secured witnesses in the persons of the slaves whom these men shipped from the Moma River, or of officers of Her Majesty's ship "Thetis," who could have deposed to the circumstances of the capture.

So far from any such steps being taken, the Portuguese authorities saw fit, after a long detention of the prisoners, during which Her Majesty's Consul, at whose instance the prosecution had been instituted, was upon the spot to dismiss the case during that officer's temporary absence from head-quarters, without any notice to the officer in charge of Her Majesty's Consulate, leaving Captain Elton on his return to find out the fact casually from third parties.

After such a flagrant instance of the manner in which the Mozambique Government evades a fair trial of those accused of slave-dealing, it is useless for me again to incur the expense of sending those committed of Slave Trade to be dealt with by Portuguese Courts.

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

No. 255.

Dr. Kirk to the Earl of Derby.—(Received April 11.)

My Lord,

Zanzibar, March , 1876.

I HAVE the honour to transmit a printed memorandum of the journey successfully performed by Bishop Steere to the country east of Lake Nyassa, the region indicated by Dr. Livingstone on his last journey as well suited for a missionary station.

It will be seen from this interesting narrative that no difficulty was met with on the way, and that the region is well worthy of a more full examination.

Bishop Steere proposes returning this year to establish a mission in Mataka's country, and taking others with him, who will remain and form a settlement at a little distance from that Chief's head quarters.

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

Inclosure in No. 255.

Narrative of Bishop Steere's Journey to Nyassa.

A WALK TO THE NYASSA COUNTRY.

OUR expedition left Zanzibar at the end of August, and one of the Union Company's mail steamers landed us the next morning but one at Lindi, a place which I had long since selected as being the nearest point to the Lake Nyassa, and at the same time possessing one of the best and certainly the most accessible harbour on that part of the coast, with high land all around. We knew also, on good authority, that porters and guides were to be had there.

We had the most diverse estimates of the time likely to be taken up by the journey, varying from ten days to six months. I had hoped to have started a month earlier, but was hindered by other business. The rains are over in May, but for several months the lower grounds are full of water, and the drying up time is the unhealthiest of all seasons. I was accompanied by the Rev. C. A. James, Mr. A. Bellville, and Mr. Beardall (the party whom I hoped to place in a permanent station at Mataka's town or elsewhere near the lake), with about twenty Zanzibar porters, under Chuma and Susi, Livingstone's men.

I had already had some reason to fear as to the health of the party, Mr. James and Mr. Beardall both seeming to be oversoon affected by the coast climate, and Mr. Bellville's health has been shattered on the Shire, while a member of Faulkner's disastrous expedition. I soon found that the coast men were putting hindrances in our way, not at all openly, but by way of delays and promises deferred. Fearing

the effect of inaction on my companions I sent them on two little exploring journeys, Mr. James to see a little of the Mweras and their country, and Mr. Bellville to look for a navigable river said to fall into the sea between Kilwa and Lindi. On Mr. Bellville's return I sent him to Kilwa first, and thence on to Zanzibar, with Susi as interpreter, to hire porters, the Lindi men being slow to come forward and standing out for extravagant rates of payment.

During his absence Mr. James returned so seriously ill that I could only send him on to Zanzibar for advice, and feel thankful that I had not exposed him to the fatigues and risk of a long uncertain journey.

The party being thus broken up, and the season rapidly advancing, I had to determine what to do myself, I thought it due to our friends at home, that I at all events should see the country, and open the way for another expedition. I was anxious too that the coast men should not have a triumph over us, as that would have made any future journey still more difficult. Even so, it was not till the 1st of November, a full month too late, that I was at last able to make a real start. I had about forty men as porters, under the command of James Chuma as captain of the expedition, and two coast men, said to have great experience, as guides. These last turned out to be merely expensive ornaments, but Chuma was throughout the soul of the expedition, and success without him would have been all but impossible.

The coast settlements end at Ching'ong'o, some ten or twelve miles from Lindi. Thence we plunged into a thickly-grown forest, and after a long morning reached Lake Lutamba, a fine sheet of water about five miles long and two or three wide, with high wooded hills all round. We were now fairly in the Mwera country, and stopped at a village close by the lake. We were nine days of slow travelling in passing through the Mwera villages, which lie along a fine range of high hills, with many spurs and subridges, in general direction north and south. Thence we passed to our first stretch of uninhabited forest, and were six days before we emerged upon the belt of villages near the Rovuma.

This Mwera forest is very level, and most part of it very wet at the wet season, and very scant of water at the dry. We were passing just at the driest time, and had to arrange our marches so as each night to encamp near water. There is something very solemn in these huge silent forests. The men have a superstition against shouting and singing as they do at other times, and the bare feet make no tramp, so that the only sounds one hears are when they pass the word to avoid a stump, or a stone in the path, or an elephant's footmark, which means a round hole a foot or so across and deep as may happen, or, most to be shunned of all, a line of ants across the path.

The ants are the true kings of the forest. The coast men have a legend that when King Solomon reigned, and all the beasts acknowledged his authority, the ants came to complain that the elephants trod upon them, and killed them by hundreds. The elephants made light of it, and said that, as they were the strongest of all beasts, the ants should get out of their way. The ants denied their strength and offered to fight them. The bystanders laughed, but King Solomon appointed place and time; so the elephants sent ten or twelve of their biggest, and the ants came in myriads. At the first onset the ants were crushed by thousands, but almost immediately the foremost elephants, knocking over everything in their way, rushed to the nearest water, for their trunks, and ears, and eyes, and lips, and every part tender enough for an ant to nip, was full of them, cutting their way in deeper and deeper. The other elephants thereupon said that it was beneath their dignity to fight with creatures so insignificant, but Solomon gave it for the ants, and from that day forward, let lions and elephants boast as they may, they tread carefully when they see ants before them, and no one since has ever ventured to offer to fight them. We had ourselves experience of their power, and on one occasion nearly set our encampment on fire in trying to turn their course by strewing live embers about, fire being the only thing they fear.

The approach to the Rovuma is marked by the sudden rising of great mountainous masses of granite rock, often of grotesque shapes, and seemingly strewed about by accident. The country we had passed had not always been so bare of people; it forms part of the great waste made by the raids of the Mavitis and Gwangwaras. We found the first village we came to inhabited by Gindo fugitives from near Kilwa, who, being timid folk, are terribly bullied by an otherwise insignificant Yao Chief, named Golilo. They begged us to make him a present, lest he should revenge our not doing so on them. As we passed on we heard that a

coast caravan had kidnapped one of the villagers, the first trace of the Slave Trade. By the roadside I saw an iron furnace, hollowed out of an ant hill. It was not at work, but there was some ore close by prepared for smelting, of which I got specimens. The smelters are Makuas, but the Mweras are the best smiths.

We had just crossed a broad dry river bed, when we met what we took at first for a caravan, but it turned out to be a fugitive Chief and his followers fled from the other side of the river. They told us that the Gwangwaras were out on a raid before us, that some hunters in searching for game had seen them and given the alarm, so they were fleeing they could not tell whither.

We went on to a village of some 300 houses, under a Makua Chief. Livingstone had seen the same people on the other side of the Rovuma, their chief Makochero had moved to this place. At the time of our visit the old man had lately died and his son was not yet formally installed. Here we met another band of fugitives, who said that the Gwangwaras were out behind us, and Makochero's people only stayed in their houses because our presence gave them confidence. They would otherwise have taken refuge on the top of the granite rocks by which their village is skirted. As we heard here of a large Yao caravan having just crossed the Rovuma on its way down, we began to think that there had been some mistake, and perhaps there were no Gwangwaras after all.

From Makochero's we came to the Rovuma. It was then at its lowest, and at that spot without much current, the whole bed studded with rocks and sand banks and reedy islands. It was fordable in many places and nowhere deep. A more unpromising stream for navigation could hardly be, for some distance a little higher up no water was visible, only a waste of rocks and the sound of water rushing along between them. We were three days more passing up the north bank, and crossed two large rivers, still flowing but very low, which drain respectively the forest wastes, which were once the Gindo and the Donde territories.

All along the Rovuma we were gathering provisions as we could for the Yao forest on the other side. We crossed at a place where the river was broad and still, but covering its whole bed, and looking more like the great river it is. The water was nowhere more than about three feet deep, and mostly but little above the knee. The men walked straight across, and I was cleverly ferried over a little higher, where there was more current, in a very small canoe.

On the other side we found a Yao village just forming itself, having fled in a body from near the Lujenda (or Loendi) where the Gwangwaras had certainly been. The Yaos reported that there was another war somewhere before us, and we waited while they sent on to the next village for more certain information. The messengers reported the war as being far off, so we went on, and early in the afternoon came to a village where we met with the only Chief who made himself really disagreeable. He was a Donde, one of those who had learnt the trade of thieving from their Maviti spoilers. He was a sort of lieutenant to a bigger man, a Gindo named Mpingawandu, on the other side of the river. He insisted on a much larger present than the other small Chiefs were contented with, and threatened to throw all sorts of obstacles in our way if we did not stay all the next day in his village, his people too stole wholesale from our porters.

The next Chief, as if to complete the chaos of tribes, was a Nyassa; he too would gladly have detained us, but being weaker than his neighbour in every way, we went on to the next, a Yao village, whence we got some men to help carry our provisions, and struck off from the river for Mataka's, hoping to find a Chief named Liuli about half way.

On the second day of our forest march we met a deformed man, who stood aside to let us pass. The more superstitious of our men took him for a wood demon, and said that if it had appeared as a woman, our death would have been certain. It was not a demon however, but a man, he told our people behind that he was fleeing for his life from Liuli's, which had just been destroyed by a party of Dondes from near the Lujenda, that he had seen three men killed and the plundering begun.

Here, then, was a serious difficulty, some advising waiting, some returning to the Rovuma, and moving up its bank till near the mountains, but the real question was, where were the Dondes going next, they would not probably stay long at Liuli's. I thought it was just as safe to go on as to go back, and besides, my patience had been quite exhausted by our delays upon the Rovuma, and I was eager to get forward at any cost. Ultimately we sent three men to go onward cautiously and see whether the road was clear, while we followed.

The first night they returned, and reported all safe for some distance ahead. The second night they did not return. We found that day a sign of what might be done, if the coast men really desired to benefit the people. We found a fine cashew nut tree in a deserted village, the only coast fruit tree we had seen. The cashew apples were just ripe, and though not the best of fruit by any means, we rushed upon them, and soon cleared the tree. A little further on we came to some marks which seemed to show that our men had halted there, or had left the path we were following. Our Yao helpers were clear that the right road was forward, and so we went on with them to another deserted village, where they left us, and we encamped.

These settlements belonged to a Chief named Kang'ninda, and had been abandoned in the May preceding. They were very finely placed on broad swells of high land commanding grand views all round, with a large river near, and little brooks running among granite rocks. One longed to be able to reoccupy them. The next morning we were anxious about our people, and sent men forward to see if they could discover any traces of them, and back to mark the roads from the cashew-nut tree onward to show which way we had gone. Both returned without tidings. Somé thought our men had been surprised and killed, some that they had been scared and run back. Meanwhile our provisions were running out, so we had nothing for it but to go forward.

This afternoon, still among ruined villages, we met a small caravan going down. They had a few small tusks of ivory, some loads of tobacco, and about thirty slaves. They reported the road clear ahead, and we gave them instructions for our men if they met with them. Next day we came to a fork in the road, when one of the men luckily recollected the spot and that the right hand road was the one for Mataka's. The path seemed so overgrown and little used that I begun to doubt about it, when we met a large caravan, or rather three straggled into one, they had only tobacco and slaves. They told us they were five days from Mataka's, and that the road was clear, but we should meet with no more houses.

This was bad news for us who had nearly eaten all our stock. About nine the next morning, word was passed to stop as a gun had been heard behind, and soon our three men rejoined us, they had misread the marks near the cashew-nut tree and thought we had gone back, they did not meet the first caravan, but slept the night before with the second, who had given them some food, all they had had. We cooked for them at once, and immediately after sent on two men with cloth to get to Mataka's as quickly as possible and bring back food.

The ground was now losing something of its level character, and rising first into long swells, as at Kang'ninda's and afterward into sharper ridges. The trees too were very unlike those in the Mwera forests. There the average diameter may be taken as from one foot to two, with a tall trunk before branching. Here the average diameter would run between six inches and twelve, with far less height of trunk and spread of branches. African trees are as a rule disappointing, there are some really fine ones near the rivers and in hollows, but generally they are ill grown and their foliage scanty, beside being out of leaf for a great part of the year. The Baobabs, which have enormous trunks, only grow tall when surrounded by other large trees, and are bare for nearly nine months of the year. The Yao forests have however, one tree which we found very useful. It bears a round fruit with russet rind and three large grooved stones surrounded by a small quantity of very sweet pulp with something of a pear-like flavour. They were just coming ripe, and we ate them by hundreds. The Yaos call them Masuka.

As we went on that day, I saw a woman coming towards us, our leading guide spoke to her, and made her turn to follow him. I went up and he told me she had run away from yesterday's caravan, and he proposed to take her to Mataka's. I made him leave her alone, and she went on in the other direction. Wondering how she would fare with our other men, I went back and found they had her amongst them with a load on her head already, to take her back to Mataka's. I made them take off the load, and let her go as she would, whereupon she walked off in the opposite direction. I wished for a city of refuge to direct her to. A little farther on we came to an encampment of the same caravan, where they had left a sick man with a bag of provisions, to follow on when he could. The men who fall sick are a source of great anxiety to the leaders of a caravan. We had two men who during the whole journey were scarcely for a week able to carry a full load, and were obliged at last to leave one of them at Mataka's.

November had now run out, and the rain had begun to trouble us; we soon

found one of its effects, as we were thinking of making our midday rest, we heard a roaring of water in front, and Chuma went on and found the ford impassable. He immediately set to work to make a "lie down" (u-lalo). This is done by cutting a tree so as to fall across the river with its branches holding to the bottom, to keep it from being carried down by the stream. If necessary another tree is cut down to fall from the opposite side and meet it. Then in carefully built ulalos, poles are tied to walk upon, and a bamboo handrail fixed, and so a very respectable bridge is formed. Ours was only a rough affair, men stood on the branches of the tree and passed the loads across, and then I was carried over, and so everything passed over dry. We rested and went on again, but were soon stopped by a thunder-storm.

We thought this river was the Luatize, which Chuma remembered crossing with Dr. Livingstone, but the next day we came to a still larger river, which turned out to be the true Luatize, the first is called Lukwisi by the coast men, and Sawizi by the Yaos. Our road lay for some time along the left bank of the noisy river, and at our rest, as we had shaken the last grains out of our bags the day before, I had nothing to give the men but a big brew of coffee, which they declared to be vastly refreshing.

We passed this morning several cairns on which it was customary for passers by to throw each his stone. A little further on we passed a newly made Arab grave, and all along were remains of old encampments, ominous signs of having had to wait there till the river fell sufficiently to be fordable. Soon after midday, however, we met a caravan, the foremost men carrying some very fine ivory, several of the tusks being borne between two. Then came tobacco and slaves, and some of the leaders were recognized as Mataka's men. They told us that the caravan belonged to Mataka himself, that our men had slept in their camp very near the villages the night before, and that it was possible we might reach their encampment that night, and find our men there on their way back.

When we got to the ford we found it a scene of the wildest confusion. A place has been chosen where the stream is cut up by six or seven islets with narrow channels between, the water in some of these was nearly up to the armpits, and ran so strongly that, except for trees laid across to hold on by, it would have been impossible to cross. Over and through these they were bringing some 200 slaves, many of them women and children, and very many with forked sticks fastened to their necks. The noise and tumult were beyond description. We had to wait a while for them, and utilized the time by persuading the leaders of the caravan to sell us a bag of grain.

Just as we crossed a heavy Scotch mist came on, which changed into a drizzling rain, through which we trudged drearily in hope of reaching the encampment. The dull light and chill rain, the bare trees and the dead leaves beneath them were all as like a December afternoon in England as possible. At last, wet and weary, we turned aside and encamped for the night. A regular caravan encampment is made by cutting pairs of stout stakes, six or seven feet long, with forked ends, and setting them up so as to form two sides of an equilateral triangle, a ridge piece is then laid in the forks which locks them together. Pair after pair are set up till a rough circle is formed according to the size of the caravan. Straight sticks are laid from the ridge pole on each side on the lines of the pairs of stakes, to form rafters, and then sticks tied horizontally to support the grass, with which the whole is thatched over, small holes are left on the inner side for the men to creep in at, and these are furnished with grass doors, or rather shutters. This great circle of roof without walls is generally divided by partitions into huts for one or two men, a bed is made by laying down two stout logs for the sides, and filling in between them with grass or leaves, over which the sleeping mat is laid. The man then lights a fire close beside him, and all is snug for a week if need be. Sometimes a regular bedstead is made by setting four short forks to support the side pieces, across which short sticks are laid, and grass on them. Separate huts are built within the enclosure for the leaders of the caravan, and often a miniature hut for the *tail*. Every caravan ought to have a flag, inscribed and blessed by a man of learning on the coast, which no porter is allowed to pass before on pain of a fine to the flagbearer, and a tail, it may be of an ox or a hyæna, which watches over thefts and misdoings. Neither flag nor tail ought to rest at night among the men, and one caravan which we met had at each encampment set up a little roof over a bit of the path some distance in advance, where their tail passed the night by itself. I do not know whether our men had a proper tail, there was one with us seemingly used as a fly-trap, but it was stolen at the Donde's village on the Rovuma. The

circle of the encampment is generally completed all round, so as to shut out thieves and keep in runaways. Where bamboos and long grass are plentiful, a very neat and useful camp may be built very quickly.

The night after crossing the Luatize we soon got good fires and a plentiful supper, and woke the next day on a good specimen of a May morning, bright and fresh and sparkling. This beginning of the rains is the spring of the tropical year—the trees are coming into fresh leaf, flowers are everywhere showing themselves. Among the brightest at this time were the gladiolus, scarlet, white lilac, puce, lemon and orange. No one in Yao land need fear to want flowers about Christmas. It was past midday when we came to the Yao encampment, and soon after met our men returning. We were then close to Mataka's villages, and slept in one of them on the night of the 8th of December, having made twenty-seven full days of travelling, the remaining eleven being days and half days of rest and provision seeking. The approach to Mataka's country on this side is well marked by a mountain called Saninga, which shows from a distance a flat summit and a pointed one joined by a kind of saddle. We rounded a great mass of granite rising some 500 feet nearly perpendicularly, and were immediately in cultivated land.

The men proposed to rest the next day, but I was anxious to see the Chief himself, so I compromised by paying native bearers to carry their loads. We stopped at midday at a village on the brow of a hill, where lived Nyenje (or, on the coast, Mohammed bin Matumbula), sister's son to Mataka, and therefore, by Yao customs of inheritance, his next heir. He gave us a goat, and we revelled in abundance.

The view from Nyenje's house is very fine; it looks down a broad valley, from five to ten miles wide, fringed by fantastic craggy hills and studded with villages and towns, several of them with 3,000 or 4,000 inhabitants. All these are Mataka's subjects. I talked to Nyenje, who speaks Swahili well, about our objects, but he was evidently unwilling to say anything until he knew what Mataka would do. Amongst other things, I asked him if he had been to Zanzibar. He gave me an evasive answer, and I heard afterwards that he had been, but under peculiar circumstances. It seems that he was taken prisoner by Makanjila, Mataka's great enemy. Makanjila did not know who he had got, or he would probably have killed him; as it was, he sold him to some Arabs, who carried him to the coast, whither he was followed and ransomed by Mataka's people. He does not like to talk about it, but he has not forgotten it; and if he succeeds Mataka quietly Makanjila will have to do all he can to defend himself. Makanjila has already had to move down south away from Mataka, who, though with less energy, is much richer and has many more subjects. One can form no good estimate of their number, but they are, as the Arabs say, like bees. We had heard from the caravans on the road of Mr. Young's boats on the lake, and the Yaos were evidently puzzled how to account for this European invasion from both sides at once. Mr. Young had kindly mentioned our coming to Makanjila; and the Arabs, fearing for their Slave Trade, had tried hard to persuade him to say he would not let us come. He would not do that, but said if we brought letters from Seyyid Barghash he could not refuse to receive us. The current idea among the natives was that we all came in search of some precious metal (the Yao word generally means silver). Mr. Young's party were said to be digging it near Mponda's, and I was afterwards said to have found it among the rocks near Mwembe. It was a great advantage to be vouched for to Mataka by people who had known us in Zanzibar.

The morning after our arrival at Nyenje's we were all refreshed and in good spirits, and started early for Mataka's own town, with flags flying, a small gong making its music, and every man's gun loaded, to fire in honour of the Chief; besides, the evening before they had all had their backs straightened—a necessary operation at the end of every job in Africa—by a present of a red cap each. We crossed two narrow valleys, and round the shoulder of a great hill came upon the broader one, in which, in a town called Mwembe, Mataka has now for a good many years resided. One saw the effect of this prolonged residence in the more careful cultivation, and the utter absence of trees. The Mwembe valley is as bare as any part of England, and the great hills round are largely cleared. Everything here is planted in ridges, which enables the people to bury the grass and rubbish as a sort of manure, and prevents the plants from being stunted by the baking of the dry season, during which the clayey soil becomes dry and hard as a stone.

We were not destined, however, to make a dignified entrance to Mwembe, for a

drizzling rain came on, and as we had to cross several spurs of the main ridge, with steep descents and ascents, ending by the ascent into the town itself, the rain made the clay path so slippery, that we slid and staggered on as we best could in sad disorder. However, we blazed away a good deal of powder, and the town turned out in force to look at us. It was a new thing to me to see a genuine town crowd in Africa. Livingstone reckoned about a thousand houses in Mwembe, and it has not since diminished. I could not count the houses myself, but I think there were probably quite as many as Livingstone saw. The people have made a curious compromise with their old custom of moving away from the place where anyone dies. They build a new house close to the old one, and ridge up the clay and rubbish of the old walls into a small plantation of Indian or Kafir corn. Every spare plot is planted, so that after the rains the town must look like a sea of green, with house roofs floating upon it.

A steep road led us through the thickest part of the town to where a very large high roof, surmounted by a ridge board, with a head at one end, a tail at the other, and something like a man astride near the head, marked Mataka's own dwelling. There is a large yard surrounded by trees in front of it, and in the broad space under the eaves, a sort of earthen throne, three steps high, on one side of the door for the Chief himself, and a lower bench on the other for his visitors. There I was placed, and the yard soon filled with townsfolk. Mataka came out directly, and sat down on his throne; he understood my Swahili, but would not talk it, preferring to use Chuma, himself a Yao, as an interpreter. He made me very welcome as the second white man he had seen, and asked me to turn up my sleeve and let them see my arm, as hands and face had got burnt Arab colour. He offered us the choice of two houses, and the men went to get one ready. I sat to be looked at and talked over till they returned and conducted me, not without firing of guns, to the house which they had chosen. Thither the town followed, and Mataka sent us presents of food and pombe, or ukana, the native beer; perhaps barely water slightly fermented would best represent it to an English mind. I like it in moderation, and Chuma made me with it and some flour I had brought capital little loaves, which were very acceptable as a relief from the endless rice and fowls, which are the staple food, and the weariness, of every European in tropical Africa. One man actually asked me whether we had any fowls in England, for he had observed that all Englishmen ate so many of them when in Africa. As though we any of us would if we could get anything else! However, at Mwembe we were in a land of plenty; we bought a large goat, and an Arab settled in the town gave us another, and Mataka gave us an ox; and we feasted on an abundance of peas, which grow here, but not nearer to the coast, so that, if the truth be told, we all rather overate ourselves and suffered for it.

The day after our arrival we made up a present for Mataka, and sent him my letters from Zanzibar from the Regent and English Consul-General. He seemed very well satisfied, and said we might go anywhere we pleased and make ourselves at home in his country. He was anxious we should not then go on to the Lake, as in so doing we should probably make friends with his enemy Makanjila. At first he offered us a place in the town, but afterwards got frightened and preferred we should settle nearer the Lake at Losewa. He gets much of his wealth from what he knew we should hate and speak against, the sale of slaves, though Mponda, at the outlet of the Shire, and Makanjila are the chief slave sellers. As Mataka represented it, he sold criminals, but of course he sells Makanjila's people when he can get them, and his own born slaves, and a very small offence suffices if the Chief is in want of money.

There will be advantages in settling at Losewa, as we shall be masters of the situation there; able to communicate easily with the Scotch settlement; and free from the crowd of importunate beggars, smaller Chiefs, and the men and women of Mataka's household, who fairly besieged us at Mwembe. Still we must look forward to a house and a school at the head-quarters of the tribe, and there is no doubt about this being the largest of all the Yao settlements. The people are in a critical state. They feel that they are backward, and as yet have no pattern to mould themselves by except the coast Arab, and a wretched model it is that he furnishes. As I felt it of the first importance to conciliate Mataka, and was besides then not without hopes that Mr. James and his party might yet arrive, I thought it best to deny myself an actual sight of the lake, and sorting over what remained of our goods, I made up three bales of various cloths, four bundles of beads, and two boxes, which I deposited with Mataka to be given to Mr. James if he arrived,

or if not, to await my return, which, I hoped, would be before the end of this present year. I hope that England will not leave me without the means of redeeming my pledge.

I stayed in Mataka's country about a fortnight, when the continual rains and the memory of the rivers behind us made me think it was high time to return. I had explained our plans and wishes as widely as possible, and spoken as I could about our great work, some evidently believed not a word of what I said, some heard with more or less interest, all promised me a welcome if I returned. I found that I could make myself understood very frequently in Yao, and that though full of deficiencies, the collections for a handbook of the language printed for us by the Christian Knowledge Society, was as a whole very correct and useful. Mataka's women guessed all the enigmas at the end, and brought all their companions again and again to hear them. I hope to supply the new Mission with at least a spelling book by the time it is able to begin its work. It seems to me morally certain that the Yaos will be Christians, or Mohammedans before very long, and I think the question will turn a good deal upon which is the first to write and read their language. The Mohammedans have the advantage now, and we must work hard to win it from them. Makanjila has already adopted Mohammedanism and coast usages, the enmity of Mataka with him makes his people more open to Christian teaching. The old man himself abhors Mohammedanism.

I hoped to have gone down to the coast very light and very quickly, but our men, finding that I had few burdens for them, bought such a quantity of tobacco for themselves, that they were more heavily loaded than before. The Yaos use their tobacco almost exclusively in the form of snuff, but Yao tobacco is specially valued in Zanzibar for chewing, and commands a higher price there than any other sort. There seems to be no legitimate commerce now between the Yaos and the coast except in tobacco and bhang, and a very little ivory, the elephants being nearly all killed off. Caravans are however sent across the lake by Mataka and the other Chiefs to buy ivory, which is afterwards sent down to Kilwa, or indirectly through the Makuas, to Ibo. This want of other trade is of course the chief reason why the Yao Chiefs cling so firmly to their slave traffic; the opening of some new commerce would be the surest way of destroying the trade in men.

We made our final start from Mataka's villages on December 22, taking with us abundant provisions, and some Yaos who were skilled in making bark canoes, in case we found the rivers unfordable. In going up we had met few caravans, partly because they avoided us when possible, and I think our guide avoided them. One caravan near Makochero's made a night march to pass us unseen, and two slaves escaped from them that night. When they got down to Kilwa they spread a report that we had been dispersed by the Gwangwaras, and many of us killed; and they were believed till Mataka's caravan arrived and reported meeting us at the Luatize. Now we were in the midst of a rush of caravans, both up and down, trying like ourselves to escape the worst of the rains.

We were very fortunate in finding both the great rivers bridged by previous caravans; indeed, we met one in the act of crossing the second. We made a slightly quicker march down through the Yao forest than we had made going up, and met about half-way a caravan which had left the coast a few days after us, bringing up letters for me from the chief man at Lindi and from the Governor of Kilwa, with recommendations from this last addressed to both Mataka and Makanjila. Another day we met an oldish woman, with a slave stick still on her neck, carrying a bag of cassava root, on her way to Mataka's, having escaped from a caravan which had just turned out of our road to buy provisions, to which she had been sold by Makanjila. One of our men cut of the slave stick, and we gave her the best advice we could to avoid the caravans behind us. We also met the sick man we had seen in the hut as we went up. He said he had found that his caravan had got on so far that he had better go back than try to follow it. We offered him some food, but he said he did not want it.

We got to the Rovuma on the 1st of January after a short morning's march, and found it much risen. We had to go down much further on the right bank to avoid the two rivers on the other side, which were now impassable. We walked straight through the Donde man's village, who only remonstrated faintly at his friend's not stopping to see him; but he saw we had neither slaves nor ivory, and was beside busy in fleecing a large coast caravan, so that it was not worth his while to do more. We found some new villages established by fugitives from the

Lujenda, and the only grain to be bought in the country was what they were fetching from their old half-plundered, half-undiscovered stores.

We had had as yet little hindrance, though much annoyance from the rain. In particular we saw the beginnings of the wet season in the Yao forest, in what I suppose Livingstone means by his sponges. When we went up they were long open glades in the greenness of a new growth of grass, very pleasant to look at after the endless monotony of scrubby trees. In the wet season they gradually become unfathomable masses of soft mud, out of which they change in the dry time into expanses of black earth baked to stony hardness by the sun. Now we found all the low land full of Rovuma water. We were told that the river was unusually high, and it rose two feet while we stayed on its banks for a day to buy food, because famine was reported before us.

I had thus an opportunity of seeing under a different aspect a district of high land near the river which I had thought in going up would make an admirable site for a City of Refuge, or for an intermediate station and resting place. It looked even more promising now. Just by it we met a large caravan, the largest I think which we saw; it consisted of 134 people carrying 61 bales of cloths. The number of these is always the standard by which the importance of a caravan is measured. A few days before we had met another with 35 people and 17 bales, which was, I think, the smallest. In all we met nine, five belonging to Yao Chiefs and four to coast Arabs, most of them having been two or three months on the way, and all exclaiming at the scarcity and dearness of provisions. We found afterwards at Makochero's, where we had bought most of our provisions in going up, and amongst us we had eaten some hundred fowls, that nothing was now to be had, and everything about the place looked hungry; these nine caravans would represent from 1,500 to 2,000 slaves, and possibly some 10,000 for the whole year.

The Rovuma was crossed on January 7 at a place where the river flows in one channel, reminding one in breadth and current of the Thames at Westminster when the tide has begun to run out strongly. I think, however, that it is wider, and the water instead of being black was a muddy red. We were ferried over in four small canoes, which made seven journeys each. Two days more brought us to the Mwera forest, and just as we left the river we met a man who said he was six days from Lindi, which makes one believe that it is possible for a native going express to get to Mataka's in from ten to fifteen days, as all the coast people say that it is.

It rained now nearly every night and a few days, and we rushed through the Mwera forest, making two days less than in going up, chased by thunderstorms, which generally burst upon us just before sunset, by which time we were huddled in and prepared for them. Here we saw some of the horrors of the Slave Trade, as we were close behind a caravan which had left in each day's journey one or more of its number cruelly murdered by the road side, and the very last day before reaching the villages we came upon a man lying in the path in the very act of dying of hunger and fatigue. He was far beyond all help, and we could only watch his last sighs. Surely if there can be a holy war it would be one against a traffic which bears such fruits as these. If we had the means to hire and feed some hundred or two of men to clear, and plant, and build, and fight if necessary, I think this line of trade at least might be finally closed, but it would be madness to attempt force unless one had ample means, and at least the passive support of the English Government. The true cure must be the abolition of slavery itself on the coast, and I think the English Government could easily procure it. Let all present slaves be held indebted to their masters in a sum equal to their market value, to be paid in labour, or in money, as the two may agree, and all future comers to be *ipso facto* free. There would then be no great hardship on the owners, a fitting gift might be found, which would save the Sultan's honour in yielding to our wishes, and the presence of the Admiral for a few weeks would satisfy his people that he was only submitting to the inevitable. I heard good news at Kilwa on my return, which was that the land route northwards was stopped by war near the Lufiji. We have got beyond half measures, and no native would be surprised at fresh action. If we need a pretext, the fact that Pemba has notoriously imported large numbers of slaves under the eye of the Sultan's officials, and in direct violation of the Treaty, is more than a pretext, it is a substantial reason. I have no pleasure in detailing horrors, but the actual sight of such cruelties as abound on the slave routes moves one strangely.

On the 16th of January we were again among the Mweras, for whom I confess

a strong liking. They have no Slave Trade, but drive a brisk business with the coast in Kafir corn, rice, semsem seed, tobacco, and copal, to which they have just added indian-rubber, and may add bee's-wax, for honey is so abundant that we may almost say their standard food is porridge and honey. The copal lies close to the surface in quite uncertain patches. The Mweras have a tool like a broad spud, with which they sound where they fancy likely places, and by use can recognize at once if they strike copal. The finder is then entitled to all he can stretch over, say six feet each way, beyond which anyone else may dig. Sometimes a lucky find will fill his bag at once, but more commonly the loads taken down to the coast are many days in gathering. I offered to teach any lads that would go down with me, but some did not care to learn, and more were afraid they might never come back. However, a beginning is made, and in time they will know and trust us. It is sad to think that unless we can do something, their end must be to be swept into hopeless foreign slavery, as at any time by a Gwangwara raid they might be; for they have no principle of unity, and Seyed Barghash's policy makes it impossible for them to get powder, without which their guns are useless.

We made no stay among them, for food was scarce and rain was plentiful, and one night, through the obstinacy of our guide who would not stop at a village when the storm threatened, I got for the first time thoroughly wet through. So on January 21 we walked again into Lindi in very good general condition; indeed, that one night's rain was the only serious damage we had encountered, our bell tent having preserved the goods, and my waterproof sheets myself, from all the previous downpours. We were thus thirty-one days from Mataka's country, of which twenty-five were full days of marching, and the remaining six, days of resting and food buying.

The road, except in part of the Mwera hills, needs little but clearing to make it easy for a waggon. The barometer, which stood between 29 and 30 degrees at Lindi fell to 27·20 degrees on the ridge of the hills, rose again as we left the Mwera villages, and stood between 28 and 29 degrees all the way to Kang'ninda's, fully three-fourths of our journey, thence to Mataka's it stood between 27 and 28 degrees. In Mataka's country it was between 26 and 27 degrees. The average of observations at Mwembe gave 26·20 degrees, and on the hill above the town it fell to 25·66 degrees. There is a road to the Rovuma which is shorter and more level, but the coast men dare not pass it for fear of a Yao chief, Mchemba, whom they describe as the most bloodthirsty, treacherous captain of a robber band that one can easily conceive. He certainly has made the country south of Lindi harbour a tangled wilderness, and has blocked the access for the present to the inland Makondes, a race which lies south of the Mweras, and has occupied the coast country between Lindi and the Rovuma.

During my involuntary detention at Lindi, I filled up some of the time by gathering a full vocabulary and grammar of the Makonde language, which is interesting in itself, having some forms in common with Sechuana, which are missing in the intermediate languages, and it will be useful when Mchemba's death or pacification opens the way through their country, where there is still a large heathen population.

I seemed to see clearly in the course of this journey what ought to be done by our mission. In the first place, I am anxious to redeem my pledge to Mataka, and shall be ready to lead up what volunteers will offer at any time after next June. There ought to be a city of refuge, or at least a station as a nucleus of settled life on the Rovuma. Then the Mweras cry aloud to us to help them; they are a simple quiet people, scarcely touched at all by coast influence. With a station amongst them, and another at Kang'ninda's, the road would be cut into short stages, and by means of relays of donkeys, might be made very easy. Men, I think I shall be able to find, but the money for their passages and food are not as yet forthcoming.

The line I traversed has been the scene of terrible destruction since the time that our Mission was first started, and whole nations have practically disappeared. The Yaos are now in every sense the strongest in mind and body, as well as in numbers. None of the tribes have a common head, but Mataka, Makanjila, and Mponda are really great Chiefs.

The Mweras are even less united; every little group of huts is independent. There is a story current of a Mwera who had thirteen daughters, and determined to be a chief; so he cleared a new spot in the forest, and everyone who wished to marry one of his daughters, he made it a condition that he should come and live

under him. Thus, he soon had thirteen huts beside his own, which in Mweraland is a respectable village.

The Matambwes on the lower or middle Rovuma are almost overwhelmed by refugees, Gindos, Dondes, Yaos and Makuas, but their language asserts itself as the common medium of communication.

Near the mouth of the Rovuma lie the Makondes pressed upon by the Makuas from the south, with Machemba like a cancer in their midst.

Old traders say that the road from Kilwa to the Nyassa used to lie entirely through an inhabited country, where food of all sorts was fabulously abundant. East of Kilwa lay the Gindos, and south of them the Mweras; east of both these the Dondes, and then on the Lower Rovuma Matambwes, and on the Upper and along the Lake Yaos. South and east of the Lake Nyassas, and east of them again the Bisas, who were ardent traders and used to send down caravans of their own to Kilwa. The great disturbers of this state of things were the Maviti or Mazitu, a Zulu army sent on an unsuccessful expedition, which instead of returning to be decimated went north and found a new home round the north end of the Nyassa, whence they plundered and burnt in all directions, even sending an army against Kilwa itself, and for the time stopping all trade. They were not great slave-dealers, but used to cut off the left hand of such captives as they did not kill. I saw many men thus mutilated.

It is said that during the suspension of trade, some people, called Magwangwara, from near the Lufigi, came to Kilwa, to ask why no cloth came now to them; and being told of the Maviti, promised at once to clear them out of the way, which they did so effectually, that the Maviti are no longer dreaded. But the Gwangwaras, having felt their power, became still worse destroyers than the Maviti had been, and all the more so because they found that slaves were valuable merchandize in the eyes of the Kilwa men. Their custom is to incorporate the more likely of their captives into their own tribes, the rest they offer for sale; and if they cannot get a good price, they kill them. The scattered remnants of the Gindos and Dondes were an easy prey, and for a time the Zanzibar market was full of Gindo slaves. The smaller Yao Chiefs could offer but little resistance; and though the Gwangwaras have never ventured to cross a large river, or to attack a village in the mountains, they soon found they could easily cross the Upper Rovuma in the dry season, and so the country to the north, as well as that to the south of the river lay open to them. The poor remains of the Gindos flee backward and forward as they hear of the approach of their dreaded enemies; and the few Dondes left have generally taken to the trade of thieving.

I have mentioned a village on the Rovuma under an exceptional instance of a fighting Gindo, Mpingawandu (stopper of people), who has under him a mixed party of broken men, his chief Lieutenant being a Donde, and the best of his fighting men, the remnant of the Maviti army, which went to attack Kilwa, and were afraid to return to their own Chiefs. I saw in this village several men with their hair worked into a Kafir ring, and with their faces of the Zulu type. Mpingawandu says that he is tired of war, and wishes to live peaceably, which he carries into practice by squeezing to the utmost passing caravans, and bullying his more timid neighbours. The Yaos might easily, if they were united, keep the Gwangwaras from crossing the Rovuma; and though some of the bolder have beaten them off, as it is said one Chief, Kandulu, did this last dry season (1875), there are many smaller Chiefs who can do nothing but flee.

The stoppage of the Kilwa Slave Trade would take away the motive of these Gwangwara raids, and the existence of a City of Refuge under men bold enough to give them two or three crushing defeats, would teach them not to treat their neighbour as cattle to be driven at their will. Badly handled, ill-made flint guns, are not much better than their own spears and shields; but a few modern rifles would soon teach them a different lesson. Now, however, strong thieves get gunpowder as the price of slaves, and the peaceable are deprived of their only means of defence.

The coast trade itself, in anything like its present dimensions, seems to be scarcely twenty years old, corresponding in fact to the growth of Zanzibar as a centre of commerce. Yet it must have been once of great extent, or Kilwa could not have been the important city which the Portuguese found it. In the Yao language there are a few words which point to old commercial relations with the coast, especially the name for coast people, which is merely the Arab name for Christians. This seems to show that at the coming of the Portuguese there was Arab influence enough among the Yaos to give them an Arab name. The trade died in their hands,

and only in our own days is returning to its former importance. The same conclusion may be drawn from the vague acknowledgment of one God by all the nations between the great lakes and the sea. This is just the remnant of Mohammedan teaching which might be expected to survive, when that teaching was first forcibly suppressed at the fountain head by a professed Christianity, and then allowed to wither away into forgetfulness, nothing really remaining except a distaste for visible idols. It is only on the young men of the present generation that Mohammedanism is beginning to exert a powerful influence, and this just in proportion as they are struggling into some kind of civilization. It is, therefore, much more felt by the Yao Chiefs than by the smaller, or by the less advanced Mweras.

The harvest is ripe, where are the reapers?

(Signed)

EDWARD STEERE, *Missionary Bishop.*

Zanzibar, Lent, 1876.

No. 256.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, April 20, 1876.

I HAVE laid before the Earl of Derby your despatch of the 21st February last, forwarding Decrees of Condemnation in the cases of three native vessels engaged in the Slave Trade, seized by the boats of Her Majesty's ship "Flying Fish" (Cases Nos. 5, 6, and 7 of 1876), calling attention to a new route adopted by the slave-dealers; and reporting the capture and punishment of certain Arabs and others engaged in Slave Traffic; and I am now directed by his Lordship to express to you his approval of your proceedings as therein set forth. You will assure the Sultan of Zanzibar of the support of Her Majesty's Government in the measures he may adopt for fulfilling his Treaty engagements for the suppression of the Traffic in Slaves in his Dominions.

I am, however, to observe, that Lord Derby has learnt with regret the nature of the punishment which it has been thought necessary to inflict in the cases to which you have thus called his Lordship's attention, although, in a matter of this kind, Her Majesty's Government do not propose to interfere with the discretion of the Government of His Highness the Sultan of Zanzibar.

I am, &c.

(Signed)

T. V. LISTER.

No. 257.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, April 20, 1876.

I AM directed by the Earl of Derby to transmit to you the accompanying copy of a letter from Sir J. Kennaway, containing some suggestions with the view to the suppression of the Slave Trade on the East Coast of Africa. I am to state that Her Majesty's Government are anxious to adopt efficient measures for the suppression of the East African Slave Traffic, and would be willing to give effect as far as possible to any reasonable and practicable suggestions which may be brought before them with this object. Before, however, coming to any decision in regard to the measures suggested by Sir J. Kennaway, Lord Derby would be glad to have the benefit of your opinion upon them; and I am accordingly to request that you will favour his Lordship with your views upon the suggestions contained in his letter, as well as generally in regard to any measures which you may think it advisable that Her Majesty's Government should take for the suppression of the East African Slave Traffic.

I am, &c.

(Signed)

T. V. LISTER.

Inclosure in No. 257.

Sir J. Kennaway, M.P., to Mr. Bourke.

Dear Bourke,

March 23, 1876.

WITH referenee to our conversation on the subject of my motion on April 4th, I would strongly urge the following points on your consideration, in the hope that you may be inclined to give satisfactory assurance that the Government are prepared to go forward in this matter.

1. That the attention of the Sultan of Zanzibar should be drawn to the continual passage through his dominions of slave-gangs intended for sale, he having undertaken in the Treaty to make an effectual arrangement throughout his dominions to prevent and abolish the export of slaves; and that he be urged to declare "that no slave-gangs be allowed to go north of a line drawn westward from Mombasa."

2. That we should assist the Sultan with the gift of some rifles and ammunition and the services of two or three English or Indian drill sergeants, for the purpose of enabling him to organize and equip a force to guard and patrol the above frontier.

3. That an English Vice-Consul should be stationed at Mombasa, charged with the superintendence of the patrol, and the administration of the settlements there.

4. That more adequate provision be made for the care of the liberated slaves. These, I think, should not be deported to Aden, Natal, &c., but should be placed in settlements with a view to the formation of free and self-sustaining communities on that coast; and the Treasury should be asked to make a moderate grant per head for slaves handed over to the care of Missionary or other Societies, who will give security for the conditions laid down by Sir B. Frere being carried out.

I am authorized to state that the Church Missionary Society, who have already a considerable settlement at Mombasa, would undertake to find a suitable person to act as Vice-Consul there, and to pay half his salary, and to be responsible for the management of the settlement, if the Government will contribute as above to the cost of maintaining the liberated slaves.

It will also be necessary that protection be afforded to the settlement by periodical visits from one of Her Majesty's gun-boats.

Believe me, &c.
(Signed) J. H. KENNAWAY.

No. 258.

Dr. Kirk to the Earl of Derby.—(Received May 1.)

My Lord,

Zanzibar, March 15, 1876.

I HAVE the honour to inclose Decree of Condemnation and receipt of seven slaves captured by the boats of Her Majesty's ship "London."

These formed part of a cargo of slaves that was landed at Pemba within three miles of the place where the boats of Her Majesty's ship "London" lay. The boats having been outside the island all night and during the early morning had returned to shelter, not thinking it probable that slaves would be landed in broad daylight. It would appear, however, that this dhow having met with baffling winds failed to make the island at night, and having reached Pemba was informed of the presence of the "London's" boats, thereupon the slaves were landed, their irons at once removed, when the dhow set off and got away.

Seven of the slaves being separated from the others who were hurried into the bush strayed to within sight of the boats and asked for help.

When placed in Court there could be no doubt of the truth of the story as all were raw slaves who did not know a word of the language of the coast, had never crossed the sea before, and could give no account of their masters or the vessel they came in.

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

Inclosure in No. 258.

Case No. 10 of 1876.

Decree.

In the Court of Her Majesty's Consul-General, holden at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the four male slaves named Ingayonga, Akandanga, Mancherajaji, and Rundi, also against three female slaves named Tangini, Salama, and Bahati, seized as liable to forfeiture by Conyers Lang, Esq., a Lieutenant in the Royal Navy, in charge of boats of Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Consul-General at Zanzibar, on the 8th day of March, 1876.

APPEARED personally Lieutenant Conyers Lang, R.N., and produced a sworn declaration, which set out the circumstances under which the four male and three female slaves above named were seized at Pemba on the 1st day of March, 1876, by Lieutenant Conyers Lang. I, the said John Kirk, Her Majesty's Consul-General, having examined the seizors and the slaves, having found sufficient proof that these four male and three female slaves had been conveyed in a vessel the same day to Pemba, and there landed in contravention of Treaties existing between Great Britain and Zanzibar, 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.

In testimony whereof we have signed the present Decree, and caused our Seal of Office to be affixed thereto this 10th day of March, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Receipt.

Received from Captain T. B. Sullivan, R.N., commanding Her Majesty's ship "London," four male and three female slaves captured at Pemba by the boats of that vessel, and condemned here on the 10th March, 1876, as Case No. 10 of 1876, Zanzibar Admiralty Court file.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Zanzibar.

No. 259.*Dr. Kirk to the Earl of Derby.—(Received May 1.)*

My Lord,

Zanzibar, March 17, 1876.

I HAVE the honour to transmit copy of a Decree and other papers in the case of a native vessel condemned in this Court as prize to Her Majesty's ship "London."

As the circumstances attending the seizure and trial of this vessel differ from what we commonly find, I may briefly state that the dhow was proved to have been a well-known slaver up to within five months of her seizure. She was a vessel of which I had myself heard when on the coast, but, getting notorious, it was deemed prudent to lay her aside for a time, and effect repairs that somewhat altered her appearance.

When seized she appeared as under a new Arab certificate of registry, with a new owner and captain; but she was taken near where she had always run slaves; was found concealed in an unusual position for a dhow; and the new owner was not only a near neighbour, but friend and associate of the owner of the estate for which slaves had been carried, and who was besides even now the reputed owner of the vessel.

There was, to my mind, ample proof of criminal knowledge of the former employment of the dhow on the part of the present owner, a knowledge I felt satisfied he must have had when the nominal transfer was effected.

Under these circumstances I gave decree of condemnation. This case, being defended by the master and the registered owner, was opened in Court on the 14th February; the examination proceeded with on the 15th; adjourned and heard on the 18th; again brought forward on the 28th; and not decided until the 16th March. At an early stage of proceedings, the former employment of the vessel was proved, but it was not until I had given ample opportunity for the owner to clear himself, if possible, of the charge of guilty knowledge of the former employment of the vessel that I decided the case. I may also state that the way in which the owner, the captain, and the name of the vessel herself had been changed, while causing considerable delay and difficulty in clearly identifying the vessel, added to the presumption against her and of collusion in the transfer.

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

Inclosure in No. 259.

Case No. 4 of 1876.

Decree.

In the Court of Her Majesty's Consul-General, holden at Zanzibar, Admiralty Jurisdiction.

OUR Sovereign Lady the Queen against the Zanzibar vessel known as the "Chumaké" alias the "Mansuri" alias the "Masudi," whereof Ali bin Hasan was master, her tackle, apparel, and furniture, seized as liable to forfeiture, by Lloyd W. Mathews, Esquire, a Lieutenant in Her Majesty's navy, when in charge of the boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General, on the 16th day of March, 1876.

APPEARED personally, Captain T. B. Sullivan, R.N., commanding Her Majesty's ship "London," and produced the sworn declaration of Lieutenant L. Mathew, dated the 14th day of February, 1876, which set out the circumstances under which the Zanzibar vessel known as the "Chumaké," alias "Mansuri," alias "Masudi," owned by Hamed bin Sulliman of Pimba, whereof Ali bin Hasan was master, of the description and dimensions specified in the annexed certificate of admeasurement, was seized at Pemba on the 28th day of January, 1876, by Lieutenant Lloyd Mathews, R.N., I, the said John Kirk, having heard evidence on both sides, and examined all the parties and their witnesses, having found sufficient proof that the vessel herein specified had been systematically engaged in the Slave Trade, from the mainland to the Island of Pemba, in contravention of Treaties existing between Great Britain and Zanzibar, and that a transfer of the ownership of the vessel had thereon been effected to the present registered owner, he having at the time of purchase knowledge of the illegal traffic in which she had been engaged, do adjudge the above-mentioned vessel, her tackle, apparel, and furniture, to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly. Hereby ordering the destruction of the vessel at Pemba, where she has been detained in the hands of the captors, pending the result of proceedings in Court.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto this 16th day of March, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 260.

Dr. Kirk to the Earl of Derby.—(Received May 1.)

My Lord,

Zanzibar, March 23, 1876.

I HAVE the honour to report the seizure and condemnation of a native vessel with forty-three slaves on board, taken by the boats of Her Majesty's ship "London," when landing on Fundoo, an outlying island off Pemba.

[766]

There is some suspicion that this vessel, which has of late been employed in running slaves from Tanga to Pemba, was owned by an Indian Resident of the former place, and it will be my duty to take steps with a view to ascertain more fully regarding this, and act thereafter as may seem necessary.

In event of the alleged ownership being proved, it will be difficult for the owner to clear himself of the charge of criminal knowledge, even if proof be wanting of a more direct complicity in the Slave Trade, for three successive cargoes of slaves have recently been taken in this vessel from Tanga, where he resides, and the captain, who as yet has escaped arrest, is known for his success in the contraband traffic, he being also the one who was removed, at the same port, from the vessel condemned as Case No. 37 of 1875, to allay suspicion, at the time she had acquired a dangerous notoriety.

The circumstances of this capture have singularly confirmed all I stated in my despatch of 29th February, 1876, in which I pointed out the use made of the small islands to the west of Pemba. Having left Tanga about 7 P.M., it was arranged so as to make Pemba before the first dawn, and, it being high tide, the vessel was at once run alongside of Fundoo Island, which happened to be the point first touched, the owners of the slaves and the crew at once jumped on shore, driving the slaves to the bows, in hope of landing them before the small boat then seen approaching could reach them. Had this been effected the slaves would—as I pointed out—have been hidden for a time in the jungle, and ferried across in driblets to Pemba, which is little more than a mile distant.

The "London's" launch being becalmed when the dhow's sail was first seen against the sky, the coxswain in charge, R. Trigger, whose name has already been before your Lordship for his energy under similar circumstances, proceeded to board in the dingy, the launch being too heavy under oars, and by so doing got to the slaves as the crew and slave-owner got to the rocks.

Having quieted the fears of the slaves, Trigger rescued some who, having missed their footing, either clung to the rocks or had fallen in the water, and among these one of the Arab slave-owners, and one who in Court proved to be the dhow-boy, or apprentice, and not a slave, as had been thought. Slave irons loose, just taken off the slaves, and others in bags, were found on board, while some of the slaves were still in chains.

On searching the bush in quest of the crew, owners, and a few of their slaves, who they had succeeded in landing, nothing could be found, although their proximity was evident by a stone thrown at one of the men in the dingy from the rocks.

In thus, with only two men, capturing a full slaver at night, Mr. Trigger again deserves to be commended. Had he hesitated to act as he did, and cut off the dhow, himself in the dingy, the slaves would all have been landed on Fundoo Island, and eventually at Pemba.

The only slave-dealer taken proved to be a native of Hodeida in Turkish Arabia. He will be publicly flogged and imprisoned, and I have asked the Sultan to make his punishment the more severe, as by trying to drive the slaves from the vessel to the rocks several children were drowned, their bodies being seen at the bottom by the captors after the morning had dawned, and all hope of saving them extinguished.

As this is another instance in which the land traffic in slaves had been made subservient to a breach of Treaties, I have duly noted it as such before His Highness, and shall use it hereafter.

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

Inclosure in No. 260.

Case No. 11 of 1876.

Decree.

In the Court of Her Majesty's Consul-General, holden at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel "Chua," of which Senia was master, her tackle, apparel and furniture, also against fifteen male and twenty-nine female slaves, seized as liable to forfeiture by Henry O'Neill, Esquire, a Lieutenant in Her Majesty's Navy, when in charge of the boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General, on the 16th day of March, 1876.

APPEARED personally, Captain J. W. M. Sullivan, R.N., commanding Her Majesty's ship "London," and produced the deposition sworn to by him, which set out the circumstances under which the native vessel known as the "Chua," without papers or colours, whereof Senia was master, the owner being unknown, of the description and dimensions specified in the annexed certificate of admeasurement; also fifteen male and twenty-nine female slaves, were seized at Pemba, on the 12th day of March, 1876, by Lieutenant Henry E. O'Neill, R.N. I, the said John Kirk, having heard the evidence of the captors, and examined the slaves, one of the slave-owners, and also one of the crew of the vessel, having found sufficient proof that the vessel at the time of seizure was engaged in the Slave Trade, in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the above-named vessel, her tackle, apparel and furniture, also fourteen male and twenty-nine female slaves, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly, ordering the release of one boy, proceeded against as a slave, now proved to be free, and to be serving in the vessel as an apprentice, and hereby certifying that under the circumstances the destruction of the vessel was proper and justifiable.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto this 16th day of March, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Receipt.

Received from Captain J. W. M. Sullivan, R.N., commanding Her Majesty's ship "London," fourteen male and twenty-nine female slaves, captured by the boats of that vessel, and condemned here on the 16th day of March, 1876. Zanzibar Admiralty Court file.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Zanzibar.

No. 261.

Dr. Kirk to the Earl of Derby.—(Received May 1.)

My Lord,

Zanzibar, March 28, 1876.

I HAVE the honour to transmit Decree of Condemnation of two female slaves and release of the vessel, passed here in Court as No. 12 of the Slave Trade series this year.

I would observe that the seizors were not only fully justified in seizing and detaining vessel and cargo, as it was not until the examination was ended it became plain the master and passengers, with the exception of one man, had a criminal knowledge and were implicated in the case of slave-dealing and conveyance of slaves by sea; but, under the circumstances, they had at first every reason to anticipate that a Decree of Condemnation of the vessel would be given.

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

Inclosure in No. 261.

Case No. 12 of 1876.

Decree.

In the Court of Her Majesty's Consul-General, holden at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel "Asmin," of which Farhan is master, her tackle, apparel, and furniture, also against two female slaves named Amina and Marzia, lately owned by Salim bin Seif, of Zanzibar, seized as liable to forfeiture by Conyers Lang, Esq., a Lieutenant in Her Majesty's Navy, when in charge of one of the boats of Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General, on the 22nd day of March, 1876.

APPEARED personally Lieutenant Conyers Lang, R.N., and produced his sworn declaration, dated 20th March, which set out the circumstances under which the Zanzibar vessel "Asmin," owned by Salim bin Abdullah, of Bagamoyo, whereof Farhan was master, was seized near Zanzibar on the 19th day of March, 1876, by order of Captain T. B. Sullivan, R.N., commanding Her Majesty's ship "London." I, the said John Kirk, having heard the evidence on both sides, having found sufficient proof that the two female slaves Amina and Marzia were being conveyed by sea, for sale in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the above-named slaves Amina and Marzia to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly, hereby ordering the release of the vessel, her cargo and passengers, without any claim for demurrage or otherwise in consequence of detention, with exception of Salim bin Naser, one of the passengers, who has been proved to be the only one on board the vessel who had a guilty knowledge of the purpose for which the slaves were being conveyed, who is ordered to be landed, and given up to the authority of His Highness the Sultan.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto, this 22nd day of March, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Receipt.

Received from Captain T. B. M. Sullivan R.N., commanding Her Majesty's ship "London," two female slaves, captured by the boats of that vessel, and condemned here on the 22nd of March, 1876, as Case No. 12 of 1876, Zanzibar Admiralty Court file.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Zanzibar.

No. 262.*Mr. Law to Lord Tenterden.—(Received May 1.)*

My Lord,

Treasury Chambers, April 29, 1876.

I AM directed by the Commissioners of Her Majesty's Treasury to transmit to you herewith, for the information of the Secretary of State, copies of the under-mentioned Returns, which have been furnished to this Board by Mr. Rothery, viz. :—

1. List of adjudications in the Vice-Admiralty Courts, &c., for the quarter ended the 31st March last.
2. Account of Slave Bounties for the same period.
3. Account of Tonnage Bounties for the same period.

I am, &c.
(Signed) WILLIAM LAW.

Inclosure in No. 262.

No. 1.—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, 1876.

Name of Capturing Ship.	Name of Prize.	Dates of		In what Court Adjudged.	Decretal part of Sentence.
		Capture.	Adjudication.		
London . . .	Asmeen . . . No. 33 of 1875.	1875 Oct. 15	1875 Oct. 18	Consular Court, Zanzibar .	Vessel condemned with part of her cargo.
Ditto . . .	Simesa . . . No. 35 of 1875.	Oct. 24	Oct. 25	Ditto . . .	Dhow and 8 slaves condemned.
Ditto . . .	Katiri Sham . . . No. 34 of 1875.	Oct. 23	Nov. 19	Ditto . . .	Vessel condemned.
Ditto . . .	Name unknown No. 36 of 1875.	Nov. 2	Dec. 11	Ditto . . .	Dhow condemned.
Ditto . . .	Kasumba . . . No. 37 of 1875.	Nov. 3	Nov. 15	Ditto . . .	Dhow and 1 slave condemned.
Ditto . . .	Name unknown No. 38 of 1875.	Nov. 18	Dec. 10	Ditto . . .	Vessel condemned.
Ditto . . .	Rupia . . . No. 39 of 1875.	Nov. 19	Dec. 10	Ditto . . .	Dhow condemned.
Ditto . . .	Kallam . . . No. 40 of 1875.	Nov. 23	Dec. 11	Ditto . . .	Ditto.
Ditto . . .	Name unknown No. 42 of 1875.	Dec. 22	Dec. 24	Ditto . . .	Dhow and 17 slaves condemned.

(Signed) H. C. ROTHERY.

No. 2.—ACCOUNT of Bounties paid for Captured Slaves as under-mentioned, by command of the Lords Commissioners of the Treasury, between the 1st of January and the 31st of March, 1876.

Date of Payment.	To whom Bounty Paid.	Name of Capturing Ship.	Name of Prize.	No. of Slaves for whom the full Bounty is granted.	No. of Slaves who Died, for whom half Bounty is granted.	No. of Slaves who Died, for whom half Bounty refused.	Amount Paid.
1876 Feb. 17	Naval Prize Account .	Thetis . . .	Name unknown . . . No. 7 of 1874.	92	None	None	£ 460
Mar. 2	Ditto . . .	London . . .	Darama . . . No. 25 of 1875.	1	None	None	5
							465

(Signed) H. C. ROTHERY.

No. 3.—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, 1876.

Date of Payment.	To whom Bounty Paid.	Name of Capturing Ship.	Name of Prize.	Tonnage.	Rate of Bounty per Ton.	Amount Paid.
1876 Jan. 15	Naval Prize Account . .	London . . .	Name unknown . . . No. 19 of 1875.	123	£ s. 5 10	£ s. 676 10
Feb. 17	Ditto . . .	Thetis . . .	Name unknown . . . No. 7 of 1874.	82	1 10	123 0
Feb. 22	Ditto . . .	Ditto . . .	Name unknown . . . No. 12 of 1874.	13	4 0	52 0
Mar. 4	Ditto . . .	Ditto . . .	Tende . . . No. 24 of 1875.	55	5 10	302 10
Mar. 4	Ditto . . .	London . . .	Name unknown . . . No. 21 of 1875.	125	5 10	687 10
Mar. 6	Ditto . . .	Ditto . . .	Name unknown . . . No. 23 of 1875.	7	5 10	38 10
Mar. 9	Ditto . . .	Ditto . . .	Sahaleh . . . No. 22 of 1875.	83	5 10	456 10
Mar. 14	Ditto . . .	Ditto . . .	Name unknown . . . No. 27 of 1875.	47	5 10	258 10
Mar. 23	Ditto . . .	Ditto . . .	Name unknown . . . No. 28 of 1875.	89	5 10	489 10
						3,084 10

(Signed) H. C. ROTHERY.

No. 263.

Dr. Kirk to the Earl of Derby.—(Received May 11.)

(Extract.)

Zanzibar, March 31, 1876.

I HAVE the honour to report the arrival, on the 28th instant, of the French corvette "D'Assas," commanded by Baron Brossard de Corbigny, Capitaine de vaisseau.

The commander informed me that his Admiral being also Governor of the French Settlements in Cochin China, had sent him to visit and report on the more distant parts of his station, and that in coming here he was giving his attention to the use of the French flag by native vessels with a view to its better regulation, and the prevention of its abuse as a means adopted by Arabs, who had no French interest, for the purpose of avoiding search by our cruisers. At the request of Captain de Corbigny I promised to give him a Memorandum on the issue of Provisional Passes to native vessels by this Consulate, and the means adopted by us to check their use.

In the Memorandum referred to, I purpose pointing out that these passes are never issued in favour of any vessel not wholly British owned, and that cannot reach a proper port of registry, also that our fleet of cruisers gives us the means of detecting any abuse.

Before visiting Zanzibar, Captain de Corbigny touched at Seychelles, Mozambique, and Madagascar.

No. 264.

Dr. Kirk to the Earl of Derby.—(Received May 2.)

My Lord,

Zanzibar, March 31, 1876.

I HAVE the honour to transmit copy of a letter received by the Senior Naval Officer, in which Consul Pakenham calls attention to the fact that slaves are being landed at a place he indicates on the north-west coast of Madagascar, which he recommends should be watched.

The port here named has been long familiar to our cruisers as a favourite place for the import of Mozambique slaves, and there are at present the "Thetis," "Lynx," and "Flying Fish," to guard the coast.

The fact that the Consul, who resides at Tamatave on the opposite side of that vast island, and who never visits the capital, and much less the western coast, has only now learned the name of one of the well-known slave harbours, and is ignorant of the presence of our cruisers, would suggest the necessity of our having that part of the island visited from time to time by some one under his orders, and as the trade of all the ports on that side is fast falling into the hands of British Indians who have previously been in Zanzibar, and have generally moved south in consequence of difficulties or defalcations here, it would be an advantage if that coast—but a small part of which is under Hova rule—were examined by one familiar with Indians and the African language spoken by the slaves and native traders.

I have, &c.

(Signed) JOHN KIRK.

Inclosure in No. 264.

Consul Pakenham to the Senior Officer in command of Her Majesty's Naval Forces, East Coast of Africa, Zanzibar.

Sir,

Tamatave, February 15, 1876.

I HAVE the honour to report that Aurontsangana, on the west coast of Madagascar, situate 13° 54' south latitude, and 48° east longitude, has become an extensive slave depôt for newly introduced Mozambique slaves; and I therefore beg to recommend that this port be closely watched by Her Majesty's cruisers, as far as the exigencies of the service may permit.

I have, &c.

(Signed) W. PAKENHAM.

No. 265.

Dr. Kirk to the Earl of Derby.—(Received May 11.)

My Lord,

Zanzibar, March 31, 1876.

WITH reference to the further steps taken for the apprehension and trial of those accused of the murder of the Banian Dunji Dazal at Paza, I have now the honour to report that, on arrival of the accused in charge of the Governor of Lamo, who accompanied them in person, I instituted a searching examination, without being able to elicit any substantial proof to enable me to prosecute the case, or to justify me in believing that the actual murderers had been received, or that we should ever succeed in following out the matter.

Under these circumstances I addressed the letter, of which copy is hereto annexed, to the Sultan, pointing out the expediency of here applying the Arab law, and exacting a fine from the town within which the crime was committed.

To this His Highness replied that while, for reasons of policy, and to deter from the repetition of such crimes, he concurred as to the expediency of the step I mentioned, he could not allow that it was Mahomedan law to fine a district where no individual had been convicted of the murder, but to this I answered that His Highness had been badly advised as to the state of his own law, which distinctly sanctioned and ordered such a fine as I indicated; but I said that, on principle, I could not concur in any arrangement that might give countenance to the Mahomedan doctrine that the blood of any British subject, whether Christian or idolator, was to be expiated, where the actual murderer was not found and given up, by a fine of less value than would be paid for a free Mussulman; and I stated that 800 dollars was the sum I considered sufficient, but that, in accepting it, I would take my own steps to ascertain the money was actually recovered from the Chiefs of the Bajunia town of Paza, and not from any general fund.

Should no final reply arrive to my demand, accompanied by an assurance that the fine indicated will be collected and paid as asked, I would beg your Lordship's expression of opinion on my proceedings, with instructions whether it would be your Lordship's wish that I should make a formal demand for payment of the above fine, which, except that it ignores an inferiority on the part of any non-Mussulman to a Mahomedan, is acknowledged as being strictly in accordance with the law of the land.

I shall report hereafter the result of the trial of the murderers of the Banian Manji Muraji at Lamo, which occurred so long ago as September, 1874, and merely state here that the conviction of those therein concerned is solely due to the casual presence in Lamo at the time of Mr. Holmwood, my assistant.

Had that officer not been on the spot shortly after the event, and able at once to investigate the circumstances and collect evidence, we never should have found proof against the guilty parties, or even heard of them.

Had there been any means of transport available for this Agency there is every reason to believe that this second murder would have been even more easily followed up, and the guilt brought home to the parties implicated, but with a civil and criminal jurisdiction, and a district so extensive as that of the Zanzibar dominions, it is hopeless to expect that such cases as the present will ever be satisfactorily dealt with until a vessel is at the disposal of the agent here when required.

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

Inclosure in No. 265.

Dr. Kirk to the Sultan of Zanzibar.

Sir,

Zanzibar, March 21, 1876.

ON Saturday last I carefully examined the four prisoners accused of the murder of Danji Dagal, a British Indian trader at Paza, and I have the honour to inform your Highness that I do not find evidence sufficient to lead me to prosecute further those individuals.

It is my opinion that a little energy at the time on the part of the Governor of that district would have discovered the actual murderers, seeing that goods of the murdered man were found, and it was certain the crime was committed by the native Bajunia of the place.

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As this is the second murder recently committed by the Bajunia, it is most important it should not be allowed to pass unpunished, notwithstanding the difficulty now met with in identifying the individuals.

I have therefore the honour to suggest to Your Highness that the chief men among the Bajunia of the town of Paza be fined a sufficient sum, according to Arab usage in such cases, and that this be enforced by seizure of goods and imprisonment, if any delay in payment occurs.

If this is decided on, I shall take the necessary steps in order to be able to assure Her Majesty's Government that the fine has been actually taken from the Bajunia population of Paza, and has not been paid out of the "Beit el mal," or any other general fund, the sole object I have in view being, not to get money as compensation, but to punish those who, in default of the actual murderers, must be held responsible for the safety of life and property.

I propose, on a proper fine being paid, to hand it over for charitable purposes.

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

No. 266.

Dr. Kirk to the Earl of Derby.—(Received May 1.)

My Lord,

Zanzibar, April 6, 1876.

I HAVE the honour herewith to inclose Decree of Condemnation in the Admiralty Court here of a vessel and slaves captured by the boats of Her Majesty's ship "London."

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

Inclosure in No. 266.

Case No. 13 of 1876.

Decree.

In the Court of Her Majesty's Consul-General, holden at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against a native vessel, name unknown, and of which the owner and master are also unknown, her tackle, apparel and furniture, and also against twenty-three male and ten female slaves seized, as liable to forfeiture, by Sub-Lieutenant Henry William Target, R.N., of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General, on the 28th day of March, 1876.

APPEARED personally Captain Thomas Baker Martin Sullivan, commanding Her Majesty's ship "London," and produced a sworn declaration setting out the circumstances under which a native vessel of which the name, owner, and master, are alike unknown, of the description and dimensions set forth in the annexed certificate of admeasurement, was seized at Fundoo Island off Pemba, on the 25th day of March, 1876, by Sub-Lieutenant Henry William Target, R.N., when in command of the boats of Her Majesty's ship "London," I, the said Agent and Consul-General, having heard the evidence produced, and examined the witnesses, 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 transport of slaves in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said vessel, her tackle, apparel, and furniture, and also twenty-two males and ten females of the slaves above-mentioned, who alone were produced in Court, one male slave having died during the passage to Zanzibar, to have been lawfully seized and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly, hereby also approving as proper and justifiable the course pursued by the captors in the destruction of the vessel on the spot.

In testimony whereof I have signed the present Decree and have caused my seal of office to be affixed thereto this 28th day of March, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Receipt.

Received from Captain J. W. M. Sullivan, R.N., Commander of Her Majesty's ship "London," twenty-two male and ten female slaves captured by the boats of that vessel, and condemned here on the 28th day of March, 1876, as Case No. 13, of 1876, Zanzibar Admiralty Court file.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Zanzibar.

No. 267.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, May 4, 1876.

WITH reference to my despatch of the 28th ultimo, I am directed by the Earl of Derby to transmit to you a copy of a letter, with inclosures in original, from the Church Missionary Society asking for the assistance of Her Majesty's Government in connection with the mission which has been established at Mombasa, on the East Coast of Africa, for the reception and care of liberated slaves.

The letter, after giving a general statement of facts connected with this establishment, proceeds to make various suggestions as to arrangements which they think desirable for its support and protection, and as Lord Derby desires to be furnished with your opinion on these suggestions before coming to any decision respecting them, I am to instruct you to report as soon as you can conveniently do so on the various proposals made by the Society, and in particular as to the desirability of appointing a Vice Consul to reside at Mombasa.

You will return the accompanying printed papers.

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

Inclosure 1 in No. 267.

The Rev. E. Hutchinson to the Earl of Derby.

*Church Missionary House, Salisbury Square,
April 1876.*

My Lord,

I AM directed by the Committee of the Church Missionary Society to lay before your Lordship the following facts connected with their Mission establishment at Mombasa, on the East Coast of Africa, and to ask the assistance of Her Majesty's Government in the efforts which the Society are making for the reception and care of the negro slaves liberated by Her Majesty's Government under the Treaties with the Sultan of Zanzibar for the suppression of the East African Slave Trade.

In the year 1874 the Society, who had already a station at Mombasa, purchased a considerable tract of land at that port for the purpose of forming a settlement where they might be able to receive liberated slaves. This settlement was visited in the month of July, 1875, by Acting Consul-General Major Euan Smith, and I have the honour to refer your Lordship to the Report of that officer addressed to your Lordship for an account of the establishment. Since that time there have been sent to the settlement 350 slaves, a large proportion of whom are children; the adults have been planted out in cottages, and the children have been received into schools upon the settlement, where they are maintained and taught at the cost of the Society. The Society has also at its own cost erected the necessary buildings for the adults, and provided them with food and clothing to the present time; the Society has, moreover, provided teachers, and also superintendents for instruction in manual labour, with the view of ultimately making the Colony self-supporting and enabling the adults to earn their own livelihood.

In forming this settlement the Society had in view not only the amelioration of the condition of the liberated slaves, but they acted in the belief that such a settlement would prove a most powerful auxiliary in the suppression of the Slave Trade, both by teaching the lesson of the value of free labour and by acting as a break in the line of the traffic by land, which it was felt would arise in order to evade the action of the squadron along the coast.

The Committee have acted in conformity with the recommendations on this subject of Sir Bartle Frere, and they are happy to know that in this course of action they have the approval of Her Majesty's Government. The recent debate in the House of Commons has drawn attention to the fact that the Slave Trade has not diminished; it has only taken a new channel, and that from the collecting grounds to the south and west of Lakes Tanganyika and Nyassa there is continually poured a perpetual stream of unhappy captives; these, instead of being destined for shipment from the coast to the south of the Island of Zanzibar, are marched along the coast to the north under circumstances of the most revolting cruelty, for details of which I need only refer your Lordship to the Reports of Captain Elton dated January 1874, and to the accompanying extract from a letter written in November, 1875, by the Rev. W. S. Price, the senior missionary of our Mombasa mission. From these facts it is evident that the Slave Trade has not been checked, but only diverted into a new channel; the necessity, therefore, of some such establishment as that I have referred to, where the slaves may be received when liberated, becomes more urgent. Still more is this the case in view of the motion which was acceded to in the House of Commons that Her Majesty's Government should assist the Sultan of Zanzibar to deal with the land traffic, and enable him to intercept the slave-gangs which are constantly passing to the north. If this is done, the Committee, who have given, as your Lordship will recollect from the Memorial which they had the honour to lay before your Lordship in the year 1874, some attention to the subject, anticipate that their settlement will play a still more important part in the suppression of the trade.

Under all these circumstances, and looking to the fact that already the rising Colony needs an officer at its head of energy and experience, the Committee have appointed as Lay-Superintendent Commander Russell, who has recently retired from the Navy, and has been very highly recommended to them. Captain Russell's duties will be entirely in connection with the lay administration of the settlement, and of such offshoots from it as may in course of time be made. In their selection of this gentleman, the Committee have desired to obtain, and think they have obtained, one on whose courage, firmness, and tact they can rely. The Committee have thus endeavoured to do all in their power for the reception of the liberated slaves, and now they are prepared, subject to two conditions, to receive any number of liberated slaves. In respect of one of these conditions, viz., the support of the liberated slaves, the Committee intend to lay an application before the Lords of the Treasury; and in respect of the other, viz., for some measure of protection for the new settlement, they beg to make the following proposal to your Lordship: That Her Majesty would be pleased to grant to Captain Russell the position of Vice-Consul at the Port of Mombasa, with a small allowance, and also that arrangements be made for the regular calling at the Port of Mombasa of one of the vessels of the East African Squadron. The Society have given Captain Russell a salary of 400*l.* per annum, with a furnished house, so that they would not ask the Government for more than 150*l.* or 200*l.* per annum, as circumstances may require. Should it become desirable to form a Vice-Consular Court under the East African Courts Bill at Mombasa, some further arrangement may be needed.

One further suggestion the Committee would venture to make, and that is that the regular calling at Mombasa of a line of steamers would prove an important auxiliary in the suppression of the Slave Trade.

Captain Russell is prepared to sail upon the 27th instant, and the Committee would hope that before that date the proposals they have ventured to make may receive the favourable consideration of Her Majesty's Government.

I have, &c.

(Signed) EDWD. HUTCHINSON, *Lay Secretary,*
Church Missionary Society.

Inclosure 2 in No 267.

Memorial.

To the Right Hon. the Earl of Derby, K.G., &c., Her Majesty's Secretary of State for Foreign Affairs, &c., &c.

The Memorial of the President and Committee of the Society called the Church Missionary Society for Africa and the East, established in 1799—

Showeth,

THAT your Memorialists have for some time past been engaged in the conduct of missionary work for the benefit of the negro races, at, among other places, Sierra Leone, Lagos, Abeokuta, Ibadan, Bonny, Brass, Onitsha, &c., all on or near the West Coast of Africa, and upon the River Niger; also at Mombas, on the East Coast of Africa; in the Island of Mauritius, and at Nasik, in the Presidency of Bombay. At the three last named places their missionaries have been brought into contact with many slaves who had been liberated by the cruisers stationed by the British Government upon the East Coast of Africa to watch the East African Slave Trade. At Nasik and in the Mauritius large numbers of these slaves, principally children, have been entrusted by the Government to the care of the missionaries of your Memorialist's Society, to be educated and trained by them.

Your Memorialists, having now for some time past been interested in the suppression of the Slave Trade on the East Coast of Africa, have viewed with much thankfulness the action taken by Her Majesty's Government in endeavouring to bring about this desirable result, and they are glad to believe that there is now placed in the hands of Her Majesty's Government the opportunity of entirely suppressing the most important branch of the nefarious Traffic which has so long desolated Eastern Equatorial Africa. They would venture to express the hope that the interest which the subject has now aroused throughout the country will support and encourage Her Majesty's Government in the difficult and arduous task which still is before it.

Your Memorialists would now venture to call the attention of Her Majesty's Government to the important question of the disposal of the liberated slaves. It was estimated in the year 1841 that an average of 20,000 slaves had been for many years annually exported from East Africa. Since that time the Traffic has been greatly on the increase. The Select Committee of the House of Commons, in 1871, referring to a possible Treaty between Her Majesty's Government and the Sultan of Zanzibar, reported as follows:—"It has been stated in evidence that some time must elapse after the measures above referred to have been put in force, before the Slave Trade could be stopped; and, assuming that an efficient squadron is maintained, the Committee see that the disposal of the liberated slaves becomes a matter of large importance." It was given in evidence generally that a considerable increase in the fleet was necessary, and that if the fleet were withdrawn, the Trade would be renewed. Among recent despatches presented to Parliament, is a letter from Commodore Tucker, from which it appears that the traders, in order to elude the cruisers, have established an overland route for the Slave Traffic from Lamo to Brava. Dr. Kirk reported that, in the space of about six weeks, 2,804 slaves had been despatched by this route, and explains the formation of a new Settlement at Kismayo, under the Sultan's flag, as follows:—"The new Somali Settlement, under an Arab Governor, at Cape Bissell, known by the natives as Kismayo, has been the means of opening the land route from Lamo to the Somali ports, advantage of which has been taken by the slave owners." He says elsewhere:—"Without the intervention of a free Settlement to break the line, the organized land Traffic will almost defy our best endeavours."

Your Memorialists venture to draw the attention of Her Majesty's Government to the fact that this anticipation has been fully realized. In proof of this, it is only necessary to refer to the Reports on the present state of the East African Slave Trade furnished by Dr. Kirk and Captain Prideaux to Earl Granville in the early part of the present year. Vice-Consul Elton, while reporting that 4,096 slaves were marched up the coast from Kilwa during the thirty days ending on the 20th of January in the present year, goes so far as to say that—"As things are at present, the Arab boasts of evading the Treaty, and jeers at our being unable to hinder the Traffic, which increases daily." In a despatch from Vice-Consul Elton to Captain Prideaux, dated January 8th, 1874, it is even made to appear that the slave-dealers rather rejoice than otherwise in the Treaty which was intended to put an end to their occupation. One of them told Vice-Consul Elton, "There has never been such a good year. There is great demand, and no duty levied

by the Sultan; and 2½ dollars which went to him before for slaves shipped by sea we save, and the land journey is worked at a profit." In the same despatch it is stated that the trouble which at first attended the land journey had been overcome, that fixed halting places had been established, where preparations were made in advance for the reception of the gangs.

Your Memorialists, therefore, agree with the Report of the Committee, "that the disposal of the slaves becomes a matter of large importance," and, they would venture to say, the extinction of the Traffic having been resolved on, it is now a most important and pressing question.

Your Memorialists believe that the best solution of this question will be found in following the principle which the British Government adopted in dealing with the West Coast Trade, where security and freedom were provided for the liberated slaves, and the maintenance of the able-bodied by their own labour was secured, without imposing any permanent burden on the public exchequer; as was also the improvement in civilization and education of those not too old to learn, while opportunities were afforded of caring for their religious and temporal welfare, and at the same time the nationalities of the slaves were in a large measure preserved. Your Memorialists are assured, from the feeling that has been expressed on this subject, that Her Majesty's Government will have the support of the philanthropy and humanity of the country in dealing in a large and generous way with this question, and they would respectfully deprecate any measures that would tend to devolve upon others a responsibility which may be met by the friends of Africa in this country.

It was given in evidence before the Committee of the House of Commons, and also stated by Dr. Livingstone and other travellers, as one of the results of the Slave Trade, that vast tracts of land, at one time fertile and populous, are now laid waste and deserted. Their former inhabitants were driven into slavery or destroyed by the slave hunters, or dispersed among surrounding tribes. Your Memorialists would venture to hope that, in dealing with the question of the liberation of the slaves, Her Majesty's Government would keep in view the possibility of these ravaged lands being again re-peopled and restored to their place among other producing portions of the earth, and that by the negro race, who have already in other parts of Africa derived so much benefit in respect of moral and social advancement from contact with those who have been their champions and protectors.

Your Memorialists consider that the example furnished by the abolition of the Slave Trade on the West Coast of Africa is of great importance at the present time, and supports the view they entertain. There the liberated slaves were so placed at Sierra Leone as to a certain extent to preserve their nationalities and to permit of their being taught agricultural and industrial occupations, while at the same time they received moral and religious teaching from those to whom they looked for guidance and protection. Thus massed together, they preserved the love of their country; and when, in 1842, it was known that peace and protection were secured for their once devastated lands, the Sierra Leone refugees commenced to return in large numbers to their own homes. The tribes from which the greater portion of the slaves were taken were the Yoruba tribes. They furnished one-half of all the slaves brought to Sierra Leone, and their country lies to the north of Lagos, extending towards the Niger. These lands, towards the year 1840, were completely wasted and depopulated, and it was to these very lands that the Yorubas from Sierra Leone, travelling upwards of 1,300 miles, returned. An account of the present state of this region has been recently furnished by the Right Reverend Samuel Crowther, Native Bishop of the Niger territory, who travelled overland in 1872 from Rabbah, on the Niger, to Lagos, and in doing so passed along the centre of this region, and revisited the very scenes through which he had fifty years ago passed as a newly-captured slave. He states that, travelling for twenty-five days at an average of fifteen miles per day, he passed every day through four or five populous villages or small towns full of thriving and healthy inhabitants, all agriculturists, and in some districts, engaged in producing palm oil or growing cotton, articles that now form the bulk of the export trade of Lagos. A further illustration of the flourishing condition of these countries may be gathered from the rapid development of the trade at Lagos, the imports and exports of which have exceeded 1,000,000*l.* sterling per annum.

Your Memorialists are aware that the extent of the Slave Trade on the East Coast of Africa is much less than that of the former West Coast Trade; but they venture to think that the success, morally, religiously, and commercially, which has attended the action of the Government in the matter of the West Coast Slave Trade, suggests a similar line of action with regard to the East Coast. They think, however, that the comparative smallness of the Trade, as well as the difficulty of securing protection, render it

desirable that the number of settlements should be more limited than on the West Coast. They would suggest, for the consideration of Her Majesty's Government, the formation of a free Settlement, under British control, upon the East Coast of Africa, at which all liberated slaves may be under the protection of a Vice-Consul or other officer. They would urge the formation of such a Settlement near Mombas, believing it to be most conveniently situated in many respects for the reception of the slaves, and that the formation of a Settlement there would effectually check the land conveyance of slaves along the coast, to which allusion has already been made.

Your Memorialists attach considerable importance to this point, for they fear that if the operations against the slavers are confined to the sea, a system of land smuggling will largely prevail.

Your Memorialists are aware of the difficulty and danger of congregating together in large numbers liberated slaves without providing for their proper training and supervision. They feel able to promise, however, that the same class of voluntary agency which came to the assistance of the Government at the West African Settlements, and provided pastors and instruction for the people, would be again ready if called upon.

Your Memorialists therefore that, with a view to the more complete suppression of the Trade, and the future restoration and welfare of Eastern Equatorial Africa, the question of the disposal of the liberated slaves be dealt with in the manner your Memorialists have ventured to indicate.

Should it, however, appear to Her Majesty's Government impossible or unwise to adopt this course, your Memorialists beg respectfully to inform Her Majesty's Government that they are willing to receive at Mombas as many slaves as Her Majesty's Government may think fit to commit to their charge.

The plan which the Society has in view for the reception and disposal of liberated slaves is as follows:—

Relying upon the Treaty of last June, by which the Sultan guarantees the freedom of the liberated slaves, they would consider any whom they might receive as safe from slavery, and to all intents free.

Nevertheless, considerable hostility may be expected from the Arabs. It would, therefore, be necessary, that proper protection be provided, and an English official placed at Mombas.

To afford employment, and make the liberated negroes a self-supporting community, land would be required on which the adults would be encouraged to settle, and assisted in farming, as was done at Sierra Leone.

As a large percentage of the captured slaves are children separated from their parents, it is proposed to receive them at Mombas, and pass them on to the Society's station at Kissoludini, where they would be received into the care of the Society's Missionaries, and placed in an asylum.

Your Memorialists would therefore ask—

1st. That Her Majesty's Government would assist in procuring such quantities of land in Mombas as may be requisite for the formation of a Settlement for the adult slaves. If it becomes necessary to purchase, your Memorialists will supply the funds.

2nd. Full and sufficient protection from attack; and although the Settlement may be subject to the Sultan of Zanzibar, as regards the internal control and management, it will be under the charge of a British Vice-Consul.

3rd. That such reasonable assistance be furnished by Her Majesty's Government as may be necessary for the maintenance of the children.

Should it not appear possible to liberate any large number of slaves at Mombas, your Memorialists are still prepared to undertake the formation of a Mission Settlement in the vicinity of Mombas. There have been transported thither at the Society's expense a number of liberated Africans, educated by the Society, at the expense of the Bombay Government at Nassik, and there are others who may join the party, who would form the nucleus of such a Settlement as your Memorialists have above described. Your Memorialists have at this moment three ordained Missionaries, one of whom—Dr. Rebmann—has already spent some time there, and has reduced to system the three principal languages of Eastern Equatorial Africa. These Missionaries have charge of the Society's two stations, one in the town of Mombas, and the other at Kissoludini, about fifteen miles inland. They have also at Mombas, and at Nasik, in the Bombay Presidency of India, a number of trained Africans who would form suitable teachers and instructors under the superintendence of the European Missionaries.

Fully impressed with the importance of the measures above contemplated, your Memorialists have also appointed two other Missionaries for Mombas. One, the Rev. W. S. Price, formerly had charge of the African Asylum at Nasik, in which more than

200 liberated Africans have been trained. They are also about to appoint a lay agent, to whom would be committed the charge of the industrial work at both stations; and, should circumstances require it, your Memorialists are prepared to appoint schoolmasters and other agents for the work.

Your Memorialists are ready to begin operations at an early period, and they have therefore ventured to urge on Her Majesty's Government the arguments and proposals of this Memorial.

In this manner, the Society which your Memorialists represent is prepared to assist Her Majesty's Government in dealing with the question of the disposal of the liberated slaves. It will be seen that, for the carrying out of the plans proposed, the co-operation of Her Majesty's Government is needed.

In conclusion, your Memorialists would advert to the very important effect in a moral and social point of view which a well-conducted free Settlement would have, and how powerful an agent it would be in the work of abolishing slavery on the East African coast.

(Signed)

CHICHESTER, *President.*

F. MAUDE, *Treasurer.*

C. C. PENN,

H. WRIGHT,

E. HUTCHINSON,

E. LAKE,

} *Secretaries.*

Inclosure 3 in No. 267.

Acting Consul-General Smith to the Earl of Derby.

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. Thomas 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 service 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 to me by 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 4 in No. 267.

Mr. 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 artisans 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.

Zanzibar, September 18.

All well so far, I am thankful to say. The dhow and 241 slaves were condemned in the Vice-Admiralty Court yesterday, and fourteen of the Arab dealers sent to prison. As it could not be proved that the remainder were guilty of any offence more heinous than being passengers on board an illegal craft, they were dismissed with a suitable warning.

I am off to Mombasa at noon to-day, to deliver over the slaves to the care of Mr. Price, the head of the English Mission at that place. This is to me a very great satisfaction; it will, as far as we can see, give the Mission a most favourable start, and work enough for the Missionaries for many-a-day to come.

“Thetis,” at Sea, September 21.

I must now tell you something about the Mission and our visit. Directly we anchored I received a visit from Mr. Price and Dr. Forster. They are very kind, nice people, and Mr. Price is a thoroughly practical, hard-working clergyman, not at all inclined to take a dismal view of things. The 239 slaves, none of whom speak any language known to any of the Missionary party, were enough to overwhelm a very plucky superintendent, yet Mr. Price never hesitated for an instant in his determination to receive them all. I also decided to bestow our two little boys, John Alfred and George Henry* upon the Mission. John has been, as you know, ailing for some time past, and I thought it better to get rid of him when there was a really good opportunity, than allow him to stay till we might have been obliged to send him away in a hurry. Moreover,

* These boys had been upwards of a year on board the “Thetis,” and had been baptised. They had been taken out of a captured slaver.

they liked the idea of going themselves. They speak English tolerably, and as they also speak Makua, the language spoken by the rest of the slaves, they will be of the greatest use to the Mission party as interpreters.* They read and write, as you know, a little, and the schoolmaster, who has taken a great deal of pains with them, has taught them the leading truths of the Gospel. Of course, at the stage to which they had advanced, it would be impossible to say how much they understood; still, as they were good boys, and never gave any trouble to anybody all the time they had been in the ship, we have reason to hope they will get on well, and they may hereafter thank God for sending them on board the "Thetis."

Up to the present time the Mission may be said to have been lying on its oars—a time of waiting which has not, however, been thrown away by Mr. Price. He has purchased a most desirable tract of land on the mainland, with a good sea-frontage facing the harbour, which has already been cleared of jungle and intersected with broad, macadamized roads. Temporary sheds have been erected for immediate necessities, and permanent buildings are begun. Potatoes and cabbages have been planted on a small scale, and found to answer well. They are on good terms with their Arab neighbours, who look up to them for advice, and are especially grateful for the medical aid which is afforded them free of all expense.

No. 268.

Dr. Kirk to the Earl of Derby.—(Received May 11.)

My Lord,

Zanzibar, April 6, 1876.

I HAVE the honour to report that the Union steamship "Kaffir" brings 94 slaves captured, on the 24th March, by Her Majesty's ship "Thetis," in the Mozambique Channel.

This vessel sailed with the slaves from the Maravoni River, one of the creeks of evil repute just north of Angoxa, and erroneously marked in the chart as the mouth of the Quisungo, the slave dealers, thirty-one in number, have been all handed over to the Portuguese authorities as prisoners amenable to Portuguese law for having shipped slaves from a place in Portuguese territory, and it is to be hoped they may not be released as the former were during the absence of Captain Elton, who had gone to sea for his health.

Captain Elton, who came here last month for change of air, having returned in Her Majesty's ship "Thetis," will be able to watch the trial and himself depose to the facts attending the capture, as he was at the time on board.

The whole of the slaves, together with part of the last captures made by the "London," I am sending to Natal; I should have sent them to the Mombasa mission had a steam vessel been at disposal of the Consulate, but I find it unsafe to do so in dhows.

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

No. 269.

Dr. Kirk to the Earl of Derby.—(Received May 11.)

My Lord,

Zanzibar, April 6, 1876.

ON the occasion of my recent visit to Kismayo I had messengers sent to the Chiefs of Berdera and Genanah, two towns on the River Juba, important centres of trade on the caravan routes that now pass through Somaleeland, and I assured the Chiefs that it was the wish of the Sultan of Zanzibar, now that the Egyptians had left the country, to open up trade by the River Juba and facilitate communications that would be greatly to their benefit.

A deputation has in consequence come to Kismayo, bringing valuable presents of ivory, horses, and ostrich feathers for His Highness the Sultan, asking him to send some one on his part to Berdera and Genanah.

His Highness has now in process of construction in his factory a steam launch

* They proved of essential service, being the only medium of communication between Mr. Price and Dr. Forster on the one hand, and the freed slaves on the other.

for Juba, and besides the soldiers at Kismayo, an armed station is being formed at the mouth of that River.

Since the departure of the Egyptians the Somalees have again returned to the coast with their cattle, and since the arrest of the Chief, who had taken a prominent part with the Egyptians, they have shown themselves much more inclined to submit to discipline than formerly.

I may add that the Somalee Chief referred to, after being imprisoned here for two months, has been pardoned and released.

The Brava Chiefs, who took an active part at the first on the side of the Egyptians, of whom many were arrested, will be also pardoned, but forced to contribute to the cost of erecting a fort to command the town.

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

No. 270.

Dr. Kirk to the Earl of Derby.—(Received May 11.)

(Extract.)

Zanzibar, April 6, 1876.

REFERRING to my Report of the 31st March, relative to the examination of those accused of the murder of a Banian at Faze, I have now to state that at an interview with his Highness last night, he informed me that although there was no conclusive evidence of guilt against the four prisoners now in prison, he was satisfied that one of them was directly implicated, and he would be kept in irons until he confessed the whole; while the other three, who, he fully believed, were accomplices in the robbery, if not the murder, would be kept in prison until the sum of 800 dollars had been paid.

As one of the fanatic Councillors had dropped a hint that they ought to know to what charitable purposes I proposed the fine should be devoted, I let it be understood that it was my intention that none of it should reach a Mussulman. I propose giving half to the Banian religious charities here, and half to a general hospital and dispensary which Bishop Steere is anxious to establish; but I have again let the Sultan know that I shall take measures to ascertain that the money comes from the townspeople of Faze, and not accept it unless it does; as it is not compensation we have in view, but the infliction of a fine sufficient to stop such acts of violence in future.

No. 271.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, May 29, 1876.

I AM directed by the Earl of Derby to transmit to you herewith, for your information, copy of a despatch from Her Majesty's Consul at Resht, respecting the introduction of slaves from the Zanzibar Dominions into Persia, through Russian territory.

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

Inclosure in No. 271.

Consul Churchill to the Earl of Derby, April 10, 1876.

[See No. 71.]

No. 272.

Dr. Kirk to the Earl of Derby.—(Received June 6.)

My Lord,

Zanzibar, April 15, 1876.

I HAVE the honour to inclose copy of a letter addressed to His Highness the Sultan, communicating, as directed by your Lordship in Mr. Lister's despatch of March 10, the thanks of Her Majesty's Government for the new proof which he has given of his desire to suppress Slave Traffic in his dominions by issuing a Proclamation that slavery is abolished throughout the Benadir and in the district of Kismayo, and at the same time assuring His Highness that he may reckon on the cordial support of the British authorities in any further measures which he may adopt with this view.

I have, &c.

(Signed) JOHN KIRK.

Inclosure in No. 272.

Dr. Kirk to the Sultan of Zanzibar.

Sir,

Zanzibar, April 15, 1876.

I AM directed by the Earl of Derby to convey to your Highness, with reference to the issue of your Highness' Proclamation abolishing slavery throughout the Benadir and in the district of Kismayo, the thanks of Her Majesty's Government for this new proof which you have given of your desire to suppress Slave Traffic in your Dominions, and I am further instructed to assure your Highness that you may reckon on the cordial support of the British authorities in any further measures which you may adopt with this view.

I have, &c.

(Signed) JOHN KIRK.

No. 273.

Dr. Kirk to the Earl of Derby.—(Received May 30.)

My Lord,

Zanzibar, April 15, 1876.

I HAVE the honour to report the capture by Lieutenant Grassie in charge of one of the boats of Her Majesty's ship "London," of a slave dhow having on board at the time 129 slaves, and to inclose Decree of Condemnation thereof.

The history of this shipment is as follows:—Two Arabs, natives of Oman, engaged by parties in Pemba, proceeded to Kilwa to convey slaves by land to Pangani and thence ship them for the Island of Pemba.

The land route occupied three months during which, although a few slaves succeeded in making their escape, none died from fatigue or disease. At Pangani they were joined by another Arab, who had accomplished with his chain-gang of slaves the same journey in nineteen days, without any mortality, although he lost a few by desertion.

These slaves cost at Kilwa on the average from 15 dollars to 20 dollars, and at Pemba they were expected to realize as much as 40 dollars to 45 dollars. I could not ascertain what had been the expenses on the land route but the freight was only 1½ dollars each slave, so that in any case the profits must be very great when the slaves escape capture as they generally do.

Any profits on account of the slaves are small, however, in comparison of those gained by a successful dhow owner who embarks in the trade. This dhow cost the owner originally 130 dollars, she has been systematically "engaged in the conveyance of slaves" for several months, and on this voyage alone 129 slaves at 1½ dollars each would have yielded 225 dollars, or nearly twice the cost price, on a voyage of ten hours.

When sighted by our boats in the early dawn, nearing the Island of Pemba, the three slave-owners at first threatened to shoot the master of the dhow if he lowered his sail, but finding the man-of-war's boat would close with them before Pemba could be reached, they opened a deliberate fire on Lieutenant Grassie and his boat's crew

with the object, as they stated in Court, of shooting them down and so landing their slaves.

Three bullets, out of about fifty fired, struck the boat, fortunately without doing harm, and at last, one of the dhow's crew being wounded and two slaves killed by the return fire directed at the steersman of the dhow by our sailors, the vessel lowered her sail and was captured without further resistance.

At the same time a second dhow was chased by Lieutenant Mathews in another of the "London's" boats. This was also a regular slave runner, one of those that are systematically engaged in the conveyance of slaves from the mainland to Pemba and that on the return voyage either take back a legitimate cargo, or clear out as far as possible all signs of their previous employment.

This dhow, which has been known for months, had been before arrested, but released, as there was not the legal proof needed to show in support of her being habitually so used, a circumstance that may satisfy your Lordship that there has been no vexatious straining of the Treaty for the purpose of condemning all vessels that ever chanced to carry slaves.

On this occasion 45 slaves had just been put on shore, and the slave irons thrown overboard, but a number of the small iron links that couple the neck collars, and are perfectly distinctive, had escaped observation, and proved slave fittings under the Statute.

There were other proofs of the employment of the vessel, and the freight in cash found on board which had been paid for the slave cargo just landed. I therefore condemned the vessel, and inclose Decree of Condemnation.

It appeared in evidence that the owner of this second dhow, who was himself on board at the time, was also owner of that with the 129 slaves, and that he had himself seen them shipped.

With these two vessels successfully engaged in so lucrative a trade for several months, he must have amassed a very considerable fortune; and it does seem to me to be much regretted that vessels so employed are not condemnable under existing Treaties when their history and employment are proved, although at time of seizure they may happen to have a legitimate cargo on board, and to have made away with the slave fittings proved to have been in use a few hours or days previously.

In the present case, as I have said, the slave fittings had been imperfectly made away with, and sufficient were found on board in the shape of slave irons to necessitate condemnation.

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

Inclosure 1 in No. 273.

Case No. 15 of 1876.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

OUR Sovereign Lady the Queen against the Zanzibar vessel "Chunga-Mana," her tackle, apparel, and furniture, whereof Abdullah bin Shabo was master, and also against 129 slaves seized as liable to forfeiture by Lieutenant Frank J. Grassie, of Her Majesty's navy, when in charge of one of the boats of Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General, on the 11th of April, 1876.

APPEARED personally, the above-named Frank J. Grassie, R.N., and produced his sworn declaration, which set out the circumstances under which the Zanzibar vessel "Chunga-Mana," of which Abdullah bin Shabo was master, and owned by Zahora bin Saeed, of the dimensions specified in the annexed Certificate of Admeasurement, and also 129 slaves, were seized at Pemba on the 8th day of April, 1876. I, the said John Kirk, having heard the evidence on both sides, having found sufficient proof that the vessel actually, at the time of seizure, was engaged in the Slave Trade in contravention of Treaties between Great Britain and Zanzibar, do adjudge the above-named vessel, her tackle, apparel, and furniture, and also 129 slaves therein, to have been

lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly, hereby pronouncing the seizors justified in the destruction of the vessel on the spot as necessary under the circumstances.

In testimony whereof I have signed the present decree, and caused my seal of office to be affixed thereto this 15th day of April, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Inclosure 2 in No. 273.

Case No. 16 of 1876.

Decree.

In the Court of Her Majesty's Consul-General holden at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the Zanzibar vessel without name, papers, or colours, of which Zahara-bin-Saeed was master and owner, her tackle, apparel, and furniture; also against the two male slaves Ouledi and Fikerini, and against a sum of money in specie, being cargo on board, namely, 13 American gold 2½ dollar pieces, 23 American gold 1 dollar pieces, 390 India silver rupees, owned by Zahara-bin-Saeed, the master, seized as liable to forfeiture by Lieutenant Lloyd Mathews, of Her Majesty's Navy, in charge of one of the boats of Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General, on the 11th day of April, 1876.

APPEARED personally the above-named Lieutenant Lloyd William Mathews, and produced his sworn declaration, which set out the circumstances under which the Zanzibar vessel, without name, papers, or colours, of which Zahara-bin-Saeed was master and owner, of the description and dimensions specified in the annexed certificate of admeasurement, with two male slaves, and also a sum of money in specie, being cargo on board belonging to the master of the vessel, were seized at Pemba on the 6th day of April, 1876. I, the said John Kirk, having heard the evidence on both sides, having found sufficient proof that the vessel at the time of seizure was fitted for the Slave Trade, and had landed slaves in Pemba during the voyage on which she was then engaged, in contravention of Treaties between Great Britain and Zanzibar, do adjudge the above-named vessel, her tackle, apparel, and furniture, also the two male slaves Ouledi and Fikerini, together with the specie taken on board, namely, 13 American gold pieces of 2½ dollars, 23 American gold pieces of 1 dollar, and 390 Indian rupees, which is shown to have belonged to the owner and master of the vessel, and paid to him as freight of slaves landed, to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly, hereby pronouncing the seizors justified in the destruction of the vessel on the spot as necessary under the circumstances.

In testimony whereof I have signed the present decree, and caused my seal of office to be affixed thereto, this 15th day of April, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 274.

Dr. Kirk to the Earl of Derby.—(Received June 6.)

My Lord,

SINCE my visit to the Somalee coast, when the Proclamation of Seyd Barghash abolishing slavery was published, I have had no means of knowing what was taking place, or of judging how far the local authorities of His Highness were giving effect to the order.

I was therefore pleased with the receipt of a private note from Mr. Woolfhardt, a German merchant and agent of Messrs. Hansing and Co., of Hamburg, residing at Merka, in the Benadir, in which he says: "Buying and selling of slaves is now at an

end in the three Benadir ports, and the Governor of Merka has shown his zeal by putting a man in irons for selling a slave."

Buying and selling, I am informed, goes on in the plantations in the interior of Somaleeland, over which the Sultan of Zanzibar has no authority, but no new slaves have reached by land since the departure of the Egyptians.

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

No. 275.

Dr. Kirk to the Earl of Derby.—(Received June 6.)

My Lord,

Zanzibar, April 17, 1876.

ON sending the three Arabs, Abdullah bin Ali, Sáeed bin Hamed, and Salim bin Hamed, who fired from the dhow, Case No. 15 of 1876, as reported by me in my despatch of the 15th instant, to the Sultan, for having been engaged in slave trading and for having fired with intent to murder upon Lieutenant Grassie and one of our British crews, I addressed His Highness the letter of which copy is annexed, to which he has replied as in the translation herewith inclosed.

I have in reply informed His Highness that, as stated in my letter, I cannot, until I have received your Lordship's instructions, acquiesce in any punishment he may order; and I have prepared His Highness for the possibility of a demand being made for their sentence by him to imprisonment, to be carried out in a British penal Settlement.

In doing so, I have only indicated the possibility of such a demand being made in order that His Highness may better understand the position I have assumed in declining to ask him to give any definite sentence at present.

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

Inclosure 1 in No. 275.

Dr. Kirk to the Sultan of Zanzibar.

Sir,

Zanzibar, April 11, 1876.

I GIVE over to your Highness' hand the three Arabs, whose names are as follows: Abdullah bin Ali al Mazrui, Saéed bin Hamed al Anfi, and Salim bin Hamed al Shehir, who are convicted of having fired upon the officers and men of one of the boats of her Majesty's ship "London," with intent to kill.

These men were also the owners of 100 slaves captured in the vessel from which they fired on the boats.

I shall refer this matter to Her Majesty's Government before asking your Highness to inflict a suitable punishment for the offence of attempt to murder; but I may remark that the question of their punishment as large slave shippers is one that directly concerns your Highness.

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

Inclosure 2 in No. 275.

The Sultan of Zanzibar to Dr. Kirk.

(After compliments.)

17 Rabei 'al Abval, 1293 (April 13, 1876).

YOUR honoured letter has reached me, and your friend has understood its contents, and I have received the three men sent by you who were taken engaged in the Slave Trade at sea.

Hitherto we have punished similar offenders most severely until they even thought their end was near, but notwithstanding what we have done, the moment they were released the devil entered into them, and they forgot what they had suffered, but on this occasion they shall receive punishment of a kind that will effectually prevent them from repeating such acts.

No. 276.

Dr. Kirk to the Earl of Derby.—(Received June 6.)

My Lord,

Zanzibar, April 20, 1876.

IN acknowledging the receipt of my letter of the 27th July last, your Lordship was pleased to express entire approval of the course I proposed to pursue with a view to stop the land Slave Traffic, should the result of my inquiries convince me, on my return to Zanzibar, that the export trade was as large as it had been represented to be.

What is here alluded to was contained in a Report by Mr. Holmwood, the Assistant Agent, which I had the honour to submit to your Lordship with my letter above referred to. In this it was stated, as the result of careful inquiry, that as many as 32,000 slaves had passed north through Pangani during the year, and that of these at least 15,000 had found their way to the Island of Pemba.

The accuracy of Mr. Holmwood's Report being called in question by Captain Prideaux, who for the time acted in my place, it became my duty to investigate this subject on my return, and to substantiate or refute, by carefully collected information, the correctness of his statements, and generally to make myself acquainted with the present state of the Slave Trade, and the practical working of our Treaties.

The rise of the Slave Traffic with which I was now called upon to deal had been pointed out so far back as 1871, when, in my report dated 20th March of that year, I expressed an opinion that, if stopped by sea, the slave dealers would transfer their operations to the land, and that, before closing the sea traffic, steps should be taken to meet in anticipation the danger thus indicated.

The Slave Trade Treaty of 1873, which I had the honour to negotiate, had the immediate effect of practically ending the sea traffic to foreign countries, and at the same time of calling into existence the land route which I had foretold, by which the sufferings of the slaves were increased tenfold, these unfortunates being daily marched in chain-gangs along the coast, even to Lamo, beyond which the mortality became excessive, and yet a few were pushed on to the Somali country by land, by one unbroken journey of 700 miles from Kilwa.

Thus, although we had put an end to the export of slaves from this coast to Persia and Arabia, we had not ameliorated the fate of the slave, and the mortality on the new route being greater, left the depopulation of the rich and fertile lands of Central Africa to proceed at a quicker pace than before.

The first accurate information regarding this new slave route was collected by Vice-Consul Elton, acting under my orders on a mission from Zanzibar to Kilwa, towards the end of 1873. In performing this journey he, in thirty days, passed no less than 4,096 slaves being marched in gangs to the north, and from this we were led to imagine that even then an organized traffic had been established; it, however, remained doubtful how far these rates would be kept up, and whether the dealers were not working off the accumulation of slaves which we knew had taken place at Kilwa owing to the sudden stoppage of the sea traffic.

Mr. Holmwood's report of a mission to the northern dominions of Zanzibar in the latter part of 1874, when he visited the upper portion of the land route, showed, however, that, so far from this traffic being likely to stop as the stock of slaves in hand was worked off at Kilwa, it had become a systematic trade carried on with regularity, and at a profit as regarded the route up to Lamo, and, if the statistics he collected could be relied on, a worse form of Slave Trade had sprung up in the place of that we had the previous year suppressed.

Captain Prideaux, who then acted as Consul-General, reported, however, that, in his opinion, Mr. Holmwood had been entirely misled and had greatly exaggerated the state of the case. I was therefore directed by your Lordship to investigate the facts for myself and to act according to circumstances.

Mr. Holmwood in his report had asserted that of the slaves taken north by land, 15,000 had been shipped from the mainland to the Island of Pemba, which of itself would constitute a breach of the Treaty of 1873. I therefore submitted to your Lordship, in forwarding that officer's able report in my letter of July 27th, that I should on returning to my post apply myself to sift his evidence and that of the agents employed on the coast, both as to the general land traffic and the numbers being smuggled into the Island of Pemba, and if it were shown that a fractional part of the number stated by Mr. Holmwood to be taken to Pemba were so transported, I proposed to call His Highness' attention to his Treaty obligations and point out the necessity of taking steps to put an end to the land traffic through his dominions, which, although

not in itself illegal, would have become so as being a means towards the shipment of slaves.

In this work, as above sketched, but acting under your Lordship's express directions, I have since my return been steadily engaged, and have made myself accurately aware, as far as is possible, regarding the leaders of slave caravans, the numbers of slaves in each, their destination, and the parties by whom money had been provided.

In this way I became fully satisfied that, while the total number of slaves marched north, of late, has not been quite so great as had been estimated by Mr. Holmwood for the previous year, a yet larger proportion than he had given were this season destined for Pemba.

I could account for and name the owners of not less than 1,000 slaves that left Kilwa by land to be introduced into that island during a succession of months, and therefore inferred that, in the year, not less than 12,000 had been taken, the probability being that many more, of whom I knew nothing, had been smuggled.

Matters of a more immediate nature delayed the action I should otherwise have taken to press this upon His Highness' attention, but as these enabled me to obtain the statutory abolition of slavery in the northern third of his dominions, and the blocking of the land route north of Lamo, this was the less to be regretted, and I lost no time, when confidence had again been established, in bringing the question in a systematic way before His Highness, by submitting a list of no less than thirty-eight offenders, whose punishment I asked, observing, as the ground for their arrest that, although ostensibly taking slaves by land, they did so in order that they might be shipped in contravention of Treaty, a statement I was now ready to prove.

To do His Highness justice, I have to state that, although he doubted at the time the accuracy of my information, on the grounds that all such reports had been concealed from him or denied by his people, and that if anything like the numbers I alleged were being taken to Pemba, our cordon of boats must surely have made more captures; the greater part of those I had indicated were seized by his orders, and I believe the result of the investigation which followed had not a little to do with giving him that confidence which he afterwards showed in the correctness of my estimates.

A second list of offenders, thirty in number, was forwarded to Bagamoyo, which had now become a sort of mart for the Pemba dealers, and many of those implicated were in consequence placed in irons.

Notwithstanding the accumulated evidence I was now bringing to bear, His Highness' evident personal anxiety to carry out his Treaty stipulations, and his readiness to punish offenders in a way that left nothing to be said, almost disarmed me from urging him at once to extremes, by denouncing him as having failed to give effect to the Treaties, and I preferred allowing the inevitable conclusion which must ensue from the policy I followed, to force itself on his mind and convince him that no half measures could be of the smallest avail, and that nothing remained, if he was to enforce his authority, but putting down with a high hand the entire land traffic.

The information gained in my investigations, together with the growing experience of the officers of Her Majesty's ship "London," whose exertions are beyond all praise, had, however, begun to bear fruit in the shape of slave captures to which I could point, for it had, I confess, seemed strange, even allowing for the facilities in crossing a narrow channel during the night, that our boats should hitherto not have made more prizes.

Already interviews had taken place at which I had forced these questions on His Highness' attention, and these had been followed by letters further pressing the subject. It was not, however, before the 15th of April that I was enabled to place before His Highness, in a manner that seemed likely to meet with a favourable reception, my demands in a distinct and direct form.

In the letter, of which I inclose a copy, I showed that this question was one with which I was authorized to deal by your Lordship, and that had seriously occupied the attention of Her Majesty's Government, that, but for events which affected the integrity of his dominions and his continuation as an independent Ruler, I should have brought it forward in stronger terms before now, that these complications being over, we looked to him to see that the people of Pemba did not set his orders for the observance of Treaty systematically at defiance, that recent captures—especially the last with 129 slaves on board—must have convinced him of the accuracy of my information, and that, as in this case, the slave dealers had attempted to murder our officer and his men, in their endeavour to escape capture, the land traffic, which was

but the first stage of the route to Pemba, had assumed an importance he could no longer ignore or decline to deal with. I showed him that the profits were so great that nothing but radical measures could be expected to succeed in stopping the trade, and that as the action taken by His Highness, at my immediate request, with regard to the dealers whom I had denounced, was proved, by an intercepted letter, to have been understood by the whole body as a total prohibition of the trade, it would be well if he now did, by public Proclamation and definite instructions to his officers, all he had received credit for from those engaged in slave dealing, and forbid, absolutely, all land traffic in slaves, the transport of slaves through his dominions, and the fitting out of slave caravans, or even their arrival from the interior.

Your Lordship will perceive that the action I here indicated far exceeded anything hitherto negotiated or attempted, and beyond the scope of all former concessions; and I was well aware that, should His Highness consent, we might be called upon to carry out your Lordship's assurance of support conveyed to him as reported in my despatch of the 15th instant.

I am happy to state, as the result of my labour carried on ever since my return from Europe, that, after mature and serious deliberation, His Highness has given his adhesion to my views by publishing the annexed Proclamations—one having for its object the closing of the land route from Kilwa in such a way that the local Governors will find it necessary to see it carried out; and the other, more difficult to enforce, but which will be the most effectual step yet taken towards the abolition of the Slave Trade on this coast, and ending those annual raids which go on depopulating Central Africa and making the regeneration of those really rich lands more hopeless and far distant year by year.

It now remains to be seen how far these important concessions to British influence can be carried out by the Sultan. That he has the will to do so is evident, but it is to be remembered in this he stands alone. His people to a man are against him and simply yield to the inevitable. His Governors, ill paid, are open to other influences, and have for the most part been themselves too often engaged in the traffic to look on it as a crime.

The success, therefore, of the present step will depend on this office being kept as before thoroughly informed on all that passes on the coast, so as to show His Highness when and where pressure must be brought.

Left alone, his Governors will conceal from him the truth and again connive at the traffic; but if this agency should be as fortunate as of late in getting timely information, and the people see that the Sultan's authority will be supported, the local officers will find it too dangerous to permit its continuance.

I shall in a second Report forward the Arabic copies of the Proclamations, and further particulars as to how the orders therein have been issued, when the drafts submitted by me have been approved of by His Highness.

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

Inclosure 1 in No. 276.

Dr. Kirk to the Sultan of Zanzibar.

Sir,

Zanzibar, 1876.

I CANNOT hide from your Highness that the constant proofs of Slave Trade carried on by the people of Pemba in contravention of the Treaty of 5th June, 1873, and in defiance of your Highness' authority, is a matter that has seriously occupied the attention of Her Majesty's Government and of Lord Derby, and on which I have received his Lordship's instructions for my guidance.

On this subject I should have addressed your Highness before, had other matters affecting the integrity of your dominions, which threatened your existence as an independent ruler, not forced such questions for the time in the background.

Happily, those difficulties are, for the present, at an end, and your Highness' authority re-established on a firmer footing than it was before; but the people of Pemba, your subjects, still continue to set aside all rules and to transport thousands of slaves from Kilwa by land to the harbours on the coast, from which they can convey them in a few hours to their estates.

Recent captures of slaves taken crossing to Pemba, especially the last with 129 slaves on board, will have convinced your Highness of the general accuracy of my former statements regarding the extent of this traffic.

The slaves in this case, as in others, had been ordered by wealthy people in Pemba, who, afraid to go themselves and incur the danger of the severe punishment now inflicted by your Highness on offenders, hire others, who for money are willing to run this risk, and who, as their agents, buy slaves with their money in Kilwa or Bagamoyo, and having taken them the first part of the way by land, transport them in dhows to Pemba.

In every case the land route from Kilwa to Pangani is only the means first used to carry out this breach of Treaty, and I cannot resist the many proofs that are forced upon me that not less than 1,000 slaves leave Kilwa every month for Pemba.

Of these few are taken by our boats, on account of the short distance from the mainland to Pemba, which usually enables vessels to cross at night.

The profits of this illicit Traffic are so great, that if the slaves are safely landed the loss of the vessel is of no importance. Thus, for instance, the vessel of Zohr bin Saeed just taken with 129 slaves, which cost 130 dollars, would have gained over 200 dollars on that single voyage, and she has, with another vessel of the same owner, been steadily engaged in the Slave Trade with Pemba for several months.

It gives me now the greatest satisfaction in pressing this subject upon your Highness, to be able to put in your hands at the same time a letter taken in this dhow, of which I shall transmit a copy to Lord Derby as independent proof that your Highness has personally been doing your utmost to put an end to the Traffic.

Your Highness will find in this letter that many of those I denounced by name as slave-dealers at Kilwa have been seized and imprisoned, and you will also perceive that there is no doubt the Governor of Kilwa has done his duty, and laid hands, as he was ordered, on those actively engaged in the Slave Trade.

The slave-dealers, you will find, believe that final orders will be given to put an end to the land traffic, their last resource, and are quite prepared to yield.

Now I would venture to submit to your Highness' very serious consideration whether at the present time, when you hold such ample proof of the manner in which your subjects at Pemba persistently set aside your authority and employ agents who do not hesitate to fire on and attempt to murder our officers and men that they may convey slaves by sea, thus giving your enemies ground for remark, and your friends just cause for complaint, it would not be politic for your Highness to do in a public manner, by Proclamation, all that the slave-dealers believe you are doing, and to prohibit the conveyance of slaves by land under pain of severe punishment to those engaged, and forfeiture of slaves and property.

A further order to prohibit the approach of slave caravans from the interior, from Nyassa and elsewhere under similar penalties, would, I feel satisfied, put an end to the constant breach of Treaty by your subjects, which has now become a matter of such magnitude that Her Majesty's Government have fully determined to interfere.

In offering this advice I can promise the full support of the British authorities and of the Government, and assure your Highness at the same time that your own good faith and earnest wish to do all that has been asked is a matter that has been often brought before Lord Derby in my Reports, and that Her Majesty's Government are fully aware of the difficult and delicate position you yourself occupy, and, whilst determined to put an end to these contraventions of the Treaty, will support your authority in taking the steps necessary thereto.

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

Inclosure 2 in No. 276.

Salim bin Suliman to Homaid bin Saeed and Suliman bin Khalfan.

(Translation.)

After compliments,

THIS letter comes from the harbour of Tanga; and, my dear friend, if you ask about Sayyid Barghash, I tell you His Highness has stopped the buying and selling of slaves at Kilwa and Bagamoyo, and imprisoned the dealers in irons; this is the news and at Bagamoyo the agents are sending back their money.

NOTE.—Then follows reference to Slave Orders for the above parties—partly illegible.

Inclosure 3 in No. 276.

Proclamation Draft No. 1.

To all to whom it may concern of our friends on the mainland of Africa, the Island of Pemba, and elsewhere :

WHEREAS, in disobedience of our orders, and in violation of the terms of our Treaties with Great Britain, slaves are being constantly conveyed by land from Kilwa, for the purpose of being taken to the Island of Pemba, be it known, that we have determined to stop, and by this Order do prohibit, all conveyance of slaves by land under any condition, and we have instructed our Governors on the coast to seize and imprison those found disobeying this Order, and to confiscate their slaves.

Be this known, &c.

Dated

(L.S.)

Inclosure 4 in No. 276.

Proclamation Draft No. 2.

To all whom it may concern, Our friends on the mainland of Africa and elsewhere.

WHEREAS, slaves are being brought from the countries of Nyassa, Uyao, and elsewhere, to the coast, and there sold to dealers who take them to Pemba against Our orders and the terms of Treaties with Great Britain, be it known that we forbid the arrival of slave caravans from the interior, and the fitting out of slave caravans by Our subjects, and have given Our orders to Our Governors accordingly, and all slaves arriving at the coast will be confiscated.

Be this known, &c.

Dated

(L.S.)

No. 277.

Dr. Kirk to the Earl of Derby.—(Received June 6.)

My Lord,

Zanzibar, April 18, 1876.

I HAVE the honour to report the arrival of the schooner "Frances Cameron" with the natives who accompanied Lieutenant Cameron across the Continent of Africa from Zanzibar to St. Paul de Loanda.

The schooner sailed from Loanda on the 30th of January, and arrived here this afternoon, having met with heavy weather off the Cape of Good Hope. No casualties occurred on board during the voyage, and the men have returned in good spirits at the success of this journey.

I am now desired by the Royal Geographical Society to sell the schooner "Frances Cameron," which had been purchased in their name by Lieutenant Cameron, and to pay off the men with the proceeds, but as Lieutenant Cameron has not yet forwarded the necessary pay lists showing advances given at Loanda, I shall not be able to do this for some time, and it is probable some delay will here be found in getting a proper price for the vessel.

I have, &c.

(Signed) JOHN KIRK.

No. 278.

Dr. Kirk to the Earl of Derby.—(Received June 6.)

My Lord,

Zanzibar, April 22, 1876.

WITH reference to my despatch of the 17th instant, regarding the punishment which might be deemed adequate in the case of the slave dealers who fired on the boat of Her Majesty's ship "London," I would now venture to submit that as His Highness Syed Burghash has been induced immediately after that occurrence and partly influenced thereby to issue a Proclamation making the land slave traffic,

whether by the coast or from the interior, as also the fitting out of slave caravans within his dominions, illegal, these offenders might confidently be left in his hands to be dealt with.

It will be seen from the letter of His Highness, inclosed in my former despatch, that the punishment to which they will have to submit is likely to be sufficiently severe, and I think His Highness would appreciate the confidence placed in him by allowing him to punish those offenders himself. If your Lordship should approve thereof I shall inform His Highness accordingly.

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

No. 279.

Dr. Kirk to the Earl of Derby.—(Received June 6.)

My Lord,

Zanzibar, April 26, 1876.

IT will be remembered that before setting out last year to accompany Seyd Burgash to Europe I had the honour to report that His Highness had freed his domestics and household slaves by a posthumous deed of manumission.

Freeing slaves on the death of the master is an act well known in the Moham-
medan Code and strictly regulated by its provisions, and, as a consequence of one of these, the intention of the master may be partly frustrated should he leave either an embarrassed estate, or where the value of the slaves to be freed under such a deed is more than one-third the total realized assets, for a fundamental principle of Moham-
medan law is that no one may alienate by will or other instrument having effect after death more than one-third of his estate, the remainder being disposed of according to the Mohammedan succession laws.

Influenced by this, and desirous of setting an example to his people, His Highness has now freed his household slaves, giving them their deeds of freedom, drawn up by the Kathi and countersigned and sealed by me.

Thus His Highness from master becomes, as regards these people, what is called the "manla," or guardian. He has henceforth no power to enforce their services or to detain them unwillingly, and neither he nor his heirs can take the property of these freed slaves, as they could otherwise have done. The children of these people also are free, and inherit from their father or heirs. The property of the deceased slave goes to the master, the slave having in the eye of the law no independent existence.

Although I have little doubt Seyd Burgash's domestics will continue to serve him (since he became Sultan he has given them, even as slaves, regular wages), their position is totally altered; and, although few of his people may copy his example, yet such an act as this on the part of a Ruler has an influence in forming public opinion on the great question of slavery.

Although a private act, I have thought it worthy of mention to your Lordship, coming as it now does with others of a public nature that indicate His Highness' feeling on slavery.

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

No. 280.

Dr. Kirk to the Earl of Derby.—(Received June 6.)

(Extract.)

Zanzibar, April 28, 1876.

IN continuation of my despatch of 20th instant, reporting the successful issue of the negotiations with which I had been instructed by your Lordship for the suppression of the Land Slave Traffic, I have now the honour to forward copies of the two Proclamations as finally issued for stopping the land slave route, and the fitting out of slave hunting expeditions for the interior.

On the 21st of April I received, for perusal, the Sultan's letters of instruction to the Governors on the coast, forwarding the proclamation, and now inclose in translation the circular letter addressed to the principal local authorities, and that to the Governor of Kilwa.

I shall have copies of the notification printed in Arabic, with an English and Swahili translation, the latter in the native character understood by all classes, for distribution on the coast, and in the interior on the line of caravan routes, and I shall take care that Mr. Young, now established on Lake Nyassa, is made aware that the slave-dealers who scour that country are liable to imprisonment, and to the confiscation of their slaves.

Your Lordship is aware that, through the preliminary action taken in this matter by me, the Slave Trade had been driven into the hands of Arabs of the lowest class, foreigners to Zanzibar, whose business it was to convey slaves from Kilwa by land, purchased with money obtained in Pemba or Lamo, and deliver them to their employers. These men who, knowing the consequences in case of detection, did not hesitate to fire on our boats when escape of their slave cargo became otherwise hopeless, are not likely tamely to submit and give up their slaves to the miserable soldiery of Seyyid Burgash, or the authority of his Governors, and as I shall now take even greater pains than before to be informed, and so force the local authorities to act, collisions on the coast are therefore almost certain. I have therefore renewed your Lordship's assurances of assistance and support from the British authorities, should the steps His Highness has taken make them necessary, and I shall see that your Lordship's assurances are carried into effect.

Hitherto His Highness has been safe against any wide combination, notwithstanding the unpopularity that attends an empty exchequer, by fair administration of justice under his rule, but the successive steps he has taken, first in abolishing slavery in the north, and now forbidding the acquisition of new slaves, everywhere have placed him in individual antagonism to all his people, and in disfavour with the foreign merchants.

Inclosure 1 in No. 280.

Circular Letter to the Zanzibar Governors on the Coast forwarding Proclamations.

To the Governor of

(Translation.)

(After compliments.)

I SEND you a Proclamation which you will see posted at the Custom-house, and you will stop the arrival of slaves at your place and at all villages in its vicinity, and whoever transgresses this our order you will imprison and take possession of his slaves informing us thereof.

Dated the 24th Rabia el Awal 1293 (20th April, 1876).

This is from Barghash bin Saeed and written with his own hand.

Inclosure 2 in No. 280.

Letter forwarding two Proclamations addressed to the Governor of Kilwa.

(Translation.)

(After compliments.)

I SEND you two Proclamations which you will see posted at the Custom-house, and you will prevent the fitting out, departure, and return of slave caravans from and at Kilwa and all the places in its neighbourhood, and any one acting in disobedience to our orders you will imprison and seize his slaves, reporting to us your proceedings.

Dated 24 Rabia el Awal 1293 (20th April, 1876).

This is from Barghash bin Saeed and written by his own hand.

Inclosure 3 in No. 280.

Proclamation.

In the Name of God, the Merciful, the Compassionate.

(Seal of His Highness Seyed Barghash.)

From Barghash bin Saeed bin Sultan.

To all whom it may concern of our friends on the mainland of Africa, the Island of Pemba, and elsewhere.

WHEREAS, in disobedience of our orders and in violation of the terms of our Treaties with Great Britain, slaves are being constantly conveyed by land from Kilwa for the purpose of being taken to the Island of Pemba. Be it known that we have determined to stop, and by this order do prohibit all conveyance of slaves by land under any conditions; and we have instructed our Governors on the coast to seize and imprison those found disobeying this order, and to confiscate their slaves.

Published the 22nd of Rabea el Awal, 1293 (being equivalent to 18th April, 1876).

True Translation,
(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General.

Inclosure 4 in No. 280.

Proclamation.

In the Name of God, the Merciful, the Compassionate.

(Seal of His Highness Seyed Barghash.)

From Barghash bin Saeed bin Sultan.

To all whom it may concern of our friends on the mainland of Africa and elsewhere.

WHEREAS slaves are being brought down from the lands of Nyassa, of the Yao and other parts, to the coast, and there sold to dealers who take them to Pemba against our orders and the terms of the Treaties with Great Britain. Be it known that we forbid the arrival of slave caravans from the interior, and the fitting out of slave caravans by our subjects, and have given our orders to our Governors accordingly, and all slaves arriving at the coast will be confiscated.

Published the 22nd of Rabea el Awal, 1293 (being equivalent to 18th April, 1876).

True Translation,
(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General.

No. 281.

Dr. Kirk to the Earl of Derby.—(Received May 30.)

My Lord,

Zanzibar, May 1, 1876.

I HAVE the honour to report the return of Her Majesty's ship "Thetis" from Madagascar and Mozambique, where she has been employed during the past two months in suppression of the Slave Trade.

Captain Ward having placed in Court the case of the native vessel referred to in my despatch of the 6th ultimo, taken off the Angoxa river with 94 slaves on board, I have passed decree of condemnation, and inclose herewith the usual papers.

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

Inclosure in No. 281.

Case No. 17 of 1876.

Decree.

In the Court of Her Majesty's Consul-General Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel named the "Kunguru" without papers or colours, of which Ova was master, her tackle, apparel, and furniture, and also against 45 male and 49 female slaves, seized as liable to forfeiture by Thomas Le Hunte Ward, Captain in Her Majesty's navy, commanding Her Majesty's ship "Thetis," before John Kirk, Esquire, Her Majesty's Agent and Consul-General, on the 1st day of May, 1876.

APPEARED personally Captain Thomas Le Hunte Ward, R.N., and produced his sworn declaration setting out the circumstances under which the native vessel named "Kunguru," sailing at the time without colours or papers, of which Ova was master, the owners being unknown, of the description and dimensions specified in the annexed Certificate of Admeasurement was seized in the Mozambique Channel on the 24th day of March, 1876, by the officer above-named, I, the said John Kirk, after hearing the evidence, having found sufficient proof that the vessel at the time of her seizure was engaged in the Slave Trade, and conveying a cargo of slaves to Madagascar, do adjudge the above-named vessel, her tackle, apparel, and furniture, and also 45 male, and 49 female slaves, to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly, hereby pronouncing the destruction of the vessel on the spot to have been inevitable, and justifiable under the circumstances.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto this 1st day of May, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 282.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, May 31, 1876.

I AM directed by the Earl of Derby to inform you that his Lordship approves your proceedings in connection with the visit of the messenger from Somaleeland to Zanzibar, as reported in your despatch of the 6th ultimo.

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

No. 283.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, June 1, 1876.

I AM directed by the Earl of Derby to convey to you his Lordship's approval of your proceedings in connection with the murder of a British subject at Paze, as reported in your despatches of the 31st March and 6th ultimo respectively.

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

No. 284.

Dr. Kirk to the Earl of Derby.—(Received June 6.)

My Lord,

Zanzibar, May 4, 1876.

AS my assistance has been asked by the German Consul here to induce the Sultan to punish a Somali who assaulted a German merchant at Merka in the

Benadir, and as it is possible the matter may be referred to Berlin and eventually come before your Lordship, I have the honour to state that while a Danish schooner, chartered by the Hamburg house of Hansing and Co., was at anchor on the roadstead at Merka loading with produce, two Germans, one a son of Mr. Hansing and Mr. Woolfhart, the resident Agent of the house in the Benadir, were on the beach shipping goods, a Somali came behind the latter and cut at his head with a heavy sword, inflicting a wound on the skull that, but for the thick hat he wore, would have been fatal.

Mr. Hansing, Junior, with the aid of natives, secured the would-be murderer, who was sent in the Danish schooner, in charge of the Sultan's soldiers, to Zanzibar, and made over to the Sultan.

From what I have seen of the depositions, there seems no doubt the Somali intended to kill Mr. Woolfhart, for no other cause than being a Christian and a white man. His father and grandfather, he is reported to have said, had killed white men, and he should do the same if he ever had the chance. He belongs to some very distant tribe, and is an utter stranger to the Bimal and other Somalees near Merka, and they, it seems, all agree in denouncing his act. Who he is or where he really comes from seems unknown; but the Sultan, one of whose weak points is a want of firmness in punishing crimes, declined to look on the affair from any other point of view than as a petty assault ending in the infliction of a wound that seems not to have endangered life, and refused to take into consideration the object and purpose of the criminal, or the danger if such a wretch were again let loose.

Having failed to obtain what was demanded, the German Consul asked officially for my intervention, and that I would use my influence with the Sultan.

On looking at the correspondence, I found the German Consul had officially demanded, first, a public flogging of 100 lashes with the stick, to be followed by imprisonment for life.

Flogging to such an extent with the stick here used would be probably fatal, and certainly it was what I could not join in urging; but I considered that while a moderate flogging, in order to make the matter public, should be given, it was essential to see that he was imprisoned for life, and prevented from repeating the crime; and I told the Sultan that while the capital punishment was a thing I, as a British official, should leave to be settled between himself and the German Consul, it was my strong opinion he would be very remiss in the discharge of his duties to the European community if he allowed this Somali ever to get loose, and that he would thereby make himself personally responsible for anything that might happen in consequence.

I understood His Highness has written to the German Consulate, stating that the Somali will be imprisoned and kept in irons all his life, but I believe he declines to give the flogging asked, although that official has reduced the number of lashes, with which he will be satisfied, to fifty.

I have suggested to the German Consul that he ought now to acquiesce, but require the Sultan to put up a public notice under his seal at Merka and the Benadir, stating the sentence.

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

No. 285.

Dr. Kirk to the Earl of Derby.—(Received June 6.)

My Lord,

Zanzibar, May 5, 1876.

WITH reference to the proposal which I understand from the Honourable Mr. Bourke's reply in the House of Commons on the 4th April, to establish a Vice-Consul at Mombasa, I beg to state my strong opinion that such an officer will be of the greatest service if judiciously selected and well fitted for the work.

It must, however, be kept clearly in view that the duties of that officer will be almost exclusively judicial and political, and that he will have a very delicate position to fill.

Mombasa is an important centre of trade, carried on exclusively by a British-Indian population, all whose internal disputes and questions of a civil and criminal nature in which they are defendants will come before the Consul for decision, subject, under

rules to be fixed hereafter by this office, and approved of by your Lordship, to appeal to the Consulate-General.

Within the mission community itself the Superintendent's authority will, I trust, remain supreme, and I have made it a rule always to support and never interfere with that authority.

A public office in which business can be transacted will be required in the town of Mombasa, and I would suggest the necessity of having the new Vice-Consul attached here as Assistant for several months, in order that he may become acquainted with the position of the various classes with whom he will be brought in contact, and the manner in which the provisions of the Treaties have come to be viewed and acted on; for without this previous training he would probably find himself in a false position at the outset.

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

No. 286.

Dr. Kirk to the Earl of Derby.—(Received June 6.)

My Lord,

Zanzibar, May 5, 1876.

BY last Cape mail steamer I sent the freed slaves then on my hand to the Colony of Natal, and as Mr. Price, the Superintendent of the Mission at Mombasa, had written to say that he, the surgeon, two artizans and some of the ladies of the establishment were going home in ill health, I should have sent the large number now with me also to the Colony.

Mr. Price, however, has decided to remain a little longer, and has urgently begged me to allow him to have these freed slaves. I therefore grant his request most willingly, as there is no place where they can be better trained and cared for.

I would beg most deferentially to submit that, in event of any scheme for giving Government aid to these missions that take charge of freed slaves being sanctioned such as has I observe been again pressed upon the consideration of Government, the past claims of the Roman Catholic French Mission, and of the Universities' Mission, so admirably conducted by Bishop Steere, may not be wholly overlooked, for with very slender funds at their disposal, it is to these institutions we have hitherto been chiefly indebted for relieving us of much responsibility.

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

No. 287.

Dr. Kirk to the Earl of Derby.—(Received June 6.)

My Lord,

Zanzibar, May 5, 1876.

I HAVE the honour to acknowledge the receipt of Mr. Lister's despatch of the 1st of April, transmitting, for my information, and for any observations I may have to offer thereon, extract from a letter to the Admiralty from the Senior Naval Officer on this station, on the state of the Zanzibar Slave Trade.

As the information contained in Captain Ward's report was in a great measure derived, as he states, from myself and given to him by me in conversation, I can only support the general statements there made, and observe that the more exact statistics relative to the new Slave Traffic I have since been able to obtain, prove the vast extent to which the land Slave Trade and that to the Island of Pemba was being pushed.

While engaged in the negotiations that have resulted in obtaining the total prohibition by the Sultan of this traffic, I did not deem it expedient to lay before your Lordship provisional reports while my views were being modified as fresh information disclosed from day to day the various ramifications of the trade, but I take this occasion to state that the estimates given by Captain Ward in his report as partly derived from me, but confirmed in a great measure by his independent inquiries, I now find to have been under the truth.

The system of intelligence which I at length established, proved that while not less than 1,000 slaves per month were being shipped to Pemba, as many were passed north to Mombasa, Malindi, Lamo, and elsewhere on the coast without ever being

taken afloat, and my fear was that by any premature report on this subject I might find difficulty in inducing His Highness to adopt radical measures while dealing with the Pemba contraband traffic.

I may now state, as the general result of the information collected on this question since it was placed in my hands to be dealt with on my return to Zanzibar by your Lordship, that not less than 12,000 slaves are being shipped yearly to Pemba, and 12,000 are taken further north by land, that therefore 24,000 slaves cross the Pangani River; and when we consider that the Island of Zanzibar also receives a few, and the settlements south of Pangani are supplied with their respective quota for local use, and further, when we remember the fearful losses met with on this land route (for this route is, whatever the Arabs may at first have boasted, a most expensive process compared with the conveyance of slaves by sea), we cannot possibly regard the number of slaves that in the first place reached the coast from the interior as less than 35,000 yearly, and knowing as I do from personal experience, and what I myself have witnessed of the havoc and loss of life that accompanies the track of the slave dealer in the interior of Africa, we cannot possibly estimate the total destruction of life directly and indirectly caused by this traffic at less than 150,000 annually.

I believe that the number of slaves ferried across the Nyassa Lake or the river Shire has been estimated by Mr. E. Young at 20,000 last year; Bishop Steere thought that not less than 10,000 passed by the particular route he travelled on, but the countries to the east and north of Lake Nyassa, as well as those west and north of Kilwa, yield slaves in quantities, and all these figures which are founded upon actual returns in my hands, show the full importance of now, while we have the means, supporting the Sultan, and compelling him, at the same time we give him the power, to put in force a law he is only too willing to see enacted, so as to lessen, if not entirely remove, the constant danger to which his authority is being exposed in many ways from the operation of the slave dealers.

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

No. 288.

Dr. Kirk to the Earl of Derby.

(Telegraphic.)

Zanzibar, June 3, 1876.

DISTURBANCES at Kilwa, caused by slave-traders on the issue of new law stopping slave caravans; anticipated and suppressed; all quiet now at Kilwa. Sultan has seized and condemned slave vessel.

No. 289.

The Earl of Derby to Dr. Kirk.

(Telegraphic.)

Foreign Office, June 13, 1876.

EXPRESS to Sultan of Zanzibar the gratification of Her Majesty's Government at measures adopted by His Highness for suppressing Slave Traffic in his dominions.

You will receive further instructions by post when we receive reply to my despatch to you of 28th April.

No. 290.

Mr. Lister to Dr. Kirk.

I AM directed by the Earl of Derby to inform you that his Lordship approves the note which you addressed to the Sultan of Zanzibar respecting the abolition of slavery throughout the Benadir and in the district of Kismayo, of which a copy was inclosed in your despatch of the 15th April last.

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

No. 291.

Mr. Lister to Dr. Kirk.

Sir, *Foreign Office, June 15, 1876.*
 WITH reference to your despatches of the 15th, 17th, and 22nd April last respectively, I am directed by the Earl of Derby to instruct you to inform the Sultan of Zanzibar that Her Majesty's Government are willing to leave the punishment of the three Arabs who fired upon an officer and boat's crew of Her Majesty's ship "London" in the hands of His Highness, feeling assured that he will award a punishment commensurate with the offence.

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

No. 292.

Mr. Lister to Dr. Kirk.

Sir, *Foreign Office, June 15, 1876.*
 I HAVE laid before the Earl of Derby your despatch of the 26th April last, reporting that the Sultan of Zanzibar has emancipated his household slaves, and I am now directed by his Lordship to instruct you to congratulate His Highness, in the name of Her Majesty's Government, upon the humane and wise conduct which he has pursued in this matter.

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

No. 293.

Mr. Lister to Dr. Kirk.

Sir, *Foreign Office, June 15, 1876.*
 I AM directed by the Earl of Derby to inform you that his Lordship approves the steps taken by you, as reported in your despatch of the 4th ultimo, in order to induce the Sultan of Zanzibar to punish a Somalee for assaulting a German merchant at Merka.

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

No. 294.

Mr. Lister to Dr. Kirk.

Sir, *Foreign Office, June 29, 1876.*
 WITH reference to your despatch of the 12th November last, I am directed by the Earl of Derby to transmit to you herewith, for your information, copy of a despatch and of its inclosures from Her Majesty's Consul at Tamatave, from which it appears that there is no foundation for the report that the Hova authorities at Majunga have emancipated their slaves.*

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

No. 295.

Mr. Lister to Dr. Kirk.

Sir, *Foreign Office, July 6, 1876.*
 WITH reference to your despatch of the 4th of May last, I am directed by the Earl of Derby to transmit to you herewith, for your information, copy of a

despatch from Her Majesty's Chargé d'Affaires at Berlin, reporting the satisfaction of the German Government with the steps which you took at the instance of your German colleague to induce the Sultan of Zanzibar to punish a Somali for an assault upon a German merchant.

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

Inclosure in No. 295.

Mr. Macdonell to the Earl of Derby.

My Lord,

Berlin, July 1, 1876.

IN accordance with the instructions conveyed to Lord Odo Russell in your Lordship's despatch of June 15th, I have communicated to the German Government Dr. Kirk's despatch of the 4th of May last, reporting the steps he had taken at the instance of his German colleague to induce the Sultan of Zanzibar to punish a Somali who had assaulted a German merchant.

Herr von Phillipsborn, to whom I made the above communication, said that Dr. Kirk's proceedings on that occasion had met with the highest approval, and the earliest opportunity would be taken to convey to Her Majesty's Agent and Consul General the thanks of the German Government.

I have, &c.
(Signed) H. G. MACDONELL.

No. 296.

Dr. Kirk to the Earl of Derby.—(Received July 13.)

My Lord,

Zanzibar, May 10, 1876.

REFERRING to my despatch of May 4, relative to a misunderstanding that had arisen between the Sultan and the German Consul regarding the punishment of a Somali who assaulted a German merchant at Merka, I am happy to state that I have this day received an official letter from the German Consul thanking me for the assistance given in inducing the Sultan to pass a sentence on the criminal adequate to the offence, and such as would give security to Europeans in the Somali-Land.

The German Consul, in conveying his thanks for the good offices of this agency, informs me also that he has accepted the sentence now passed by the Sultan, and that the difficulty is thus at an end.

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

No. 297.

Dr. Kirk to the Earl of Derby.—(Received July 13.)

My Lord,

Zanzibar, May 18, 1876.

I HAVE the honour to report that, on the night of the 12th instant, His Highness the Sultan seized a large slave-vessel with slaves on board, of which he had received secret information, and which, but for the steps taken by Seyd Barghash, would have sailed the same night for Arabia.

This capture was not effected without the use of force, and shots were exchanged on both sides. In the dhow, which was a very large one, measuring over 150 tons, and of a class peculiar to the Persian Gulf, nine slaves were found secured, two others ready for shipment were taken on the beach, but the greater part of the slave cargo had not been brought down; all the slaves in this case had been kidnapped in the town of Zanzibar and its vicinity, none purchased, and there is every reason to think that those concerned are men whose business has of late been to convey slaves to Pemba, and who, finding their employment too dangerous since the issue of the last Proclamation, had determined to return to their native land in Oman, with their ill-gotten gains, taking a cargo of stolen slaves with them.

The vessel is owned by a wealthy Arab residing at Ras el Hema, but there is no

reason to believe that he was aware of the illicit traffic his agent, the captain, was about to engage in.

The vessel, with all her gear and fittings, was burned in harbour, by order of the Sultan, on the 15th instant, and her seizure and destruction by the Zanzibar authorities has had a good effect.

As this is an instance in which an attempt was made to take slaves to Arabia, I may observe that I am aware of only two slave vessels having left the African coast for Arabia this season; one with about 100 slaves was spoken with at sea off Malindi, going north, but there is nothing to indicate whence she sailed, or by whom owned.

The second is the dhow of one Seyd Akil of Dufar "sailing under the French flag." This is a very large vessel, which, on coming from Madagascar with the first of the south-west monsoon, took to Pemba a large number of slaves; of these, some, being domestics, were taught to say that they went as passengers, and, as such, registered before the French Consul; others were here added, and the vessel touching at Pemba, two of those landed in that island escaped and returned to Zanzibar. By these I am told the vessel has now proceeded on her voyage to Arabia, with a full cargo of slaves for sale. As the information given me by the two runaway slaves, who are of those shipped as passengers at the French Consulate, agrees with what I heard elsewhere before their return, and from totally independent sources, I have no doubt that a large cargo has been carried off in this French vessel; but I shall, on the return from Mombasa of my French colleague, who has always shown himself ready to investigate fairly such matters, place the information I possess before him, and allow him to take the steps he thinks best.

The vessel having escaped, there will obviously be difficulty in bringing proof home should she return to Zanzibar next year.

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

No. 298.

Dr. Kirk to the Earl of Derby.—(Received July 13.)

My Lord,

Zanzibar, May 18, 1876.

IN my despatch of the 28th April, I mentioned that those principally interested in the Slave Trade were, in my opinion, not likely to agree tamely to the Sultan's two Proclamations abolishing the land slave route, and the fitting out of caravans for obtaining slaves in the interior of Africa, but that I should take the necessary steps to support his authority.

As the disturbances that might be occasioned by the stoppage of the land route would probably have their origin in Pemba and be shown at Bagamoyo, Pangani, or Tonga, all places of easy access and with which I am in daily communication at present, I knew that nothing serious was likely to happen before assistance could be sent, and that I should have time to be on the spot with a naval force from Her Majesty's ship "London" to support His Highness' authority, if necessary.

The second proclamation, however, affecting as it did Kilwa and its people generally, all of whom depend directly on the Slave Trade, required that steps should be taken without delay (for Kilwa is inaccessible at this season unless to steam-vessels), that they might know from the outset that the radical measures contained in this Proclamation would be enforced, and the local Governor supported in what he did with a view to abolish the traffic, according to the orders he has received.

After consulting with Captain Ward of Her Majesty's ship "Thetis," who has, throughout, assisted and supported every step taken to suppress the Slave Trade, it was decided that Her Majesty's ship "Thetis" should proceed at once to Kilwa and remain there for such time as might seem necessary.

Before Captain Ward's departure I had an interview with the Sultan, who cordially agreed in the expediency of the step taken, and sent letters to the Governors and Kathis impressing most strongly upon them that they would be required to see the new decree put in force; at the same time printed copies of the Proclamation in Arabic were sent to be posted at the various places in the Kilwa and Cape Delgado districts.

I also transmitted copies in Arabic and Swahili, to be published at the various custom-houses for information of British subjects.

Letters have this morning been received by His Highness, that show the necessity there was for the precautions I took.

The people of Kilwa, we are informed, led by their elders or native hereditary ruling body, levying dues on all caravans that approach the place, have combined together to set aside the Proclamations and defy the Sultan's authority. The Governor and Kathis both write to advise the Sultan that the place is now on the verge of open rebellion, that more troops are needed, and that the Proclamations, at the time of writing, were kept affixed in public only by an armed guard of soldiers, the elders and people of the town having determined to tear them down and defy the Sultan's power, having also told the Governor that they would not have the Slave Trade stopped.

The arrival of Her Majesty's ship "Thetis" will no doubt support the Governor's authority, and allow time for the arrival of 212 soldiers now under orders to proceed to the coast, and by the issue of the printed Proclamations show the people that we mean to stop with a high hand, and in combination with the Sultan, their slave caravans from ravaging the interior of Africa, and providing slaves to be taken by the land route or smuggled by sea.

The excitement now caused at Kilwa, the present centre of the whole of the Slave Trade, shows how directly the result of the late negotiations has gone to the root of the evil.

If slaves are allowed to be brought down they will be smuggled away. When in 1873 we stopped the sea route, comparatively little excitement was created; for the people knew the land route was open to them, and they could evade a guard of any number of boats in such waters as those between the coast and Zanzibar or Pemba. Had I only included the abolition of the land route in the prohibitions I have lately induced the Sultan to carry into effect, the dealers would have found means for taking the slaves further inland, outside his jurisdiction, and beyond our power; but the stoppage of slave caravans from fitting out and returning to the coast they were not prepared for, and do not see how to meet.

The suppression of the sea traffic increased enormously the mortality, and, consequently, the prices of slaves; the effect of the late Proclamations has been already to double the price of slaves at Pemba, where they are now four times dearer than in 1872.

The Kilwa people have since 1873 made a profit out of over 35,000 slaves yearly sold in their town, which represents at present prices at least 120,000*l.*, and goods to that large amount have been imported by the English, German, and American merchants, and sold to the people of Kilwa. There are, therefore, great and complicated interests affected. The Americans supply the bulk of the cloth, the Germans the beads and guns, British Indians do much of the retail trade; but out of Kilwa, although all are aware they suffer through Slave Trade suppression, there are few personally implicated.

Under these circumstances I have thought it necessary to proceed to Kilwa, and the Sultan has written a confidential letter to Sa'eed bin Abdullah, the Governor, ordering him to arrest and send as prisoners all the elders of the place to Zanzibar, to be dealt with by him; and to give every facility, if it should be found desirable, for us to act with force.

His Highness sends his largest steam-vessel with the 212 soldiers above-mentioned, to enable his Governor to take decided steps in order to enforce the Proclamations to their fullest extent and overawe those who have resisted his authority.

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

No. 299.

Dr. Kirk to the Earl of Derby.—(Received July 13.)

(Extract.)

Zanzibar, June 1, 1876.

IN my former Report, dated 18th May, in which I stated that the people of Kilwa and its vicinity had combined to resist the new law stopping slave-caravans, I mentioned that such an event as then occurred had not been unforeseen, and that Her Majesty's ship "Thetis" had gone to uphold the Sultan's authority, and see that the Zanzibar Governor did his duty at the onset and followed the very stringent instructions of his chief.

I also informed your Lordship that His Highness determined to strengthen the

force at Kilwa without delay, and that under the circumstances I considered it my duty to join Captain Ward, and make myself personally acquainted with what passed with a view to frustrate the future plans of the slave-dealers.

Going as I did, I was enabled to act independently and to see that my advice was followed.

On arrival at Kilwa, I learned from Captain Ward, and also from the Governor Sa'eed bin Abdullah, that the Proclamations, having reached on the 12th of May, were at once issued, and that the people finding the Governor with only thirty soldiers under his command, the remainder being in charge of distant outposts on the coast, from which they could not be recalled in time, had determined, with a force of about 3,000 armed men, old slave-hunters, to attack the place on the evening of the 16th, when, after removing the obnoxious Proclamations, they proposed expelling the Governor and Custom-house officials.

However successful such a movement might have been at the time, the Sultan would have found no difficulty in at once re-establishing his authority at Kilwa, but the arrival of Her Majesty's ship "Thetis" on the 15th anticipated the necessity of all other action, and at once gave confidence.

Had the town been pillaged few honest men would have suffered, but the effect elsewhere might have been embarrassing; it was, therefore, with much satisfaction I found that Captain Ward's timely appearance had put an end to all fear of disturbance, and made the dealers see that, however they may continue to evade the law, open resistance is impossible.

While at Kilwa I ascertained that, on the issue of the Proclamations, all slaves then in town were moved off one or two stages and concealed in the swampy district of the Lufiji. I was told on good authority, and the fact was admitted by the Governor, that as many as 6,000 slaves were thus carried away in chains to avoid confiscation, but for Europeans to have followed them at this time of year in the marshes where they had taken refuge would have been imprudent and probably useless.

The leader of a caravan sent by Makanjila, a chief on Lake Nyassa, which arrived with 300 slaves subsequent to the issue of the new law, being in town, I had him called, and on refusal to disclose where the slaves were concealed, placed under arrest, and moved a prisoner on board Her Majesty's ship "Thetis," to be conveyed to Zanzibar, my object being to make him perfectly understand, and on his return explain to his chief,—who is perhaps the greatest slave-dealer at present in Eastern Africa—that the step now taken was not simply an attempt on the part of the Governor of Kilwa to obtain possession of his slaves, but the result of an order from head-quarters, that will be enforced.

The Governor and others would however, have willingly allowed the man to escape fearing the revenge of Makanjila, in whose hands they have at present so much at stake. The Governor, as I ascertained, has two caravans up country, and there are 40,000*l.* worth of goods in the interior owned by Kilwa people, almost all of which are intended to be used for the purchase or capture of slaves.

Everyone in Kilwa is as I have before said interested in the Traffic, from the Governor to his meanest soldier, all have their venture, and the elders of the place with their followers live off the native caravans that come down, no trade being allowed unless they first receive their exorbitant claims.

The Indian merchants of Kilwa are not less implicated, though in most cases they doubtless manage to evade the letter of the law, by granting advances, which they know are for the Slave Trade, under other names. These lend the goods with which most of the slaves are purchased, and so flourishing has the business been that no one has any difficulty in finding one to advance him the means of going to the Lake. Thus I heard of a soldier whose pay is three dollars per month, on which he is expected to find his house, food, arms, and clothing, having had a caravan of 300 slaves plundered not far from Kilwa; had they only have reached, he would have obtained upwards of 1,000*l.* sterling, which, allowing for the usurious rates taken by the lenders in such a trade, must still have made him very independent.

I therefore thought it necessary to issue a public notice in the native language, informing the people that while on the one hand all slaves coming down would be seized and confiscated, I would not listen to or support with my influence any action brought by the Indian lender of the goods in cases where slaves have been brought to the coast, and if this should shake the confidence of the Indian lenders, one more serious difficulty will have been placed in the way of slave caravans fitting out.

The great impetus lately given to the Slave Traffic by the demand of monied men in Pemba, has had the effect of destroying all legitimate trade at Kilwa.

During the past year only 90,000 dollars' worth of ivory arrived, and this year the amount will be much less. Eighteen thousand dollars' worth of tobacco also came from the Lake country; thus 108,000 dollars is the total legitimate trade that now comes by the Nyassa route, while during the two past years the district near Cape Delgado has developed a trade hitherto unknown, and exports 200,000 dollars' worth of india-rubber, an article that equally abounds in the forests all along the coast.

Before quitting Kilwa I urged the Governor to take steps for the arrest of all the Kilwa chiefs who took part in resisting the Sultan's orders, and to send them prisoners to Zanzibar, as I considered it expedient to take the present occasion of crushing their power and abolishing the prohibitive taxes they levy, on their own responsibility, on all goods, slaves included, that reach the coast in the hands of natives.

Before going to Zanzibar, Captain Ward and I thought it expedient to visit Dar-es-Salaam and learn there what effect had been produced by the Slave Trade Proclamations. We ascertained that the caravans had been driven off the old route far inland, but that they were there in danger of being plundered by the turbulent Wazaramo. It was necessary, however, to teach the Governor that he must not rest satisfied with sending the caravans outside the usual limits of his power, but take steps to seize and confiscate the slaves, and I hope that this will have been done before I again have occasion to write to your Lordship.

Dar-es-Salaam is in many ways favourably situated for any operation we may be asked to assist His Highness in, with the object of stopping caravans, but I am not desirous to be drawn into action that would involve passing the night on shore until the feverish season is over, which it cannot be said to be, before the middle of July.

At Dar-es-Salaam I had an opportunity of seeing the instructions of the Sultan to his Governor, and certainly nothing could have been more clear or strong, and there is no doubt he fully understands that it is his interest to see the traffic totally abolished, and will not only do all he can but give us all reasonable facilities to aid him where his power is inadequate to the task.

I trust, my lord, that the course I have followed in first securing these vast concessions from the Sultan, and in assisting him to enforce his authority, and induce his Governors to act up to their orders, may meet with the approval of Her Majesty's Government.

No. 300.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, July 13, 1876.

I AM directed by the Earl of Derby to transmit to you herewith, for your information, copy of a despatch and of its inclosure from Her Majesty's Ambassador at Paris,* from which you will perceive that fresh instructions have been sent to the Commander of the French Squadron in the Indian Ocean, and to the Governor of Réunion, respecting the abuse of the French flag by traders in slaves on the East Coast of Africa.

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

No. 301.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, July 26, 1876.

IN compliance with the request of the President of the Royal Geographical Society, I am directed by the Earl of Derby to instruct you to take such steps as may be in your power to facilitate the progress of the expeditionary party under Mr. Louis Lucas, which is attempting to make its way into the interior of Africa, under the circumstances set forth in the letter from Sir Rutherford Alcock, of which copy is inclosed for your information.

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

Inclosure in No. 301.

Sir R. Alcock to the Earl of Derby.

My Lord,

1, *Savile Row, Burlington Gardens, July 17, 1876.*

I HAVE the honour to inform your Lordship that an expedition of geographical discovery, under the leadership and at the cost of a private English gentleman, Mr. Louis Lucas, is now making its way into the interior of Africa, and that the friends of this gentleman, as well as the Council of the Royal Geographical Society, think great assistance might be rendered to the expeditionary party by Her Majesty's Government informing the various Consuls on the east and west coasts of its existence in the interior, and directing them, should it make its appearance in their neighbourhood, to use their influence with the Governments or native Chiefs to facilitate its progress.

Mr. Lucas' expedition—comprising himself, Mr. Freeman, a botanist, and several hundred men engaged in Upper Egypt—left Khartum in April last with the intention of proceeding, viâ the Gazelle tributary of the Nile, to the westward of Lake Albert Nyanza, and thence to the Portuguese possessions in Angola. We are informed that Mr. Lucas, if turned aside by insurmountable difficulties from his intended route, will endeavour to reach Zanzibar.

I have, accordingly, to request that your Lordship will grant us the favour of directing instructions to be sent to Her Majesty's Consuls in Angola and Zanzibar, in order that steps may be taken, consistent with the public service, to secure the safe arrival of Mr. Lucas' party at the coast, should intelligence reach them of its approach in their direction.

I have, &c.
(Signed) RUTHERFORD ALCOCK,
President, Royal Geographical Society.

No. 302.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, July 28, 1876.

I AM directed by the Earl of Derby to transmit to you the accompanying copies of a letter and its inclosure from the Colonial Office, on the subject of the introduction of liberated slaves into the Cape Colony.

You will perceive that the Cape Government are prepared to guarantee the payment of all expenses connected with the introduction of natives rescued from slavery on the East Coast of Africa, and to provide suitable employment on arrival for any labourers that may be sent; and, under these circumstances, I am to instruct you to furnish Lord Derby with your opinion upon the proposed scheme.

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

Inclosure 1 in No. 302.

Mr. Malcolm to Mr. Lister.

Sir,

Downing Street, July 19, 1876.

WITH reference to the letter from this Department of 9th January, 1874, and your reply of the 17th of the same month, I am directed by the Earl of Carnarvon to transmit to you a copy of a despatch from the Governor of the Cape, inclosing a Minute from his Ministers guaranteeing payment of the cost of introduction of any liberated slaves who may be assigned to the Colony.

I am to request you to move the Earl of Derby to issue the necessary instructions to the proper officer to secure an apportionment of liberated slaves to the Cape Colony.

I am, &c.
(Signed) W. R. MALCOLM.

Inclosure 2 in No. 302.

Governor Sir H. Barkly to the Earl of Carnarvon.

My Lord,

Government House, Cape Town, June 12, 1876.

WITH reference to a despatch from your Lordship's predecessor, dated 24th January, 1874, on the subject of apportioning to this Colony some of the Africans rescued by Her Majesty's cruisers from slavers on the East Coast, I have the honour to state that my attention having been recently drawn by my advisers to the fact that none had hitherto been received, I pointed out to them, in reply, that I had never been authorized to make the arrangements contemplated for payment of all expenses of their introduction.

2. I have the honour now, in consequence, to transmit copy of a Ministerial Minute formally guaranteeing the cost, and undertaking to provide suitable employment on arrival for any labourers that may be sent.

I have, &c.
(Signed) HENRY BARKLY.

Inclosure 3 in No. 302.

Minute on a despatch from the Right Honourable the Secretary of State for the Colonies, on the subject of the introduction into the Colony of Natives rescued from Slavery on the East Coast of Africa.

MINISTERS recommend that such proportion of liberated Africans as the Right Honourable the Secretary of State may be pleased to allot to this Colony should be introduced for railway services.

Ministers are prepared to guarantee the cost of the introduction of these labourers from public funds of the Colony, and to undertake to provide suitable employment for them on their arrival.

(Signed) J. C. MOLTENO.

*Colonial Secretary's Office, Cape Town,
Cape of Good Hope, June 10, 1876.*

No. 303.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, July 29, 1876.

IN conveying to you Lord Derby's approval of your proceedings, as reported in your despatch of the 18th May last, on the subject of the anticipated disturbances at Kilwa, I am directed by his Lordship to instruct you to state to the Sultan of Zanzibar that Her Majesty's Government have learnt with satisfaction the energetic steps taken by His Highness to give effect to his recent Proclamations prohibiting Slave Traffic, and the fitting out of slave-hunting expeditions in his Dominions.

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

No. 304.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, July 29, 1876.

I AM directed by the Earl of Derby to inform you that his Lordship has read with interest your despatch of the 1st ultimo, reporting your proceedings at Kilwa in connection with the measures adopted by the Sultan of Zanzibar for abolishing Slave Traffic within His Highness' dominions, and I am to state to you that the course of action which you have pursued in this matter is approved by Her Majesty's Government.

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

No. 305.

Dr. Kirk to the Earl of Derby.—(Received August 3.)

My Lord,

Zanzibar, June 6. 1876.

PREVIOUS to Captain Ward's departure to Madagascar, His Highness Seyd Barghash has desired me to transmit to him a letter of thanks, of which I herewith forward a copy in translation.

In this note His Highness acknowledges the services that officer has been able to render, and has desired me to inform your Lordship of his full appreciation thereof.

His Highness has, since my return, taken occasion to mention the good management displayed by Captain Ward at Kilwa previous to the arrival of his own troops.

I have, &c.

(Signed) JOHN KIRK.

Inclosure in No. 305.

The Sultan of Zanzibar to Captain Ward.

(Translation.)

(After compliments.)

12 *Jemad-el-Awal*, 1293.

I THANK you for the various kind acts you have done us, first in supporting our interest at Brava, and again at Kilwa; and in acknowledging the assistance rendered, I shall do so through John Kirk, Agent of the Government of Her Majesty the Queen of Great Britain, that he may represent it to Lord Derby, Her Majesty's Principal Secretary of State. And in peace.

This is from your friend Barghash bin Saeed.

No. 306.

Dr. Kirk to the Earl of Derby.—(Received August 3.)

(Extract.)

Zanzibar, June 7, 1876.

I HAVE the honour to report the occurrence at Mombasa of a riot, in which the lower classes alone were engaged, and that was speedily suppressed by the Sultan's authorities.

The correspondence herewith annexed will show that this disturbance, although remotely due to an ill-feeling not unnatural on the part of the ignorant and bigoted natives, who see with jealousy a Christian Mission training up freed slaves, was caused by the blow given to slavery by the Sultan's recent Proclamations, which have produced a profound impression all along the coast.

Mr. Price, at the same time, explains that the threatened attack on the Mission was by the mob believed to be for the release of one of their companions, said, without foundation, to have been confined by him; and Ali-bin-Nasur, the Sultan's Governor, whose conduct throughout is said to have been most praiseworthy, says that the disturbances originated in the unwarrantable behaviour of some of the Africans brought from Bombay.

The townspeople, again, who also assisted Mr. Price and helped to quell the riot, allege that the excitement is due to interference on the part of Mr. Price in harbouring fugitive slaves, and forcibly seizing and freeing others, without the intervention of the proper authorities.

If this incident has had the effect of giving the Governor confidence in his own resources, and in his power to maintain order and afford protection to life and property, and at the same time shown the missionaries the necessity of watching the acts of their subordinates and of themselves, avoiding what might be construed by the ignorant Mohammedan masses amongst whom they dwell, as arbitrary acts, it is not altogether to be regretted.

As Mr. Price, the Superintendent of the Mission, distinctly denies a knowledge of anything having been done that could have given rise to the misunderstanding by which the mob were actuated, we may believe the Governor, whose conduct is so well spoken of, when he says that it originated in the arrogant behaviour and acts of certain protégés of the Mission.

Inclosure 1 in No. 306.

The Rev. W. S. Price to Dr. Kirk.

My dear Kirk,

Frere Town, May 24, 1876

THE effects of the Proclamation are upon us. The Swahilis have assembled in hundreds, armed, and are threatening an attack. The Wali has sent us thirty Askaris, and some Arabs have kindly come to our help with fifty more armed men. I am sitting in the midst of them now, and my poor wife is here in a wretched state. I know if it be possible you will send us speedy help; if nothing else, at least a steamer may come and convey the non-combatants to a place of safety. It is not simply an attack against us, but the insurgents declare they are against Said Bargash also. Of course they make their first attack upon us. It is a serious affair. May God bring us safely through it. Lose no time.

In haste, yours faithfully,
(Signed) W. S. PRICE.

P.S.—Please state exactly the date on which this is received.

Inclosure 2 in No. 306.

The Rev. W. S. Price to Dr. Kirk.

My dear Dr. Kirk,

Frere Town, May 25, 1876, 11:30 A.M.

I SENT a few hasty lines last night to let you know what a fix we were in. I am glad of an opportunity of sending you a later report by the hand of the Wali's messenger.

We had a rather troubled night, but the Wali sent thirty Askari, and some Arab friends in the town fifty more, for our protection. Through God's mercy we were spared the necessity of fighting. A report was spread through Mombasa yesterday that four Swahilis were bound and imprisoned at Frere Town. Of course it had not a shadow of foundation to rest upon, but it was as good for a pretext as anything else. In the afternoon the Swahilis assembled in force on the opposite shore, and menaced us with an attack. As soon as the Wali heard he sent a band of Askari and dispersed them. Instead of returning to the town the insurgents made their way to a part of the island, whence they might cross over unawares and attack us in darkness. They got a large dhow in which they crossed, but they were not able to carry out their projects before they were met by Khamis-bin-Kombo, one of their most influential Chiefs, sent by the Wali to expostulate with them. The Wali came over to see me this morning. He says he is doing his best to capture the ringleaders, and that if he succeeds he shall send them in irons to Zanzibar. He thinks there is no further cause for alarm, but as a measure of precaution leaves us a guard of ten Askaris.

I am glad to say Ali-bin-Nasur and several leading Arabs in the town have stood by us nobly, and have put themselves to any amount of trouble to ensure our safety.

Little can be said as to the origin of the affair. Our relations with the people have been the same as usual, and though, of course, our free settlement is not popular with a certain class of people, yet on the whole we have managed to keep on very friendly and peaceable terms with our neighbours. No doubt the Proclamation is at the bottom of it just now. They see that the death-blow has been given to Slavery and Slave Trade, and though helpless to save it, they must at least make a struggle and show what they would do if they could.

It is not surprising that they turn their anger upon us first, but yesterday they openly declared that they were determined not only to fight with Mzungu,* but with the Wali and Said Bargash himself.

You will now see how affairs stand with us, and will be better able to judge what is best to be done. I hope immediate danger may have passed, but certainly unless these wretched Swahilis are once properly brought to book these troubles will become chronic.

I remain, &c.
(Signed) W. S. PRICE.

* White men.

Inclosure 3 in No. 306.

The Rev. W. S. Price to Dr. Kirk.

My dear Dr. Kirk,

Frere Town, East Africa, May 27, 1876.

THE Wali is sending off another messenger. He is here now, and tells me that he has captured eight of the leaders, and that the disturbance is at an end. I hope this may be true, but one can not put much confidence in East African assurances. What I fear is that the two or three disaffected men, who are really the movers in the mischief, will get off, and that their dupes will be made to pay. They are rather big men, and the Wali will find it difficult to deal with them. I must say he has behaved uncommonly well, and put himself to much trouble on our behalf.

I remain, &c.
(Signed) W. S. PRICE.

Inclosure 4 in No. 306.

The Governor of Mombasa to the Sultan of Zanzibar.

(Translation.)

(After compliments.)

30 Rabea-el-Akhir, 1293 (May 25, 1876).

ON the 29th of this month the ignorant of the common people of Mombasa came to believe that one of their companions had been taken and was kept in irons by the English at the place they are building, so they determined to release him without complaining to us or to their own Chiefs, men of intelligence. On hearing this I sent to them one of my attendants, with a few soldiers, with orders to turn them, and, if necessary, compel them to desist from their designs.

So soon as these were seen they dispersed, but again congregated outside the town, where they met a servant of the English coming from Rabai to town, and words passed between them, but no harm was done the Englishman, and at night I sent a guard of soldiers to stay with the English and protect them, and the day following went myself with the Headman of the town, and explained that the disturbance was caused by the lowest of the people, and that they were not to attach undue importance to it; and we shall seize and put in irons those who have incited this trouble, and have them punished, and we have sent soldiers to assist them. This is what has happened; and now we await your further orders for guidance.

Inclosure 5 in No. 306.

The Governor of Mombasa to the Sultan of Zanzibar.

(Translation.)

(After compliments.)

3 Jemad-el-Awal (May 27, 1876).

IN continuation of what we before wrote to your Highness concerning the common people of Mombasa, and what they proposed doing against the English, we have to report that on being arrested by our soldiers and brought before us, we selected the ringleaders and placed them in irons, and all is now quiet; and what you may order will be carried out and acted upon; and I have reason to think the people of Mombasa will address your Highness on the subject. But all this trouble originates with the Africans who came with the Missionary Price from Bombay. These negroes are arrogant, finding themselves supported by the missionaries, and reckless as to consequences. May God avert the trouble!

Inclosure 6 in No. 306.

The Arabs and the United Twelve Native Tribes of Mombasa to the Sultan of Zanzibar.

(Translation.)

(After compliments.)

WE let you know, as Ali-bin-Nasur, the Governor, has no doubt informed your Highness, how all the lowest of our people went out of the town, and how the better classes followed and turned them back; and, our master, it is indeed true that, when we

followed and forced them to desist, and come back to town, and asked them what was the reason of their setting out, they said, "We are in much trouble on account of this Christian, Mr. Price, for whereas he formerly turned away any slave that took refuge with him from his master, now he harbours him, and when they find a slave in irons, they release him, without communicating with the master, and they enter into our houses and release slaves that are bound."

We, therefore, your subjects, find that we cannot endure this, and remain in the town, by reason of the injury we are receiving from these Christians, and we feel it our duty to inform your Highness of the state of things, and we are your obedient servants, ready to obey your commands, and we beg of your favour to pardon and excuse us.

No. 307.

Dr. Kirk to the Earl of Derby.—(Received August 3.)

My Lord,

Zanzibar, June 9, 1876.

IN reply to Mr. Lister's despatch of April 20, by which I am instructed to furnish your Lordship with further and more detailed information as to the distance of the Island of Makungwe, &c., from the mainland and from the Island of Pemba, in order that Her Majesty's Government may be enabled to judge whether the slave movements in question can be considered as conveyance by sea from one part of the Sultan's dominions to another, and therefore illegal under the Treaty between this country and Zanzibar, I have the honour to state that, as the Island of Pemba has not been accurately surveyed, I am not in a position to answer fully your Lordship's question, but I may state that it is on record in the proceedings in this case in the evidence of Lieutenant Matthews, R.N., "that the Island of Makungwe is about $1\frac{1}{2}$ mile distant from the nearest land of the Island of Pemba, that it is narrow and about $1\frac{1}{3}$ mile long."

There is a chain of islands on the western side of Pemba very similar to Makungwe; these are for the most part about three miles distant from the mainland, covered with almost impenetrable jungle, in which whole dhowloads of slaves are constantly concealed and ferried over in detail to the inhabited Island of Pemba.

In ordinary acceptation these islands would be classed as part of Pemba; for Slave Trade purposes they have a very distinct and recognized use that gives to them a different character.

It was on one of these, a complete chain-gang, one of those landed from the same dhow, was found, seized, and condemned on the 8th instant as Case No. 19 of 1876; later in the day these, if not taken, would have been ferried over as, no doubt, their companions were.

The distance from the mainland of Africa to these islands, is about 25 miles, and crossed at this season in about three to four hours.

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

No 308.

Dr. Kirk to the Earl of Derby.—(Received August 3.)

My Lord,

Zanzibar, June 10, 1876.

I HAVE the honour to acknowledge the receipt of Lord Tenterden's despatch of April 8th, conveying your Lordship's instructions to afford Mr. Cotterill, on his way to Lake Nyassa, such assistance as I can properly render him towards the attainment of the objects which he has in view, and I have to assure your Lordship that in the event of it being in my power to assist Mr. Cotterill in introducing lawful trade into the regions of Lake Nyassa, I shall not fail to do so.

In the meantime I learn that Mr. Cotterill and party have proceeded by the Cape of Good Hope and will thence go to the Zambezi from Algoa Bay.

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

No. 309.

Dr. Kirk to the Earl of Derby.—(Received August 3.)

My Lord,

Zanzibar, June 14, 1876.

I HAVE the honour to transmit copies of Decrees of Condemnation of two dhows and one gang of slaves, seized at Pemba by Lieutenant O'Neill, one of the officers of Her Majesty's ship "London."

With regard to the seizure and condemnation of the two dhows, I have no remarks to offer further than that they conveyed shipments of slaves before the Proclamations forbidding the land route had begun to take effect. They are therefore to be classed as the last of the seizures before the Proclamations were in force.

The slaves referred to were seized on one of the small islands off the west coast of Pemba, and are of the same category, having been shipped at the same time the dhows landed their cargoes, but I have to observe that they had been put on shore on the morning of the same day from a dhow which brought them from the mainland of Africa, and that having landed them immediately, set sail, and so escaped observation, that this was only one third of the cargo this dhow conveyed, and that the remainder were taken over the narrow sea-channel that divides this from the Island of Pemba, in the manner before described. At time of capture some were still in the slave chains they had been landed in, and all were raw newly-caught slaves.

Had the canoes which ferried over their companions to the Island of Pemba on the forenoon of the same day been arrested we should have had a case in support of the view that for purposes of the Slave Trade these islands occupy an essentially distinct position different from Pemba, and that it is almost indispensable, for the due execution of the original Treaty, that this distinction be upheld.

I have only further to state that in order to allay all possible objection to the decree passed, I allowed a longer interval to elapse, and issued, through the Sultan, a citation to all claiming ownerships in these slaves to appear, and that none have so answered or put in an appearance in the case.

I have, &c.

(Signed) JOHN KIRK.

 Inclosure 1 in No. 309.

 Case No. 18 of 1876.

 Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel, without colours, name and master unknown, her tackle, apparel, and furniture seized as liable to forfeiture by Henry E. O'Neill, Esquire, a Lieutenant in Her Majesty's Navy, when in charge of some of the boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General, Zanzibar, on the 17th May, 1876.

APPEARED personally Lieutenant Henry E. O'Neill, Royal Navy, on behalf of Captain T. B. Sullivan, commanding Her Majesty's ship "London," and produced his sworn declaration, which set out the circumstances under which a native vessel, name, master, and owner of which were alike unknown, of the description and dimensions specified in the annexed certificate of admeasurement, was seized at Pemba on the 8th May, 1876. I, the said John Kirk, having heard the evidence of the seizers, and in default of any appearance for the owners after due time given, having found sufficient evidence that the vessel at the time of her seizure was fitted for and engaged in the Slave Trade do adjudge the above-named vessel, her tackle, apparel, and furniture to have been lawfully seized and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly, hereby further recording our opinion after full consideration of the circumstances of the case that the destruction of the vessel where she lay was proper and justifiable.

In testimony whereof we have signed the present decree and caused our seal of office to be affixed thereto this 8th June, 1876.

(Signed)

JOHN KIRK,

Her Majesty's Agent and Consul-General, Judge.

Inclosure 2 in No. 309.

*Case No. 19 of 1876.**Decree.*

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against fifteen male and ten female slaves seized as liable to forfeiture by Henry E. O'Neill, Esquire, a Lieutenant in Her Majesty's Navy, when in command of certain boats of Her Majesty's Ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General, Zanzibar, on the 17th day of May, 1876.

APPEARED personally Lieutenant Henry E. O'Neill, R.N., on behalf of Captain T. B. Sullivan, commanding Her Majesty's ship "London," and produced the sworn declaration which set out the circumstances under which fifteen male and ten female slaves, of whom the owner or owners are unknown, were seized on the 8th day of May, 1875, on the Island of Tungu, near Pemba, where they had been landed the same day from the mainland of Africa, in a small vessel name unknown, I, the said John Kirk, having heard the evidence of the seizors, and in default of any appearance for the owners, after due notice given, having found sufficient evidence that the above-named male and female slaves at time of their seizure were being imported into the Island of Pemba from the mainland of Africa, and for this purpose landed on the Island of Tungu, do adjudge the slaves above specified to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly.

In testimony whereof we have signed the present Decree, and caused our seal of office to be affixed thereto, this 8th day of June, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Inclosure 3 in No. 309.

*Case No. 20 of 1876.**Decree.*

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel without colours, name and master unknown, her tackle, apparel, and furniture seized as liable to forfeiture by Henry E. O'Neill, Esq., a Lieutenant in the Royal Navy, when in charge of some of the boats of Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General, Zanzibar, on the 17th day of May, 1876.

APPEARED personally Lieutenant Henry E. O'Neill, R.N., on behalf of Captain T. B. Sullivan, Commanding Her Majesty's ship "London," and produced his sworn declaration, which set out the circumstances under which a native vessel, name, master, and owner of which were alike unknown, of the description and dimensions specified in the annexed certificate of admeasurement was seized at Pemba on the 13th day of May, 1876, I, the said John Kirk, having heard the evidence of the seizors, and in default of any appearance for the owners after due notice given, having found sufficient evidence that the vessel at time of seizure was fitted for and engaged in the Slave Trade, do adjudge the above-named vessel, her tackle, apparel, and furniture, to have been lawfully seized and to be forfeited to Our Sovereign Lady the Queen and do condemn the same accordingly, hereby further recording our opinion, after full consideration of the circumstances of the case, that the destruction of the vessel where she lay was proper and justifiable.

In testimony whereof we have signed the present Decree and caused Our Seal of Office to be affixed thereto this 8th day of June, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 310.

Dr. Kirk to the Earl of Derby.—(Received August 3.)

My Lord,

Zanzibar, June 19, 1876.

I HAVE the honour to report that during the present month two Independent missionary parties have started for the mainland opposite, with a view to exploring the most suitable route by which to reach the Lake regions, and there found mission stations.

The first of these, sent out by the London Missionary Society, is represented by the Rev. Roger Price, whose former experiences have been in Central Africa, on the Upper Zambezi and in Bechuana Land.

Mr. Price's object is to determine whether it is not possible to traverse the regions between the coast and Lake Tanganyika by means of bullock-waggons, such as are used in South Africa, and with the management of which he is familiar. The obstacles to be chiefly feared are those occasioned by the rank tropical vegetation and the presence of the tsetse fly, an insect deadly to cattle and horses, and known to exist on some parts of the opposite mainland.

The path selected by Mr. Price starts from the coast village of Saadani, to the north of the Wami Valley, and so far as he had advanced when last heard of, sixty miles inland, no difficulty had been met with, although this is unquestionably a bad month for the purpose, the roads being heavy on account of the rains, and still encumbered with long grass. No tsetse fly so far had been seen, and the presence of cattle at the native villages gave assurance of its absence.

The second mission party, headed by Mr. Smith, a retired Naval Lieutenant, under the auspices of the Church Missionary Society, is directed to the lands of Karagwe and Wganda, on the Victoria Nile Lake. They propose first ascending in a steam-launch by the Wami or other of the streams that open on this coast, and proceeding for the remainder of the way on foot with porters, as merchants and travellers hitherto have done.

At present Mr. Smith is engaged in a preliminary examination of the rivers, for it may prove that they are not of practical service for such a purpose.

Both experiments, the one by land with bullock-waggons, the other by steam up one of the rivers, are most important, and if each proves successful a combination of the two would no doubt eventually supersede the tedious and expensive means of conveyance by porters now followed.

I have given to both alike my best assistance and advice, and have managed to interest His Highness in these undertakings by showing him how closely they are connected with being able to retain the trade in ivory and other products of the interior in a field where the Ruler of Egypt now tries to be his rival. Not that such rivalry has yet been able to undersell the Zanzibar merchants in the markets of Uganda and Karagwe, or do more than make a few Treaties of a protective nature that never will be observed, unless by military force. But clearly the best means to enable the East Coast traders to maintain their present position is to reduce the price of goods and lessen the cost of transport of the products of the country to the sea, which would prove a benefit to both the people of the interior and of the Coast, while securing to Zanzibar its present market, greatly increase the amount of its trade.

I shall hereafter have the honour to report the results of these expeditions.

I have, &c.

(Signed) JOHN KIRK.

No. 311.

Dr. Kirk to the Earl of Derby.—(Received August 3.)

My Lord,

Zanzibar, June 20, 1876.

THE proposal again brought forward by Sir John Kennaway to give Government aid to Missions taking the care of freed slaves having been favourably received by your Lordship, it has occurred to me that an outline of the manner in which this might be best done should Her Majesty's Government seriously take the scheme into consideration might not be at the present time without its possible use. I therefore have the honour to submit, with the greatest deference to your Lordship, the following suggestions.

It appears to me that should aid be given this may best be done by granting an

allowance for each freed slave taken over, and the sum of 5*l.* per head would, in my opinion, be a proper allowance to cover all possible claims. For this the Mission receiving slaves should be ready to take them as allotted, and on the shortest notice, thus avoiding the complication and expense of having them lodged here temporarily by the Government.

To carry this out in practice I would venture to suggest that the Mission or the Establishment taking slaves under this category should be properly entered in a sanctioned list, that each should then receive an advance of say 500*l.* to allow for erection of houses, &c., for the freed slaves, and that each should then take over on arrival such slaves as might be allotted to them. The allowance of 5*l.* per head being set off against the advance until that sum had been reached, when payment would be made either by further advances or on receipt, which latter would be preferable.

There are many freed slaves I should not think of placing under any Mission, as in the case of any one (particularly old ones) well acquainted with Zanzibar, who, knowing the place and the language, can gain a living; all these require is to know they are free, and where to appeal if their liberty is threatened; such as these are constantly captured in transit, and go out as free artificers, blacksmiths, carpenters, or dhow builders, as the case may be, and on their account nothing need be given to any Mission, they can gain at once their own living if secured the wages they earn.

Concubines, or women who have frequented Arab hareems, are a class that nothing can, as a rule, be done for. Only those slaves who cannot safely take care of themselves would be given to the Missions or be an expense to Government. I should also propose to retain the full right of making over any freed slaves to such other parties than the Mission as gave this office good grounds to believe such would be well cared for, it being important both to encourage free labour and prevent others from saying that slaves are taken to work on British estates alone. But to none other than the registered missions would I propose giving a capitation allowance.

The Establishment that I have reason to think would now apply to receive freed slaves as above are the Universities Mission here, conducted by Bishop Steere; he would, I doubt not, apply for all the Nyassa and Yao slaves that belong to that district near the Mission he is to open on the east of the Lake. Secondly, the Church Mission Society at Mombasa; this would, on the above terms, take any number of slaves, having even now, without the allowance, begged to have slaves sent to them for labour on their estates.

The Wesleyan Mission at Mombasa, adjoining the former, has asked for freed slaves, but the staff there is too small to give the necessary guarantee of continuance and proper care, slaves made over to it would only be given in small numbers. It could not, as at present constituted, be placed on the general list liable to have a large detachment suddenly given to its care, and it would be for Government to consider whether, under such circumstances, in event of a freed slave being taken, any allowance would be granted.

The Mombasa Mission, I ought to say, must be required to take delivery of freed slaves here.

The above are the British Missions that would now enter into such an agreement with the Government.

There remains the French Roman Catholic Mission to be considered.

This body has done us very considerable favours from time to time, well worthy of consideration, and it has been on different occasions suggested by Sir Bartle Frere and others that some pecuniary acknowledgment was due.

If the scheme of giving Government assistance is followed I would propose that they should, after the other establishments, be allowed to share in the new scheme, and this I further venture to submit, might be politic, as giving the question less the appearance of a national movement, with the advancement of particular British Settlements, that must rise into political importance, for its object.

I submit to your Lordship the above brief suggestions in the hope that, should the plan be approved of giving Government assistance in form of freed slaves, they may be of some service.

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

No. 312.

Dr. Kirk to the Earl of Derby.—(Received August 3.)

My Lord,

Zanzibar, June 21, 1876.

I HAVE the honour to acknowledge the receipt of Mr. Lister's despatch dated April 28th, with copy of a letter by Sir John Kennaway, containing suggestions with a view to the suppression of the East African Slave Trade, and forwarded by your Lordship's direction, in order that I may express my views upon those suggestions.

I forward herewith a Memorandum on Sir John Kennaway's letter, with such remarks as the various suggestions therein made seem to call for.

In compliance with your Lordship's wish expressed in the last paragraph of Mr. Lister's despatch under reply, in which I am desired to state my views generally in regard to any measures which I may think it advisable that Her Majesty's Government should take for the suppression of the East African Slave Trade, I would now also submit with much deference, for your Lordship's consideration, that the first step required for this purpose is to increase the staff of this Agency, now reduced to only one assistant, and to appoint, as I have before proposed in my despatch of 20th April, 1876, a second Vice-Consul, charged with the judicial department, as is done elsewhere where the judicial work has not been so great as that which now passes through this office.

Until this is done it will be wholly impossible for the Agent to devote that amount of attention required for the suppression of the Slave Trade on the coast, or to follow up cases that come before his notice in a way to influence the Traffic.

In the Report above referred to it was pointed out that, as the Judicial Department of this Office is now a source of considerable revenue to Her Majesty's Treasury, the main objection to such an appointment had been removed, and I now trust that what is so urgently called for, if the work of this Agency is to be properly performed, will be sanctioned.

At present, however urgent the occasion, the coast cannot be visited either by myself or my Assistant, or that supervision kept up on the doings of the Sultan's Governors and the slave-dealers which alone can influence the land trade. The Governors, when not liable to supervision, will either connive at and share in the profits of the Slave Trade, or at most force the slave-dealers to pass a little outside the ordinary bounds of their jurisdiction, instead of following them up and capturing caravans of which they have notice.

In dealing with such a matter as the Slave Trade it is essential for us to alter our means of repression from time to time as changes in our Treaties and in the laws of the country cause modifications in the details of the Traffic, and now that the Slave Trade both at sea and by land is forbidden, it is important above all things that we should be well informed of what passes, and able to call attention of the local authorities to the movements of the slave-caravans.

For this our naval service is wholly unfitted, the ordinary cruizers influence the Slave Trade only by the amount of captures made, otherwise they do not stop shipments, and they have never been able to capture more than 5 per cent. of the slaves transported, or take beyond a comparatively small number of the vessels engaged.

The inefficiency of the navy alone, with every advantage at its disposal, to stop even such a Traffic as that between the mainland and the island of Pemba has been forcibly illustrated of late, when, although we were aware that 1,000 slaves each month were being taken across, not 5 per cent. were seized, and the cruizers and their boats having confessedly failed to check the Traffic, it became necessary to urge the Sultan to forbid the transport of slaves by land in order that they might not arrive at parts of the coast opposite to Pemba, for once there we found it impossible to stop their being taken across.

The necessity of placing a steam-vessel at the order of this Agency has on many occasions been insisted on, and there are other reasons besides these connected with the Slave Trade suppression that makes this strongly advisable, but now in consequence of the change in the Municipal Law of Zanzibar, introduced by the two Proclamations forbidding all transport by land, and the introduction from the interior, of fresh slaves, it becomes essential that the Consul-General should have the means either of going himself or detaching his assistant to whatever place requires inspection, and that he, while on such duty, should have a vessel in which he can reside and move as necessary.

Our cruizers, although requisite, are the most expensive means we employ to stop the Traffic, but their operation is, as I have said, practically limited by the number of prizes taken. An Agency steamer would act in another way by preventing those shipments

that lead to capture and directly stopping the Traffic by forcing the local authorities to do their duty and follow up and seize land slave-caravans. As an instance in point, I beg to mention that on my recent visit to Kilwa the slave-dealers were hunted out of town, and all caravans stopped coming down, but I was able to remain there only four days, and left knowing that almost every British merchant then awaited the return of slave-caravans, and that if the natives did not in one way or another manage to sell their slaves these would never be paid for the goods taken upon credit a year ago. There were then 40,000*l.* worth of goods at stake up country, and I know that the Governor and the Chief Judge of the place awaited the return of their own caravans. While there I could obtain any information needed, and might, had I remained, have seen that few of these caravans ever reached the coast, and that the Indians who had advanced goods with the full knowledge and understanding of the uses to be made of them found no profit.

But for an officer to live alone on shore in such a den of slave-dealers would probably lead to difficulties of another nature, not to speak of the certainty at this season of pernicious fever that would soon compel him to retire for change. I am aware that of much that passes I shall receive information some time hence, but too late to be of any service, and in a way that I cannot easily produce to show that the Governor has neglected his duty, for he will always find some excuse or other sufficiently plausible to serve as an explanation months after.

I therefore consider that, in addition to the many reasons that have been given by Mr. Churchill, by Captain Prideaux, and by myself, the present state of things renders it essential that there should be the means of conveyance placed at the disposal of this Agency.

In speaking of Sir John Kennaway's suggestions, I pointed out the importance I attach to supporting the Sultan's prestige and authority on the coast at the present time, and I have already suggested that this might with good effect be done now by presenting him with arms and ammunition, a gift that would be spoken of and understood as a sign of support of the policy in which all know he has embarked in deference to us. It is also to be remembered that, in carrying out our wishes, he has been involved in difficulties with his people, and that the inevitable consequences of the obnoxious policy he has followed, were he not thought to be supported therein by us, would be as disastrous to legitimate trade and to the suppression of slavery as personally to the Sultan, the collapse of whose authority would, at the present time, be a signal for the disintegration of the State into an indefinite number of negro chieftainships, without law or security for property, still less for the observance of the hated Treaties,—in fact, to a state of things that would call for the immediate interference of one or more of the States that now have a stake in this country.

With regard to the treatment of freed slaves captured by our ships of war, I would recommend that, as far as possible, they should be kept for a time on the various Mission stations here, provided that these establishments make themselves responsible for their care during a certain number of years until they learn the language and know how to live without lapsing into slavery, and taking from our boats, on capture, any slaves that may be allotted to them, so as to relieve us of the expense and difficulty in taking care of gangs of freed slaves on shore. For this service a grant per head should be made.

It has been recommended that a Vice-Consul should be stationed at Mombasa, and this I think desirable, as we have there, besides a very considerable British-Indian trading community, two Missions—one of the Church of England, the other of the Wesleyans—both of which have applied for the care of freed slaves.

I think it will be found that difficulties will arise if the Vice-Consul is primarily the servant of one of these Societies, under the orders of a clerical superior, and himself, as lay manager of an industrial establishment, virtually engaged in trade, and of necessity a party to extensive commercial transactions with the British-Indians and the native population of the district. I should therefore prefer an officer wholly independent of either of these bodies, as it is in settling disputes between them and the Sultan's Governor that his services will be chiefly called for. Should, however, the Treasury decline to pay the whole salary, the officer of the Church Mission Society might be accepted; but, in that case, the Consul will be a small advantage to any but the Society whose servant he is.

The above are the chief points which I have to submit to your Lordship's consideration for the more effectual suppression of the East African Slave Trade as now carried on.

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

Inclosure in No. 312.

Note on the Suggestions made by Sir J. Kennaway with a view to the Suppression of the East African Slave Trade.

SIR JOHN KENNAWAY'S suggestions are, that the Sultan of Zanzibar be pressed by the British Government to stop the land slave route at a line drawn westward of Mombasa, that in order to see this carried into effect Her Majesty's Government should assist his Highness with arms and ammunition and in organizing a special force to patrol the frontier line. Also that a British Vice-Consul be stationed at Mombasa charged with the superintendence of this patrol; and Sir John Kennaway suggests that as the Church Missionary Society has a Settlement at Mombasa, that Society would undertake to find a suitable person as Vice-Consul and employ them as their Lay Superintendent if Government will defray half his salary and undertake to contribute to the cost of maintaining freed slaves by making a grant per head.

It is fortunately now no longer necessary to discuss the policy of urging to limit the land slave route as proposed, his Highness having anticipated and far surpassed such a demand by prohibiting all slave transport by land. Such a frontier line as suggested, besides being badly chosen, leaving open as it does all that part of the coast of the mainland from which slaves are being smuggled to Pemba, would, if proposed by us, have been to repeat the mistake formerly made in dealing with the Sea Slave Traffic. It could not have been maintained and our official recognition would have been misconstrued into more than a tacit acknowledgment of the legality of the Land Slave Traffic further south. The Sultan has, therefore, been well advised not to complicate his own position by being party to any such equivocal scheme, and has acted judiciously in taking the only course presenting any chance of success, namely, the prohibition of all land Slave Trade, and cutting off as far as possible the supply of slaves from the interior of Africa to the coast.

The maintenance of a force such as that proposed at Mombasa is, therefore, no longer matter for consideration, but his Highness' position deserves our kindly consideration when we reflect that the step he has taken, solely in deference to the British Government, renders him most unpopular with all his subjects, more especially with the wealthy and influential, and that whereas the troops he formerly maintained were adequate to the demands, he now must not only engage others, but seriously think of organising a proper force if his laws are to be observed.

A present of arms and ammunition has, therefore, been already proposed as a recognition that would be understood by the people; and it is to be hoped that his authority will be supported while he acts with us in the suppression of the Slave Trade.

As regards the proposal that a Vice-Consul should be stationed at Mombasa if that is to become a chief depôt for freed slaves, this seems a suggestion to be strongly approved of but not in the form mentioned in Sir John Kennaway's letter. At Mombasa there are Missionaries of different religious denominations long established, besides Hindoo and Mussulman British traders, and to place these conflicting interests under the civil and criminal jurisdiction of an employé of an industrial establishment might lead to entangling relations and constant reference to Zanzibar in matters that a Consul should dispose of on the spot. Should the Treasury, however, decline to furnish the necessary funds, the Lay Superintendent of the Church Missionary Society might be made a Consular Agent on the footing of such officials when unpaid, but even then his status would be misunderstood by the native authorities and his usefulness outside the Mission be almost none.

Sir John Kennaway's suggestion that a moderate grant per head should be given to those establishments taking charge of freed slaves is one that ought to be favourably considered.

At the present time, in consequence of no such assistance being given, only such slaves as are specially asked for are given to the Missions, and the remainder drafted to Natal. An attempt is being made to locate the freed slaves not so selected elsewhere than with the various Missions in Zanzibar, but the prospect of this proving a success is very faint, and unless more favourable results are attained, must be wholly abandoned.

With reference to making Mombasa a port of regular call for ships-of-war, it is to be remembered that owing to the small number of ships on the East Coast Station and the demands for suppression of the Portuguese Slave Trade in the Mozambique, it is

seldom a vessel remains in Zanzibar. But the disposition of the ships is a matter of detail to be left to the Senior Naval Officer's discretion.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Zanzibar.

June 16, 1876.

No. 313.

Dr. Kirk to the Earl of Derby.—(Received August 3.)

My Lord,

Zanzibar, June 21, 1876.

WITH reference to former correspondence regarding the trial and punishment of the murderers of Manji Muralji, a British-Indian resident of Lamo, on the African Coast, I have the honour to report that the only witness present who saw the murder committed having now been produced and examined I asked the Sultan to pass sentence on the two murderers according to law, there being ample proof by their own confessions and the evidence of Mariam, the witness, as also through circumstantial evidence that the two men Ali bin Pumu Bckr and Musa Sadiki murdered the Banian, mutilated the body, and, after the murder, abstracted the key of his shop, which they rifled the same night, before the murder was discovered.

From the unsatisfactory evidence of the woman Mariam, who perjured herself when in Court, it could not be substantiated that she had been employed by the murderers to entice the victim to the house where he was set upon and killed, although she said so at her first examination in Lamo; but, on the other hand, she would not allow that the Banian was having criminal connection with her as set up in palliation by one of the murderers, the owner of the woman. Thus, if it was impossible to prove conspiracy to murder, the defence equally failed in showing extenuating circumstances, although it is not at all unlikely that the woman was employed as a prostitute to get the man in the hands of the murderers, and from the fact that the key was cut off the body, the shop opened and goods removed, robbery was no doubt the object for which the crime was committed. The mutilation of the body is only in keeping with the custom of the treacherous, cruel, and blood-thirsty races of that part who, the nearer we approach the Somalee land, show less regard for life.

The case being thus closed, and a revolting murder followed by robbery proved, I addressed the Sultan a note, asking him to pass the sentence of death in accordance with Mahomedan law, and His Highness having, as I anticipated, declined to order the execution of the murderers, and asked that we should rest satisfied with imprisonment for life, I have, as formerly instructed by your Lordship, informed the Sultan that I shall refer the whole matter to Her Majesty's Government before either concurring in the sentence or demanding other punishment.

I may observe that the absurdity of making the sentence in such an aggravated case as the present the same as in that of the Somalee, who committed an attempt to murder without succeeding in inflicting serious injury is apparent, but I shall now await your Lordship's instructions on the subject before communicating further with His Highness; and the murderers will, in the meantime, remain in the Arab fort.

I have the honour to inclose, for your Lordship's information, copy of the proceedings in the case. Had the trial been undertaken on the spot there would undoubtedly have been more complete evidence, irrespective of the confessions of the murderers; but in looking at such a case it is to be remembered that the trial was conducted by and before the Zanzibar authorities, and that the confessions of the murderers were made at Lamo only after the Governor held good proof of the principal facts.

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

Inclosure in No. 313.

Proceedings connected with the Trial of the Parties accused of the Murder of a British subject at Lamo, on the 17th September, 1874.

Dr. Kirk to the Sultan of Zanzibar.

Sir,

Zanzibar, February 21, 1876.

I HAVE the honour herewith to submit a memorandum of the circumstances attending the murder of a Banian at Lamo, prepared by Mr. Holmwood, who visited that place soon after the occurrence.

As Sayyid Soud, the Governor of Lamo, is now in Zanzibar, I would ask your Highness to appoint a day for the examination of the case, and to call Sayyid Soud, when I shall also direct Mr. Holmwood to attend.

(Signed) JOHN KIRK.

Memorandum on the Murder of the Banian Manji Muraji at Lamo, inclosed in the above Letter.

This murder took place in a house belonging to Ali bin Puma Bukr, on the 17th September, 1874. In this house were kept three girls—concubines, and it was generally reported that they were kept to earn money for their masters as prostitutes.

The names of the girls and their masters were:—

1. Mariamo, owned by Ali Pumu Bukr.
2. Hirja Sougoro, owned by Moosa Sadiki.
3. Majuma, owned by Soudi.

Mariamo had been lately purchased by her owner for 300 dollars, but he had been unable to complete paying the purchase-money.

The following were apprehended and put in irons by the Governor before I left Lamo:—

1. Ali bin Pumu Bukr.
2. Soudi.
3. Ali, a slave of Simba, of Witu.
4. Mariamo.

Moosa Sadiki escaped to the Witu district, he was said to have been severely wounded in the shoulder by the murdered Banian.

Ali Pumu Bakr and Ali when examined by me had wounds just healing up. They would neither of them confess to these being anything more than sores; the Governor, however, agreed with me that they were evidently wounds caused by a knife or other sharp instrument.

Soudi had no wound, but he had lost his right hand some years before when caught breaking into a house.

Mariamo was examined in presence of Baraka, my Consular attendant. She confessed to have been present with deceased when he was set upon, and stated that he was actually murdered by Moosa bin Sadiki.

On the 25th October, 1874, Sayyid Soud bin Hamed, the Governor, informed me that he had that day received orders from the Sultan to send all the suspected parties to Zanzibar, and he promised that the woman Mariamo should be sent separately from the other accused, and that no communication should be allowed to pass between them.

It was proved beyond a doubt that the murderer or murderers, before fastening up the body in the matting in which it was found, cut off the key of his shop from the murdered man's belt, and afterwards proceeded there, and entering, broke open the Banian's boxes, and stole all the gold and valuables that could be found. The padlock of the shop was discovered in the road with the key in it, and the string which had fastened the key to his belt was found cut.

(Signed)

FREDC. HOLMWOOD,
Assistant Agent and Vice-Consul.

Zanzibar, February 20, 1876.

Minute of Proceedings before His Highness Sayyid Burghash, by F. Holmwood, Assistant Political Agent, present on the part of Her Majesty's Agency to watch case and report thereon.

In the Arab Court at Zanzibar, February 24, 1876.

Before His Highness the Sultan.

(1) Ali bin Puma Bukr, (2) Moosa bin Sadiki, were charged with the murder of the Banian Manji Muraji, at Lamo, on the 17th September, 1874.

Sayyid Soud bin Hamed, Governor of Lamo, attended the Sultan.

Ali bin Saleh, Arabic writer to the British Consulate-General, attended Mr. Holmwood.

1. Moosa bin Sadiki, Mswahili of Lamo, being brought before the Court, His Highness asked him to relate truly the circumstances under which the deceased was killed.

He stated :—I went with Ali Puma Bukr to the house of his concubine, Mariamo, on the day of the murder. There was cooking going on in the outer apartments. We went into her apartment and there saw the deceased (Banian) sitting with the woman. There was a knife lying without sheath on a chair by him, and he immediately seized it and jumped upon Ali Puma Bukr and stabbed him in the hand. I then came to my friend's assistance and drew his knife, and at this moment, the Banian being on the top of my friend who had fallen, I stabbed him in the neck; he then jumped upon and stabbed me in the arm, and Ali Pumu Bukr then rose and stabbed the Banian in the back, after which we finished to kill him, and, being afraid, ran away.

2. Ali bin Pumu Bukr, Mswahili of Patte, gave a similar statement.

In reply to a question from Mr. Holmwood, the prisoners stated that they fastened the body up in some matting, with the assistance of Pumu Bukr's slave, and threw it out into the street, where it was discovered by some people going to mosque at daybreak. They finished killing him at 2 o'clock in the day. They both denied having taken off the key of his shop from deceased's girdle, or having entered his shop subsequently.

3. Baraka, Consular Peon, was called, and deposed to having, by Mr. Holmwood's orders, examined the woman Mariamo, in Lamo Fort.

He merely had a conversation with her, when she freely stated that she was bought by Ali bin Pumu Bukr, for 300 dollars, and put in his house, with orders to make money for him by enticing people to visit her. Her master had lately complained that she was making very little for him, and that he had not yet been able to pay for her. She had induced several people to visit her and play cards, and, among them, the deceased Banian. On the day in question he was with her playing cards. Without warning, her master and some relatives rushed in and seized him, asking for money. He refused, and a struggle ensued; he got out his knife, but they overpowered and murdered him. Moosa Sadiki actually killed him; but he had gone away to Witu, with his property, she believed.

Deponent said this was as nearly as he could recollect the purport of her evidence; but it was nearly one-and-a-half years ago, and he could not depose to actual words.

Note.—The above account tallies with the notes made by Mr. Holmwood after the examination of Mariamo in October 1874.

The Sultan here requested Mr. Holmwood to allow him to send the prisoners to Her Majesty's Consul-General, Dr. Kirk, as he found it very difficult to decide as to the amount of their guilt after so great a lapse of time. His Highness said he would willingly adopt Dr. Kirk's decision as his judgment, but if Dr. Kirk declined this he should have to send to Lamo for the woman Mariamo who was out on bail.

Mr. Holmwood informed the Sultan that His Highness' requests should be communicated to Dr. Kirk.

Case adjourned.

True account of proceedings and translation of evidence.

(Signed) **FREDC. HOLMWOOD,**
Assistant Political Agent and Vice-Consul.

Note.—On the following day Dr. Kirk conducted a lengthened and searching cross-examination of the two prisoners, and summed up the Minutes thereof in the following Memorandum.

Memorandum submitted to the Sultan of Zanzibar after the cross-examination of Moosa bin Sadiki and Ali bin Pumu Bukr, the two prisoners who confess to the murder of the Banian Manji Muraji.

The proper investigation of this case is one to which Her Majesty's Government attach great importance in consequence of the series of murders committed on British subjects, in not one of which has adequate punishment been inflicted, while in all but one the murderers have escaped detention.

The chief points to attend to in considering this case are, that one morning the body of a Banian, recognized as that of Manji Muraji, a resident in Lamo, was found in the road behind the Custom-house of that town. The body when found was fastened

in a native mat, and therefore inaccessible to any casual passer; on investigation the cord which fastened the key of his shop was found to be cut across and the key gone, and the shop, which had been unlocked in the night, had been plundered of the more valuable and portable of its contents.

The confession of the two parties accused agrees in the main, although in a few minor things they differ. It is to be recollected, however, that they have been together in prison for more than a year, and in some most essential particulars that bear upon what might have led to the murder their statements differ widely from that of a female slave whom both confess was present with them throughout the whole.

The accused, while confessing the murder, assert that it was caused by Ali finding the murdered man with his concubine, having criminal intercourse with her, in the kitchen of his house, at 11 A.M.

Ali says that entering alone he was attacked by the Banian, who seized a knife that happened to be near. Moosa now says that, hearing the calls of his friend, he entered and stabbed the Banian, who was disarmed. Thereupon the deceased was again stabbed by Ali, who had shaken himself free and got up. After this a deliberate murder was committed, and the head of the murdered man cut off, the blood being then washed away, and the body concealed in a hole in the house. The two prisoners then got kerosine oil to rub their wounds, and these were so slight that this sufficed to stop the blood and enable them to pass without suspicion. The body remained in the house until night, and it is positively asserted that no one knew of it except the two prisoners and the slave Mariamo. When it had been bound up in a mat, some men, slaves of Ali or his father, were called in to carry it, and both accompanied the slaves, and saw it deposited. Thus the body was never out of their hands until left about 2 A.M. In the morning it was found, seemingly untouched, but on being opened the string of the key of his house was found cut, and his shop was found to have been robbed. One may, therefore, safely conclude that the murder was followed by robbery, and that none but one of the three parties to the murder could have done the second deed. The woman alone could not, if there is truth in the confession, for she, it is said, was flogged in a way that would make it impossible, even if she had a chance of being out alone the same day.

There is, therefore, here a foul murder confessed to, followed, as may be concluded from the confession, by robbery and concealment of the deed. The only extenuating circumstance alleged is that the Banian was found with the concubine of one of them, but the woman herself gave at Lamo a very different account of the matter, and the fact that the murderers, having killed the man, afterwards proceeded to plunder his shop, using the key which only they could have had access to, gives a colour to this view of the case.

Taking the whole circumstances as now established, there is, in my opinion, a clear case of wilful murder made out against the two prisoners Ali and Moosa, and His Highness should therefore be called upon to give sentence, unless he desires to call the woman Mariamo, which appears to me to be needless.

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

Memorandum of an Interview with the Sultan.

On the evening of the 25th February, Dr. Kirk met His Highness and informed him that against the two accused men there was now proved a case of murder, followed by plunder of valuables of the shop, access to which was obtained by the key taken off the dead body before it was cast out into the street. The extenuating circumstances were the relation of the murdered man to the concubine of one of the murderers. As the case now stood they were entitled to the benefit of the doubt, and to their story being believed, but there was reason to think that if Mariamo were produced their pleas might be removed by her testimony. His Highness stated that he would prefer having Mariamo called, and that he would send at once to Lamo and have her produced.

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

Examination of Mariamo.

My name is Mariamo. I am an Ungazidja. I remember all the matter of the Banian who was killed the year before last. He came with me for about two months

before he was killed. My master's name was Ali-bin-Puma Bukr; I was his slave. I was not in the house at the time the Banian was murdered. The day of the murder I had gone out to visit my old mistress—she who had sold me to my master. She lived in the quarter called "Injini." My house was above on the hill, but not far off. I returned to my house about 7 o'clock that evening, and saw the Banian lying dead in the hall. There was not much blood about, but I saw he had been deeply stabbed in the shoulder. Moosa Sadiki and Ali my master said nothing except that the Banian had attacked and stabbed them both in the arm, and had been killed in the struggle. There was no other woman in the house.

On cross-examination it was at once shown that this witness had been carefully instructed (probably at Lamo) as to the evidence she was to give, and she admitted that the foregoing statements were wholly false and invented. After being again cautioned she stated clearly and without prevarication as follows:—

On the day of the murder I was sitting in my house with the Banian, and in the act of playing cards with him, when Ali-bin-Puma Bukr and Moosa entered suddenly, and charged me with receiving him in their absence. They then prevented the Banian from leaving the room, and, in endeavouring to seize and throttle him, both prisoners got flesh wounds with Ali's knife, which he had placed on the table close by, and which the Banian managed to seize. They then got hold of this knife and stabbed him mortally at the back of the left shoulder.

Witness proceeded to state that the prisoner's evidence as to afterwards cutting his throat was untrue, but they actually mutilated the dying man before life was extinct.

This portion of her evidence cannot, however, be recorded as proof against the prisoners, unless supported by other evidence, as at this point witness showed a tendency to return to the fabrications she had been so evidently instructed in, and she could not be got to reply to further cross-examination without relapsing into prevarication.

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

Zanzibar, April 21, 1876.

Note.—Notwithstanding the difficulty in eliciting the above evidence, I am of opinion that the woman Mariamo has in every way confirmed her first statement at Lamo in October 1874.

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

Dr. Kirk to the Sultan of Zanzibar.

Sir,

Her Majesty's Agency, June 9, 1876.

I have the honour to inform your Highness that I have examined the female Mariamo, the witness in the case of the murder of the Banian at Lamo, and that I find her evidence unreliable and contradictory on many points, though tending generally to confirm the statement she made at Lamo when the circumstances were fresh in her memory.

The case therefore remains proved against the two parties accused, and without any extenuating circumstances, that they killed the Banian Manji Muraji, mutilated the body, and concealed it, taking off the key of his shop for the purpose of entering it and abstracting goods.

Now I have the honour to suggest that your Highness will pass judgment upon them both according to Mahommedan law and the evidence in the case, for they are both guilty of murder, and sentence them to suffer capital punishment.

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

The Sultan of Zanzibar to Dr. Kirk.

(Translation.)

(After Compliments.)

26 *Jemad-al-Awal*, 1293 (*June 19, 1876*).

Your letter of 9th June has been received, and what you state with reference to the murder of the Banian, that the guilty parties ought to be executed, fully understood, but we ask that they may be kept in irons to the time of their death; and you are aware

that there are now in the fort several murderers undergoing the same sentence, namely, imprisonment for life, and we trust this will be counted as adequate punishment.

Dr. Kirk to the Sultan of Zanzibar.

Sir,

I have the honour to acknowledge receipt of your Highness's letter of 19th June, informing me that you intend passing sentence of imprisonment for life on the two murderers, Ali Pumu Bukr and Moosa Sadiki, and not ordering their execution.

In accordance with Lord Derby's instructions, I shall now refer the matter to Her Majesty's Government, before I am able either to concur in the justice of the sentence or demand the full penalty required by Mussulman law.

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

The Sultan of Zanzibar to Dr. Kirk.

(Translation.)

(After Compliments.)

Zanzibar, 28 Jemad-al-Awal, 1293 (June 21, 1876).

Your honoured letter of the 27th June, at Awal, reached us, and your friend has understood what you say, and I am pleased to know that you are to report on the subject to the exalted Wazeer, Lord Derby. But be so good as to explain at the same time that since our accession in the year of the Hegira 1287, up to the present time we have never executed any criminal, but kept them confined in prison in irons, to death; and should any orders arrive from Lord Derby in this case, the condemned criminals are here, and in this I beg your intervention.

No. 314.

Dr. Kirk to the Earl of Derby.—(Received August 3.)

My Lord,

Zanzibar, June 22, 1876.

THE Proclamation forbidding the transport of slaves by land which was issued on the 18th April, 1876, having now been in force for some time and fully understood all along the coast, I have the honour to report as follows on the manner in which it hitherto has operated, and to indicate what seems to me to be the likely influence on the Traffic, when the people have recovered from the first effects of the shock and had time to reflect after the surprise occasioned by so unlooked-for a step.

Your Lordship has been made aware that at Kilwa an open and organized determination to resist the new law was shown by the population generally, which the timely arrival of Her Majesty's ship "Thetis," followed by the strong body of the Sultan's troops, which I took down myself to the spot, soon quieted; also how the entire body of Kilwa Chiefs were thereon arrested and sent prisoners to Zanzibar, where they will still remain prisoners for two months before being allowed to return to their place.

The fortunate arrival of a slave caravan, sent by one of the principal slave-dealing Chiefs from the Nyassa Lake, enabled me also to take the leader of the caravan as prisoner to Zanzibar, and he will now be sent back to his own country to explain to his master that the slaves which reach the coast are being taken, not by the solitary will of some coast Governor, but by a General Order that will be, in future, observed. In this way it is to be hoped fewer slaves will be sent down by native Chiefs, and the law at all events be thoroughly understood in the countries that afford the principal slave supply.

At Mombasa an *émeute*, due no doubt to the bitterness felt by the people to the stoppage of the land route, followed the issue of the Proclamation, but this was immediately caused, so far as I can understand, by indiscreet interference with domestic slaves, which the natives, whether rightly or otherwise I am wholly unable to say, believed the Mission to be guilty of. In this case the fear of the Europeans was obviously exaggerated, and the Sultan's authority quite sufficient to meet the exigency. Had it been possible I should have gone to Mombasa when I might have both ascertained the truth on both sides and discovered the real instigators of the disturbance, but this, owing to the absence of any means of moving by sea, was at the time impossible.

Lamo from the north has been visited, since the Proclamations were issued, by

M. E. de Gasparry, my French colleague, who tells me the people there tacitly accept the situation and are prepared to see the law enforced.

I reported to your Lordship that, at the time the prohibition was issued, there were in Kilwa about 6,000 slaves, all of whom were moved one or two stages north and concealed in the swamps of the Lufiji Delta. There were also many caravans on the route and three captures were made by the boat of Her Majesty's ship "London," connected with slave ventures that belong to the former state of things.

From the time the Proclamation came in force, however, until now no seizures of slaves or dhows have been reported to me, but I know that caravans are moving north by routes inland following unfrequented paths away from the Settlements. The Pemba Slave Trade seems for the time to have been paralyzed, and in the Island of Pemba agricultural slaves that on the first issue of the Proclamation rose in value to 70 and 80 dollars are no longer saleable, a general impression having got abroad that the time of general emancipation is not far off. Thus those who have slaves will not readily sell, and those who would have bought will not risk the price demanded; for this reason both in Zanzibar and Pemba the sale of slaves is temporarily suspended and a feeling of general insecurity of slave property everywhere abounds, and I believe no one would now be surprised to find all sale or transfer of existing slaves made illegal as the next step that must follow if the present laws fail to be enforced. Slaveholders, hard as they no doubt feel the cutting off of the supply of raw slaves, are, therefore, for the present on their good behaviour, crediting us as better pleased if we see the Slave Trade still go on against law, as the means of legitimately making one more move to emancipation.

That we should thus be able to take advantage of the occasion and carry with us the support of the most influential in the land while acting against the immediate intents and old associations of all, is entirely due to the integrity of the Sultan's authority, and the conviction that in yielding to us he is also supported by us. In a short time the situation will have been accepted, and the old days of free Slave Trade forgotten; for a few years in such a country as this, where there are neither records nor newspapers, are sufficient to alter the feelings of the people in a way that a generation in more civilized states would not effect.

It seems to me, therefore, important to tide over some time to come in as quiet a manner as possible, and to keep in full force by every means during that interval the present law, stopping the return of slave caravans and movement of slaves by land.

I await information from Kilwa to report fully on the state of things there since I left, but I am told on reliable information that slave-caravans are not coming down, that slaves are not sold, and that Indian traders, knowing they will lose heavily and be afforded no assistance to recover where their goods have been lost through the Slave Trade, will not advance where any intention of buying slaves is in view, and they know better than any the real business of their various customers.

Thus, so far as the Proclamations have been in force the results have been successful beyond what could have been anticipated, but to profit permanently by them we must keep up a strict watch on the Sultan's officials, so as to make it dangerous for them to connive at evasions of the law, and to support in all reasonable manner and in a judicious way His Highness's authority.

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

No. 315.

Dr. Kirk to the Earl of Derby.—(Received August 3.)

My Lord

Zanzibar, June 27, 1876.

I HAVE the honour to report that letters of recent date have been received here from Mr. Stanley, travelling correspondent for the "Daily Telegraph" and "New York Herald" in Africa.

Mr. Stanley expects to reach Ujiji in May, and that his further travels might occupy a year.

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

No. 316.

Dr. Kirk to the Earl of Derby.—(Received August 3.)

My Lord,

Zanzibar, June 27, 1876.

WITH reference to Mr. Churchill's Report from Resht regarding the introduction of African slaves into Persia, through Russian territory, conveyed to me in Mr. Lister's despatch of May 29, I have the honour to remark that until the export of slaves was seriously affected by the operation of the Treaty of 1873, Egypt, Arabia, and Persia, were freely supplied from Zanzibar, and that it was a customary thing for pilgrims to purchase slaves at Mekka before their return home.

There is every reason to think that the supply of Zanzibar slaves to Arabia and Egypt has now been cut off by sea, and it certainly is quite impossible to march them by land to the Red Sea ports through the Zanzibar dominions and Independent Somali country in the face of the obstacles now placed in the way. Still slaves formerly taken to Arabia are gradually being passed from hand to hand to the furthest quarter of eastern slave-holding countries, and I doubt not that those spoken of by Mr. Churchill have been many years on their way north, and the enhanced price now being paid in those distant parts, as stated, by Ferhand Mirza, uncle of the Shah of Persia, is the surest sign that our endeavours to stop the Traffic are having a practical effect throughout the East.

I have, &c.

(Signed) JOHN KIRK.

No. 317.

Dr. Kirk to the Earl of Derby.—(Received August 3.)

My Lord,

Zanzibar, June 27, 1876.

I HAVE the honour to acknowledge receipt of Mr. Lister's despatch of May 4, with copy of letter and inclosures from the Church Missionary Society, asking for the assistance of Her Majesty's Government in connection with the Mission which has been established by them at Mombasa, and directing me to furnish your Lordship with my opinion on the suggestions therein made, as soon as I conveniently can.

The various proposals on which my report is here particularly called for, are, I understand, first, the desirability of appointing a Vice-Consul to preside at Mombasa, on which subject I have already had occasion fully to state my opinion, which is, that such an officer would be of the greatest service to Her Majesty's Government, both in connection with the suppression of the Slave Trade, and the jurisdiction we have over British traders in the Zanzibar dominions, and for the encouragement and support of the interests and welfare of the Church Mission establishment at that place, but that the utility of such an officer will, so far as the Government is concerned, be almost nil, if he is not in an independent position, appointed and paid by Government alone.

I am, therefore, of opinion that the difference of salary, namely, 200*l.*, and the cost of a free house, ought not to be allowed to stand in the way if it is decided to make the appointment. But that, if the Treasury do not concur in this view, an officer occupying the position asked by the Missionary Society may be appointed, if his status is strictly limited and defined, and if he passes a time attached to this office before assuming his appointment.

I am bound, however, to state here that, although I attach importance to having a paid Vice-Consul at Mombasa, I trust this may not be understood to stand in the way of the other more pressing needs here felt, namely, the appointment of a Judicial Vice-Consul at head-quarters, and placing at the disposal of this Agency the means of conveyance.

These are the primary wants, and should a grant to a Vice-Consulate at Mombasa interfere therewith, I hope the offer of the Mission Society will be accepted, rather than anything done to compromise what is chiefly needed.

With reference to the second matter proposed in the Society's letter, namely, that assistance be given them in the education of freed slaves, I have already expressed my strong opinion that this is a matter urgently needed, and I have submitted the details of such a scheme as I think would work well in practice.

I know the object of Bishop Steere, of the Universities' Mission, in taking, under such terms, freed slaves, would be to relegate to their own countries those who belong to

the Nyassa district, in which he is now to open a Mission, and where the Scotch missionaries have already made a footing.

Any Mission Station on the coast taking numbers of freed slaves will require to be visited by ships of war as proposed; but this appears a matter of detail, to depend on the exigencies of the service.

Mombasa has, unfortunately, of late attained an unenviable repute as dangerous for large vessels to enter, and awkward for them to leave, and the mail steamers have therefore declined calling there.

As the survey of the coast proceeds some of these difficulties will be removed, but it remains a question for practical experience to decide whether the trade of a port so near Zanzibar cannot be conducted more advantageously by small coasting vessels to supplement the long sea service between Aden, Zanzibar, and Madagascar. It is, in fact, too near Zanzibar to be an important place for call for large ships on a main voyage.

It will be further seen that the whole aspect of this question has been completely altered since the Memorial and letter of April last were written by the Church Missionary Society, the prohibition of the land slave route having rendered all conveyance of slaves illegal, and it is therefore necessary our means of repression should keep pace with such changes.

Mombasa is, therefore, as I have shown, ill-placed, strategically, as a base from which to cut off the passage of the now illegal ventures that will be smuggled along the coast. In the first place, Mombasa is too far north on the line of coast, leaving open that part opposite Zanzibar and Pemba, and intercepting only the supply to Lamo and Malindi,—that to the Benadir having, so far as known, been effectually stopped since the Sultan's abolition of slavery in the north was published.

Mombasa is too far north even to cut off another form of the Slave Trade, of which we shall hereafter hear more as the country is opened up. Many are the vague statements ventured in regard to the Slave Trade that further experience show to have been ill-grounded. Thus, it is thought the slaves from Tanganyika, the Manyema country, and Rua (the capture of which, with all its horrors, has been so well explained by Dr. Livingstone), came to the coast, where—as these slaves are not known here, I am not prepared to say where they do go, but at present they do not reach the coast, and I do know that Nyassa slaves form part of the many thousands marched by land from Kilwa are taken inland after reaching Pangani, and sold up-country to the Masai and Wakamba, pastoral peoples, west and north-west of Mombasa. This trade by the coast route is no doubt small in comparison, but the prices paid are high. The Wagogo also buy slaves for ivory, and pay prices that equal those at Pemba. Nyassa slaves are now taken to those parts of the interior; and I suspect the slaves that Dr. Livingstone saw captured also find purchasers in the interior of Africa itself. For all practical purposes the Slave Trade supply with which we have to do comes now from the Nyassa and the countries west and south of Kilwa, and to cut off these from reaching Zanzibar, Pemba, and further north, our operations must be carried on further south than Mombasa, and as near to Kilwa itself as may be practicable.

Mombasa has another objection as being the seat of old political intrigue adverse to the present dynasty and a centre of a bigoted Mahommedan population. It is, however, comparatively healthy, possesses fairly good harbours, and has been selected as the site of a flourishing and active Missionary Settlement; we cannot do better, therefore, than take it as one of the best stations for freed slaves, but as a station from which to cut off the land route, I should myself now prefer Dar-es-Salam. I wish, however, to visit Kiswere and Lindi, further south, which have the advantage of being free from a hostile Mahommedan population and of old territorial rights in the hands of individuals.

I have the honour to return herewith as requested the printed papers which accompanied Mr. Lister's despatch.

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

No. 318.

Dr. Kirk to the Earl of Derby.—(Received August 3.)

My Lord,

I HAVE the honour to acknowledge the receipt of your Lordship's telegram of June 13th, directing me to express to the Sultan of Zanzibar the gratification of Her

Zanzibar, June 30, 1876.

Majesty's Government at the measures adopted for suppressing Slave Traffic in his Dominions.

The present mail takes my reply to your Lordship's despatch referred to in the telegram, and also other reports on matters of a similar nature.

I have the honour to inclose copy of the note I have addressed to the Sultan, communicating to His Highness the acknowledgment of Her Majesty's Government.

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

Inclosure in No. 318.

Dr. Kirk to the Sultan of Zanzibar.

Sir, *Zanzibar, June 30, 1876.*
I AM directed by the Earl of Derby, who has been informed of the course adopted by your Highness to meet the doings of the Slave Traders, to express the gratification of Her Majesty's Government at the measures adopted by your Highness for suppressing Slave Traffic in your Dominions.

The above has been communicated to me by telegraph, and I await further instructions on receipt of my later reports.

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

No. 319.

Mr. Lister to Dr. Kirk.

Sir, *Foreign Office, August 19, 1876.*
I AM directed by the Earl of Derby to inform you that his Lordship approves your having lent your countenance and support to the two missionary parties which have started from the Island of Zanzibar for the mainland, with a view to explore the most suitable route by which to reach the Lake regions, and there found mission stations, under the circumstances reported in your despatch of the 19th June last.

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

No. 320.

Mr. Lister to Dr. Kirk.

Sir, *Foreign Office, August 19, 1876.*
WITH reference to your despatch of the 6th June last, I am directed by the Earl of Derby to instruct you to state to the Sultan of Zanzibar that Her Majesty's Government are glad to learn that Captain Ward, of Her Majesty's ship "Thetis," has been enabled to render services which have elicited from His Highness an expression of thanks and approval so creditable and gratifying to that officer.

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

No. 321.

Mr. Lister to Dr. Kirk.

Sir, *Foreign Office, August 19, 1876.*
WITH reference to your despatch of the 22nd June, I am directed by the Earl of Derby to state to you that his Lordship is glad to learn the successful results of the Proclamation recently issued by the Sultan of Zanzibar, forbidding the transport of slaves by land and the fitting out of slave caravans.

I am at the same time to express his Lordship's concurrence in your opinion that it will be necessary to keep a strict watch on the Sultan's authorities, in order to prevent

their evading the provisions of the new Laws, and also to afford His Highness a judicious assistance in carrying into effect his Proclamation of the 18th April last.

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

No. 322.

Mr. Lister to Dr. Kirk.

Sir,

Foreign Office, August 19, 1876.

WITH reference to your despatch of the 7th June last, I am directed by the Earl of Derby to instruct you to express to the Sultan of Zanzibar the satisfaction with which Her Majesty's Government have learnt the prompt and efficient measures adopted by the Governor of Mombasa for the protection of British subjects on the occasion of the recent disturbance at that place.

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

No. 323.

Dr. Kirk to the Earl of Derby.—(Received August 29.)

My Lord,

Zanzibar, July 1, 1876.

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, Zanzibar, Admiralty Jurisdiction, during half-year ended 30th June, 1876.

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

Inclosure in No. 323.

RETURN of Prizes in respect of which Proceedings have been taken before Her Majesty's Agent and Consul-General, Zanzibar, Admiralty Jurisdiction, during the half-year ending the 30th June, 1876.

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.
No. on File.	Name of Prize.	Name of Capturing Ship.	Name of Commanding Officer.	No. of Slaves.	Date of Capture.	Date of Adjudication.	Decree.	Court Fees.	Net Proceeds of Sale.	Amount Remitted.
					1876	1876				
1	"Mwomba" . . .	London . . .	T. B. M. Sullivan . . .	...	January 4	January 17	Restitution . . .	£ 7 8 0	£ . . .	£ . . .
2	Unknown . . .	Ditto . . .	Ditto . . .	20	" 13	" 19	Condemnation . . .	11 12 0	...	...
3	Ditto . . .	Ditto . . .	Ditto . . .	...	" 21	" 21	Ditto . . .	4 18 6	...	...
4	"Mehemeke" . . .	Ditto . . .	Ditto . . .	...	" 28	March 16	Ditto . . .	12 16 0	...	...
5	"Salama" . . .	Flying Fish . . .	Crohan . . .	102	February 9	February 14	Ditto . . .	11 4 6	17 4 1	5 19 7
6	Unknown . . .	Ditto . . .	Ditto . . .	...	" 10	" 14	Ditto . . .	5 1 6	...	...
7	Ditto . . .	Ditto . . .	Ditto . . .	1	" 10	" 14	Ditto . . .	5 18 6	...	...
8	1 male slave . . .	London . . .	T. B. M. Sullivan . . .	1	" 1	" 18	Ditto . . .	4 19 0	...	...
9	"Mambo Sasa" . . .	Ditto . . .	Ditto . . .	4	" 20	" 29	Ditto . . .	11 7 6	8 3 4½	...
10	4 male and 3 female slaves	Ditto . . .	Ditto . . .	7	March 1	March 10	Ditto . . .	7 19 6	...	...
11	Unknown . . .	Ditto . . .	Ditto . . .	43	" 13	" 16	Ditto . . .	10 5 0	...	...
12	"Asmeen" . . .	Ditto . . .	Ditto . . .	2	" 19	" 22	Condemnation of slaves; release of vessel . . .	10 2 0	...	...
13	Native vessel; unknown	Ditto . . .	Ditto . . .	32*	" 25	" 28	Condemnation . . .	7 0 0	...	...
14	"Chongoroa" . . .	Ditto . . .	Ditto . . .	...	" 19	April 12	Restitution . . .	10 9 0	...	...
15	"Chunga Mana" . . .	Ditto . . .	Ditto . . .	129	April 8	" 15	Condemnation . . .	12 3 6	9 5 3	...
16	Unknown . . .	Ditto . . .	Ditto . . .	2	" 6	" 15	Ditto . . .	8 13 6	50 5 5½	41 13 11½
17	"Kinguru" . . .	Thetis . . .	T. Le Hunte Ward . . .	94	March 24	May 1	Ditto . . .	4 16 0	...	...
18	Unknown . . .	London . . .	T. B. M. Sullivan . . .	...	May 17	June 8	Ditto . . .	5 19 6	...	...
19	Slaves landed at Pemba from mainland	Ditto . . .	Ditto . . .	25	" 8	" 8	Ditto . . .	7 13 0	...	...
20	Unknown . . .	Ditto . . .	Ditto . . .	...	" 13	" 8	Ditto . . .	5 19 6	...	...

* And 1 dead before arriving at Zanzibar.

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

No. 324.

Dr. Kirk to the Earl of Derby.—(Received August 29.)

My Lord,

Zanzibar, July 14, 1876.

IN forwarding Decrees in Slave Trade cases herewith inclosed, I have the honour to observe that all arise out of the Pemba Slave Trade, but in two only were the vessels that conveyed the slaves proceeded against in Court, the remainder being actions against slaves landed from various dhows already captured and condemned. The two dhow cases offer nothing remarkable, but I may observe that they are the only shipments to Pemba of which we have any knowledge since the issue of the recent Proclamations forbidding the land slave transport. Seeing that at the time the new law came suddenly in force there were many caravans on the march, and still more detained in the coast villages awaiting a chance of shipment, it is remarkable so few attempts should have been made to evade the law and carry the slaves, as originally intended, to Pemba.

The other two cases are peculiar, as slaves alone are therein proceeded against, it being doubtful from which shipment they came, although, in the case of every slave condemned, it was satisfactorily established that he or she had been recently abandoned in the jungles that cover a great part of the outlying islands of Pemba, by their owners, when pursued by the men of our boats, and that in each case the vessel had been captured and destroyed.

In the case of the two dhows before mentioned, and of many that have lately been captured, only part of the slave cargo of each was at the time seized and condemned, and a close search failed to discover the remainder of the slaves; but it now appears the owners have in many recent cases abandoned their slaves and fled after having succeeded in landing them, and the result has been, as is shown, to fill the jungles of these outlying islands with ownerless slaves, who remain concealed in the thickets often for a long time, living on grain landed from the slave dhow or the charity of fishermen.

The proprietors of Pemba finding this the case, have, it appears, stationed agents to pick up such slaves as they can lay hands on, and convey them in canoes to their estates on the mainland; but they are often anticipated in this by our men, or have their prey taken from their hands.

Before deciding the two last cases, I considered how far they fell within the jurisdiction of the Court, but finding it had been proved that the several slaves, from the time they formed part of a slave cargo on board a vessel up to that of seizure, had never become the property of anyone on shore, I concluded that I was fully justified, where the above was proved, in decreeing condemnation of the slaves, although taken on shore and landed from vessels unknown.

It was established, however, in the course of the hearing, that five of the slaves proceeded against did not belong to this category, but were in fact fugitive slaves, who, by adopting a story true in the case of the others, had managed to pass themselves off as lately landed, and so appear in Court.

On examining the slaves and hearing both sides (for the owner of three of the slaves came into Court and defended his property), I ordered the case against five of the slaves to be dismissed, thus reducing them to the rank of fugitive slaves on board one of Her Majesty's ships of war in harbour; and I directed Captain Sullivan to follow, with regard to these five, the latest orders he might happen to hold from the Admiralty on the subject, and which I understand are that, notwithstanding the last Fugitive Slave Circular, no slaves are to be given up.

The Zanzibar proprietor who had established his case as the owner of three of the slaves, and from whose estate in Pemba they had fled, thereupon applied to the Court to order restitution of the slaves as a necessary consequence of the Decree, but was informed that, as Captain Sullivan's orders did not admit of this, it could not be done.

The owner, therefore, asked to be allowed to apply in Court for compensation, but was prevented by the Sultan, who, as I understand, prohibited his subject prosecuting his claim on the ground that the practical effect would be embarrassing to His Highness, whose position in the matter would be misunderstood by the British public and his own people alike, for that, while in an indiscriminating manner he would be considered by the former as the advocate of slavery, he would by his own people be expected thereafter to intervene when the law had been actually disobeyed.

Captain Sullivan will therefore dispose of the five fugitive slaves according to his instructions, and the question of compensation founded upon the Decree of the Court will in this case not be proceeded with further, for the Arab owner has not since appeared

and should a similar case again arise, I will refer the question of considering a claim for compensation to your Lordship before taking any steps.

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

Inclosure in No. 324.

Case No. 21 of 1876.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel "Yasmin," sailing under the Zanzibar flag and pass, of which Ismaili was master, her tackle, apparel, and furniture, and also against nineteen male and seven female slaves, seized as liable to forfeiture by Lloyd W. Mathews, Esquire, a Lieutenant in the Royal Navy, in charge of boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General, on the 3rd day of July, 1876.

APPEARED personally the said Lieutenant Lloyd Mathews, R.N., and produced his sworn declaration setting out the circumstances under which the Zanzibar vessel "Yasmin," owned by Mabruki Turki, of Pemba, whereof Ismaili was master, of the description and dimensions specified in the annexed certificate of admeasurement, and also nineteen male and seven female slaves, were seized on Fundu Island, near Pemba, on the 21st day of June, 1876, by the said Lieutenant Lloyd Mathews, R.N. I, the said John Kirk, having heard the evidence produced by the captors, and examined the slaves, in the absence of any appearance on behalf of the owner of the vessel or slaves, having found sufficient proof that the vessel at time of her seizure was engaged in the Slave Trade, do adjudge the said vessel, her tackle, apparel, and furniture, and also the nineteen male and seven 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 further declare that under the circumstances of the case the destruction of the vessel was inevitable and proper, and do fully approve thereof.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto, this 12th day of July, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Inclosure 2 in No. 324.

Case No. 22 of 1876.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel under Zanzibar colours named "Mambo kwa Mungu," whereof Baraka was Master, her tackle, apparel, and furniture; also against seven female slaves, seized as liable to forfeiture by Edmund W. Speck, Esquire, a Lieutenant in Her Majesty's Navy, in charge of boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Consul-General, on the 3rd day of July, 1876.

APPEARED personally Lieutenant Lloyd Mathews and produced his sworn declaration setting out the circumstances under which the Zanzibar vessel "Mambo kwa Mungu," of which Baraka was master, of the description and dimension specified in the annexed certificate of admeasurement, together with seven female slaves, were seized at Fundu Island, near Pemba, on the 21st day of June, 1876, by Lieutenant Edmund W. Speck, R.N., I, the said John Kirk, having heard the evidence produced by the captors, and examined the slaves, in the absence of any appearance on behalf of the owners of the vessel or slaves, 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 seven 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 further declare that, under the circumstances of the case, the destruction of the vessel was inevitable and proper, and do fully approve thereof.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto, this 12th day of July, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Inclosure 3 in No. 324.

Case No. 23 of 1876.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against sixteen male and ten female slaves seized as liable to forfeiture by Lloyd W. Mathews, a Lieutenant in the Royal Navy, when in charge of boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General, on the 3rd day of July, 1876.

APPEARED personally Lieutenant Lloyd W. Mathews, R.N., and produced his sworn declaration, which set out the circumstances under which sixteen male and ten female slaves, whose names are set forth in the annexed list, were seized at Pemba between the 18th and 29th days of June, 1876, by the officer above-named, I, John Kirk, having heard the evidence of the seizers and of parties appearing for the defence, and, having examined the slaves, having found sufficient proof that thirteen slaves whose names are set forth in the annexed Schedule marked (B), formed part of one or more slave cargoes illegally conveyed by sea from the mainland of Africa in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the same to have been lawfully seized and forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly: And whereas the seizers have failed in proof in the case of the five slaves whose names are entered on the Schedule marked (C), that they had been imported in contravention of Treaty, or had been recently landed in Pemba as part of the cargo of slave vessels captured and destroyed, we order that the case against them be dismissed.

In testimony whereof we have hereto set unto hand and seal of office, this 8th day of July, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

SCHEDULE A.

Name.	Sex.	Tribe.
1. Bendera	Male	Bendei.
2. Tutu	Ditto	Ditto.
3. Moyoni	Female	Yao.
4. Ferenzi	Male	Gindo.
5. Mabruki.. .. .	Ditto	Kami.
6. Mabruki.. .. .	Ditto	Yao.
7. Feruzi	Ditto	Gindo.
8. Mabruki	Ditto	Bisa.
9. Baraka	Ditto	Yao.
10. Hasan	Ditto	Nyassa.
11. Juma	Ditto	Yao.
12. Khamsin.. .. .	Ditto	Nindi.
13. Khairella	Ditto	Nyassa.
14. Fikrini	Ditto	Ditto.
15. Arbaini	Ditto	Yao.
16. Bahati	Female	Nindi.
17. Saburi	Male	Bisa.
18. Mtwana	Ditto	Yao.

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

SCHEDULE B.

Name.				Sex.			Tribe.
1.	Bendera	..	..	Male	..	..	Bondei.
2.	Tutu	..	..	Ditto	..	..	Ditto.
3.	Mayoni	..	..	Female	..	..	Yao.
4.	Ferenji	..	..	Male	..	..	Gindo.
5.	Mabruki	..	..	Ditto	..	..	Kami.
6.	Mabruki	..	..	Ditto	..	..	Bisa.
7.	Baraka	..	..	Ditto	..	..	Yao.
8.	Hasan	..	..	Ditto	..	..	Nyassa.
9.	Juma	..	..	Ditto	..	..	Yao.
10.	Arbaini	..	..	Ditto	..	..	Ditto.
11.	Bahati	..	..	Female	..	..	Nindi.
12.	Saburi	..	..	Male	..	..	Bisa.
13.	Mtwana	..	..	Ditto	..	..	Yao.

Received from Captain T. B. Sullivan, R.N., the above slaves, on the 3rd of July, 1876.

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

SCHEDULE C.

Name.				Sex.			Tribe.
1.	Mabruki	..	..	Male	..	..	Yao.
2.	Feruzi	..	..	Ditto	..	..	Gindo.
3.	Khamsin	..	..	Ditto	..	..	Nindi.
4.	Khairella	..	..	Ditto	..	..	Nyassa.
5.	Fikrini	..	..	Ditto	..	..	Ditto.

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

Inclosure 4 in No. 324.

Case No. 24 of 1876.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against eighteen male slaves, seized as liable to forfeiture by Edmund W. Speck, Esquire, a Lieutenant in the Royal Navy, when in charge of boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 6th day of July, 1876.

APPEARED personally Lieutenant Edmund Speck, R.N., and produced his sworn declaration, which set out the circumstances under which eighteen male slaves, whose names are set forth in the annexed Certificate of Receipt marked A, were seized on Fundu Island, near Pemba, on the 1st day of July, 1876, by the officer above named. I, John Kirk, having heard the evidence of the seizers and examined the slaves, in absence of an appearance by parties claiming as owners, having found sufficient proof that the slaves above specified formed part of one or more slave cargoes illegally conveyed from the mainland of Africa, and were, at the time of seizure, living in the jungles, where they had been abandoned from the time of landing, 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.

In testimony whereof we have signed the present Decree, and caused our seal of office to be affixed thereto, this 12th day of July, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Receipt of Slaves.

Received from Captain T. B. Sullivan, R.N., commanding Her Majesty's ship "London," the following slaves seized on the 1st day of July, 1876, on Fundu Island, and condemned on the 12th July as case No. 24, of 1876.

Name.	Tribe.	Name.	Tribe.
1. Baraka	Nyassa.	10. Saburi	Nyassa.
2. Farjala	Ditto.	11. Malizabwana . . .	Gange.
3. Akati	Nindi.	12. Khamis	Gindo.
4. Kapotera	Nyassa.	13. Juma	Gange.
5. Feruzi	Gange.	14. Miranga	Ziqua.
6. Mtambo	Yao.	15. Juma	Kami.
7. Moramba	Gindo.	16. Almas	Nyassa.
8. Nanterero	Ditto.	17. Majanira	Ditto.
9. Siwatu	Nindi.	18. Sadiki	Khutu.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Zanzibar, July 6, 1876.

No. 325.

Dr. Kirk to the Earl of Derby.—(Received August 29.)

My Lord, .

Zanzibar, July 20, 1876.

BY information from Kilwa relating to the Slave Trade, I am enabled to report what passed there during the month of June subsequent to my return to Zanzibar.

I have already acquainted your Lordship that, on the promulgation of the law forbidding the fitting out or return of slave caravans to the coast, and the conveyance of slaves by land, the slaves then in Kilwa were marched some days' journey to the north, and hidden in the marshy lands of Samanga, near the River Lufiji, and that as this took place before the arrival of the auxiliary troops sent from Zanzibar, it was not in the power of the Governor to seize the slaves, even had he been so disposed, which is more than doubtful, nor could we, on the arrival of Her Majesty's ship "Thetis," safely follow where they had gone at a time of year most dangerous to Europeans.

Of this body of slaves nothing has since been heard, but it appears that few, if any, have yet been moved north by the old coast route; and rumours are afloat that the owners, despairing of being able to surmount the many obstacles that at present lie in their way, intend taking them inland to the north and west, where it is said, among the pastoral tribes that inhabit Urori and Ugogo, and in the Masai country, they may be exchanged for ivory. These tribes are known now to take a few slaves yearly, preferring those brought from a distance to what they themselves capture, over whom they have little hold, escape being so easy.

Up to the time of my departure from Kilwa in the month of May, one slave caravan, with only 300 slaves, had then reached the coast since the Proclamations were issued, and the leader of that party—people of Makanjila, a native African Chief on the west of Lake Nyassa—refusing to give up the slaves or disclose their hiding-place, was taken prisoner to Zanzibar. I am now informed that in the month of June, another caravan of the people of that same Chief, with 2,000 slaves in their possession, had reached within two long days' journey of the town of Kilwa, where they await intelligence how to dispose to the best advantage of their property under the circumstances in which they find themselves unexpectedly placed. A second native caravan, owned as the above, but by people of Mataka, the powerful rival of Makanjila, has brought down 500 slaves, and these, in all 2,500 slaves, were, at the time my informant left Kilwa, encamped in three different places two days' journey inland, and just beyond the limit of the cultivated country.

Only eighty-five slaves owned by Arabs, or people of the coast, had reached the neighbourhood of Kilwa in the month of June, but no doubt such caravans had been warned in advance of the extreme danger of approaching too near the coast, and been stopped far enough off to make their arrival less generally known. It is, however, a most noteworthy fact, and one important to keep in mind in dealing with the suppression of the Slave Trade, that here we have proof of no less than 2,500 slaves brought down

in one month for sale not by Arabs or Swahilis, who are commonly credited with all the atrocities of the traffic, and who certainly have their full share therein, but by natives, the fellow-countrymen of the slaves they sell.

Nor is this any exceptional or isolated case, for at the end of the month of May, as I have said, a small caravan of Makanjila's slaves arrived while I was there. In June 2,500 were again brought down, owned by Makanjila and Mataka; the former had another on the way with, as it was said, 1,000 slaves, which were expected to reach in the month of July, while Mataka's largest caravans are still due, and this leads me to observe that no action by force on Lake Nyassa, such as I observe has been put forward by those ill-acquainted with the many ramifications of the traffic could have more than a partial and a passing effect, so long as slavery on the coast and the facilities there of sale keep up the demand. Thus showing more strongly the importance of every step taken by the Ruler of Zanzibar, and the policy of supporting his authority whenever this can render his laws for the suppression of the Slave Trade more efficient; for if the demand at the coast were once abolished, the negroes of the interior would no longer enslave each other and march their captives to the coast for sale, nor would Indians and others venture capital in obtaining a commodity, the demand for which had either ceased or become very much restricted; and it is to be hoped that the heavy losses sustained this year by all who, directly or indirectly, are engaged in the trade, may have more than a mere passing influence on the Traffic.

I am told by those who visited the slave camps inland from Kilwa, that few of the native owners that compose the party hold more than five or six slaves a-piece, thus the people of Mataka and Makanjila will muster in all about 500 men, of whom not a half possess muskets, the remainder being armed with bows and arrows or spears. Many of the slaves continue in the forked sticks in which they were marched down from Nyassa, and all are ready to be moved off on the shortest notice of danger.

The holders of these slaves find that, even at 2 dollars each, no purchasers can now be found; they are, therefore, compelled to send to Kilwa, and exchange the tobacco and ivory they possess for food, in order to maintain themselves and slaves in the hope of still being able to dispose of them, so as to avoid a total loss.

Under these circumstances, it is reasonable to expect that speculators will come forward, and either attempt to move the slaves they can now obtain so cheaply in small bands by the coast, or, uniting in larger force, push their way inland; nor is at all impossible that an attempt may again be made to reopen the sea-traffic, and this is what I chiefly fear, as now is the most favourable time of year for such a voyage, and we have nothing but the "London's" boats and one small ship-of-war, the "Lynx," with which to watch thirteen degrees of coast.

Which of these three courses will be adopted, it remains for us yet to discover, but, in the meantime, we are called upon to provide against each one, for the greater the losses that accrue to all concerned the fewer will be the slaves brought down next year.

The reports I receive up to the present date from other parts of the coast, all go to show that the Kilwa Slave Trade is, for the present, in abeyance, and the dealers afraid to move their slaves; but this has led to an increased activity in the Traffic from the countries that lie inland from Bagamoyo, Pangani, &c., from all of which parties of slaves are now brought to the coast in increasing numbers, and I have called the Sultan's attention to this, as showing that his recent acts have been most effectual, so far as the Kilwa Trade is concerned, but, at the same time, that the dealers will have recourse to every possible expedient, and that, in my opinion, the Governors at Bagamoyo and Pangani have been very remiss in the discharge of their duty.

In speaking of these matters to the more intelligent and influential of the people, I have given them to understand that the success of the Sultan's late Proclamations is a question in which they ought to take a far greater interest than we do, as in event of the Traffic being continued in defiance of law, they may depend upon it the only step left for the Sultan to take will be to abolish slavery throughout the kingdom.

I have, &c.

(Signed) JOHN KIRK.

No. 326.

Dr. Kirk to the Earl of Derby.—(Received August 29.)

(Extract.)

Zanzibar, July 27, 1876.

WITH reference to what I stated in my report dated June 19, I have now to add that Mr. Roger Price, agent of the London Missionary Society, has returned to Zanzibar, after having accomplished all he was sent to do, that is to examine the road from the coast to the Ugogo country, with a view to waggon travelling as a means of establishing a Mission on the Lakes.

Mr. Price's journey has been in every way successful, and he returns prepared to give a most favourable report on the road, the country, and the temper of the people among whom he passed.

On Mr. Price's arrival, seeing that he was a man of experience in African travel, and had in view a scheme which, if successful, would do more than anything yet attempted to open up the Lake regions to legitimate trade, I obtained an interview, and strongly recommended him to the Sultan of Zanzibar, and it was after careful consideration the line of route was selected.

Abandoning the Bagamoyo route, the one almost universally followed at present, but known to lead through a district infested by the Tsetse fly, so deadly to cattle, it was determined to land at Saadani, and passing through Uzugua and Nguru, reach Mpwapwa on the borders of Ugogo, where the ordinary caravan route is joined, and beyond which all travellers describe the country as possessing cattle, and not difficult to pass through. The dangers were first from the Tsetse fly, and secondly from the nature of the ground, for in many parts of the coast the grasses and woody jungles are practically impenetrable for waggons, unless the road were first cut at great expense, and again it remained to be seen whether the formidable slopes of the Usagara hills that wall in this part of East Africa could be passed on suitable gradients.

Mr. Price has now determined that on this line of road there is no fly country, and this he has done not by personal observation alone, for he is too experienced an African traveller to depend upon the eye in so essential a matter, but he has taken with him cattle from the Island of Zanzibar, and safely returned to the coast with the same, passing part of the way through country where cattle are now kept by the people.

Again, as to the nature of the road, he tells me that on the whole way there is not a place to compare for difficulty with those the colonists daily pass, and that the ordinary road between Graham's Town and Algoa Bay is more difficult than that he travelled in going to Ugogo.

After leaving Saadani there are a few days' journey over ground covered with long grass heavy in the wet season for cattle, also one or two belts of jungle, which, however, he was able to cut his way through without difficulty, taking a waggon drawn by cattle with him so far.

On reaching the higher ground, where the grass became shorter, he left the waggon but took on the cattle, for the purpose I have already stated. Reaching the passes in the mountain he found the path leading between the two hill masses of Nguru on the north and Usagara on the south. There he must have attained a considerable elevation, for the thermometer fell at night to 45°, although the days were hot; but he had no means of measuring heights, what he was there engaged on being rather to view the roads, and he tells me that he could pass these ridges with a bullock waggon without any extraordinary difficulty.

Many parts of the country he traversed possess a dense population, and the hills are cultivated to the summits. Sugar cane he describes as grown in large quantities and most luxuriant, the difficulty being to understand how so much can be consumed, where sugar is not extracted and the cane simply chewed.

Although Mr. Price will on his arrival submit a full report on all he has seen, I have thought the above sketch of his proceedings may not be uninteresting to your Lordship, as indicating a practicable means of developing at once the resources of the interior in a way that, so long as every article sold or bought had to be carried by porters, could never have been done, and I have urged His Highness to take advantage of the opportunity offered for increasing the commerce of the interior, and retaining the trade his people now possess with the Lake regions in his own hands.

The Church Mission Society party have in the meantime devoted themselves to examining the Rivers Wami and Kingani, with results I shall be able to give more in detail hereafter; it is, however, already evident that their attempts will prove unsuc-

cessful, and the opinion I have long ago expressed regarding these streams be confirmed.

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

No. 327.

Sir J. Pouncefote to Dr. Kirk.

Sir,

Foreign Office, September 11, 1876.

WITH reference to your despatch of the 20th July last, I am directed by the Earl of Derby to convey to you his Lordship's approval of the language held by you with regard to the probable effects of a disregard of the Sultan's proclamations respecting Slave Traffic.

I am, &c.
(Signed) JULIAN PAUNCEFOTE.

No. 328.

Dr. Kirk to the Earl of Derby.—(Received September 16.)

My Lord,

Zanzibar, August 8, 1876.

I HAVE the honour herewith to inclose decree of condemnation in the case of sixty-seven slaves seized by the boats of Her Majesty's ship "London" on a small island where they had been landed and concealed awaiting transshipment to Pemba, and as in this case I have been able to arrest and convict those engaged in the venture, as also to follow and lay hands on those who originally kidnapped the slaves in the interior, I shall now briefly state the result of the investigation in Court, and in a separate despatch detail the steps taken for the punishment of the offenders.

On the 17th of July Lieutenant O'Neil, of the "London," when off Pemba, being himself on board of the launch "Helena," sent the second boat under his command, in charge of Richard Barth, coxswain, with orders to rejoin him again at a certain point.

While beating between the outlying islands of Kokota and Funzi the coxswain of the "Victoria" observed a man on shore beckoning to him from the former island, and ascertained through him that a cargo of slaves had been landed that night, and were then concealed at a little distance in the bush awaiting means of transit to the main island of Pemba.

On proceeding into the island, guided by the native informer to where the slaves were, coming suddenly in sight of the gang, he and his men were fired on by one of a party of Arabs. On the fire being returned by order of the coxswain the Arabs and slaves made for the thicket, and it being then late in the evening only seventeen slaves were that night recovered.

Aware that an attempt would be made to take the remainder of the slaves in canoes by night to Pemba, Mr. Barth placed his men so as to guard the channel, and remained himself with the interpreter, having the captured slaves in charge near where a canoe lay on the beach.

In the night they were approached by one of the natives residing on the island, who said the Arabs had desired the use of the canoe; a little later two Arabs came near to where they were concealed, and seeing something on the ground exclaimed in his own language, "that is a man," at once firing both barrels of his gun, happily without doing any damage to either the interpreter or the coxswain. On this the interpreter, who rushed to seize the Arab, was struck with a dagger and cut on the face; and the coxswain firing his rifle at the Arab dropped him; but he again rose and escaped, leaving his gun and knife behind on the ground.

They were not further molested that night, and the following morning on taking up the track found marks of blood on the path, and at a little distance a pool of blood where the wounded Arab had evidently fallen and remained some time. I have since heard that he died that night of his wound, and have ascertained from the slaves that his name was Abderahman bin Bulhad, one of the four brothers, notorious slave-traders,

carrying on their business between Bagamoyo and Pemba, who have hitherto evaded capture.

Continuing the search on Tuesday the 18th, thirty-seven slaves were discovered, and the following morning thirteen others, thus nearly accounting for the whole cargo of slaves that had been landed on the night of the 17th.

When placed in Court I found no difficulty in examining the circumstances; most of the slaves could speak either the Swahili language or a coast dialect so very similar as to be readily understood; and many of them having been for several months at Bagamoyo knew their masters individually, while others, who had traded on different occasions to the coast and there been kidnapped, could give names and describe places in a way that made it easy to identify the guilty parties, and to trace the history of the slaves back to the time of their being taken in their own country or at the coast.

Although it was evident at a glance that the majority of the slaves belonged to the gangs landed on the Island of Kokota, I was very particular to examine each of the sixty-seven individually to certify myself that no slave properly belonging to the people of Kokota had been accidentally included in the capture, as might so easily have happened under the circumstances, but I discovered that Lieutenant O'Neil, who joined the coxswain of the launch before the whole of the slaves had been recovered on the island, had most carefully done his duty, and that there was no reason to think that a single one of those brought here had not been landed on the night of the 17th. Indeed I had a list made out showing the tribe of each one, and an abstract of his history.

What struck me at once after completing this investigation was the fact that none of these slaves had been brought lately from Kilwa, and that the majority were natives of the countries immediately behind Bagamoyo, distant not more than 100 miles.

Thus we had indirect evidence that while the Kilwa Slave Trade had been totally in abeyance since the issue of the Proclamations in the month of May, we are now threatened with an increase of slave-hunting in countries near at hand, from which the transport would be more easy to Pemba, and it became my duty to follow up and prosecute all concerned in the venture, and thus check at the outset a form of the Slave Trade that if allowed to pass might give us further trouble.

I shall in a further Report detail the results of this investigation. I beg, however, here to state that, in my opinion, the coxswain of the launch "Victoria" acted under the circumstances with great firmness and caution, securing the slaves by the measures he took to prevent their removal by night to Pemba.

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

Inclosure in No. 328.

Case No. 26 of 1876.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against forty-three male and twenty-four female slaves owned by Musaoud Dilal, Abderahman bin Bulhad, and others, seized as liable to forfeiture by Henry O'Neill, a Lieutenant in Her Majesty's Navy, and, at the time, in charge of boats of Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General at Zanzibar, on the 27th day of July, 1876.

PERSONALLY appeared, Lieutenant Henry O'Neill, R.N., and produced his sworn declaration, which set out the circumstances under which forty-three male and twenty-four female slaves were seized on Kokota, a small island near Pemba, on the 17th, 18th, and 19th days of July, 1876. I, the said John Kirk, having heard the evidence of the seizors, examined the slaves individually, also Musaoud Dilal, and others of the former owners of these slaves. Having found sufficient proof that the slaves as above described had been landed on the morning of the 17th July, by means of a dhow, from the mainland of Africa, on the islet of Kokota, and were there detained for the purpose of transport to the main island of Pemba, do adjudge the above-named

slaves to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly.

In testimony whereof we have signed the present Decree, and caused our seal of office to be affixed thereto, this 8th day of August, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Receipt of Slaves.

Received, on the 27th of July, 1876, from Captain T. B. Sullivan, R.N., commanding Her Majesty's ship "London," forty-three male and twenty-four female slaves, seized by the boats of that vessel, and condemned here on the 8th day of August, 1876, as Case No. 26 of 1876, Zanzibar Admiralty Court File.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 329.

Dr. Kirk to the Earl of Derby.—(Received September 16.)

My Lord,

Zanzibar, August 9, 1876.

IN my despatch of the 8th August I had the honour to report the circumstances attending the seizure and condemnation of sixty-seven slaves that were being conveyed from the mainland of Africa to Pemba, I shall now relate the steps taken to follow up and bring to justice those implicated in the various transactions that preceded the shipment.

The slaves, as I have before remarked, belonged in this case to tribes settled not far inland, and the few that had come by way of Kilwa had done so long ago, thus showing that since the issue of the Proclamation the supply of slaves from that quarter has been cut off effectually. Twenty-one of the slaves were natives of Ukami—a mountain district inland about 100 miles from Bagamoyo—inhabited by a timid agricultural race holding frequent intercourse with the coast.

Among those taken some had on more than one occasion visited Bagamoyo and Saadani, and knew the principal natives there, so that they were able to give clear statements as to their captivity, and to say by whom they had been first taken and been kept until sent off to Pemba.

Having taken their depositions, I asked the Sultan to arrest two Arabs residing in Bagamoyo; but the Governor of that place showing by the reply he sent that he would do nothing to assist in this matter, I demanded two soldiers of the Sultan to accompany one of my servants and two of the slaves, and arrest without further communication with the Governor the parties they pointed out as their late masters.

Thus, before these men had escaped from the town, they were seized and brought to Zanzibar as prisoners; when in face of the slaves it was proved against one Musaad, an auctioneer and notorious slave dealer, that he had received and concealed twelve Ukami men who had been kidnapped in their country by one Salim, and that after keeping them for about a month concealed in chains in his house, he had them marched by land to a village on the coast where they were embarked for Pemba and taken on Kokota Island before they reached their destination.

Salim, the accomplice of this man, who had stolen these people in Ukami, and of whom up to this time I know nothing, was, it appeared, in Bagamoyo suffering at the time from small-pox, and I obtained from the Sultan an order for his arrest and imprisonment on recovery.

As regarded the second prisoner named Abdullah bin Bulhad, it appeared that there were four brothers all actively engaged in the Slave Trade. Of this family I had long been aware, and I happened to know that they had been among those who planned resisting seizure by our boats and the use of force which in this, the second case in which it has been attempted, led to the death of Abderahman, one of the four brothers. Probably Abdullah, on whom I happened now to have laid hands, was the least guilty of the four, the principal, certainly, was the one who had been killed; but this Abdulla was one of the gang and had owned some of the slaves now taken.

Oh asking the Sultan to deal with these cases and thus nip at the first an attempt to

replace the Kilwa Slave supply by drafts from near countries, I received the accompanying reply, which I regarded as highly satisfactory and all that could be desired. At the same time the Governor of Bagamoyo received a very severe reprimand that may serve to show him he cannot remain there if found again indifferent in following out and arresting those accused of Slave Trade.

Among the slaves there was one boy who stated he had been slave in the house of one Kanji Hanseraj, an Indian, and taken from his house to be sent to Pemba. This man being arrested and put on his trial, it appeared that although he had not bought or sold the slave, he had taken him from his owner and paid wages to the owner for his services, and that on being taken back by his owner he had been sent to Pemba. The high character of the accused and the absence of proof of sale or purchase, influenced the Court in acquitting the prisoner on the charges under section 370 of the Indian Penal Code, but being found guilty on the third charge under section 274, he was fined 150 dollars or three months' imprisonment. The indirect losses both in absence from business at an important time and the stigma thus thrown upon his name, far exceed even in money value that of the fine imposed; and the case had a marked effect on the Indian traders here, and will serve to make them more careful not to become compromised in any dealings with men that they well know are slave dealers.

If now I can succeed in returning to their own country to their chief and families the twenty-one Ukami people, I hope that an impression will have been made in the interior itself, and these people taught to know that the Slave Trade is illegal, and that those who steal them are criminals and not the emissaries of the Zanzibar Government they so often represent themselves to be. And now should the man Salim recover from small-pox to undergo a lengthened imprisonment, all those engaged in this transaction from first to last will have undergone a proper punishment, including the Indian who made a slave remuneration to his master during his detention in Bagamoyo before he was sent on to Pemba; and I trust your Lordship will approve of the course in this case followed by myself in conjunction with his Highness Seyed Barghash, from whom I have received every assistance.

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

Inclosure in No. 329.

The Sultan of Zanzibar to Dr. Kirk.

(After compliments.)

14 Rajab, 1293 (August 5, 1876).

YOUR honoured letter has been received and your friend understood what you therein mention; and as regards Musaoud we have sentenced him to six months rigorous imprisonment, and Abdullah-bin-BulDAH to three months, nor will they be released until the expiry of that time; and we learn from the Governor of Bagamoyo that Salim is now ill with small-pox as you ascertained from Musaoud, and we have ordered to set a watch upon him until he is recovered and to send him to us; and the brethren of BulHAD will be now sent for, and on their coming we will threaten them and show that if they again engage in this traffic they will be most severely punished, and if they leave it off well and good, if otherwise they will be the companions of Musaoud and their brother now in prison; and we have strongly admonished the Governor and told him to let us know of any one who may commit these crimes in future.

No. 330.

Dr. Kirk to the Earl of Derby.—(Received September 16.)

My Lord,

Zanzibar, August 16, 1876.

I HAVE the honour to report that letters have been received from the Benadir in which it is stated that the Sultan's Governor of the district, one of the most intelligent and active servants in His Highness' service, was attacked when on the march from Merka to Mogdisho to relieve the troops there stationed, and that the Arabs lost forty-nine of their number including the Governor, who was killed.

The Bimal Somalis who made this attack are a numerous tribe living behind the town of Merka. These are the people who, on many occasions where a slave dhow has

been run on shore to escape capture by our ships of war, have come down and carried off the slaves.

Being near the coast they profited largely by the Slave Trade, not only purchasing slaves for their own use but selling them to tribes further inland. The zeal of Salim-el-Yakubi, the Zanzibar Governor now killed, in giving effect to the Proclamation of January 15, 1876, abolishing slavery in the Benadir and stopping all further import of slaves at Merka and the other places within his authority, had made him disliked by the Bimal Somalis, and this no doubt had something to do with the attack.

When at Merka, at the time the Proclamation abolishing slavery was issued, I visited the outlying settlements of the Bimal, not three miles from the walls of the town. Having passed the barren sand hills that bound that inhospitable coast, we found ourselves on the verge of a seemingly unlimited plain covered with scrubby bush and a few grotesque baobabs, balsam trees, and shapeless sterculias, further inland there appeared acacia and other thorn trees, and studded in groups on this plain were hundreds of Somali beehive huts made of bent wood on which a mat of grass was laid over. There appeared abundance of goats feeding on the plain; further inland we were told there are cattle, and from this district thousands of cow-hides are yearly exported. At a day's distance from the coast slaves are employed, but we were prevented from going further than the first settlements by the Bimals, who gave it to be understood they would not allow us to proceed further, and under the circumstances we had no choice but to return, as they could have at once mustered some thousand men from the settlements then in sight.

There is no doubt that from the beginning of this year there have been no slaves introduced by land or sea into the Benadir, and nowhere has the Sultan's authority in this respect been better maintained than in the districts of Kismayo, Brava, Merka, and Mogdisho.

While thus the supply of slaves has been cut off from the south, and the traffic stopped in the Benadir, it is much to be regretted that the Somali tribes, and others further north on the Gulf of Aden and Red Sea, should be in a position largely to export slaves to Arabia, for Major Goodfellow, the Acting Political Resident at Aden, reports to me, on the 14th July, that he "finds Slave Trade very rampant in the Red Sea, and a brisk business done from west to east coasts where the Egyptians and Turks have it all their own way."

The Slave Trade here spoken of as rampant is not supplied in any way from south of the Equator or through the Zanzibar Dominions, but has its source in the countries to the west and behind the sea coast over which Egypt now claims to have exclusive Sovereignty.

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

No. 331.

Dr. Kirk to the Earl of Derby.—(Received September 16.)

My Lord,

Zanzibar, August 16, 1876.

I HAVE the honour to inclose herewith Decree of Condemnation of a dhow seized on the 3rd August, by Her Majesty's ship "Lynx," near Kilwa.

The condemnation of this vessel rested mainly on the presence of two sets of slave irons on board, and found under circumstances that showed they belonged to the dhow, and although not in use at the time of capture, had no doubt been employed very lately, and formed part of the fittings of the vessel.

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

Inclosure in No. 331.

*Case No. 28 of 1876.**Decree.*

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel called the "Majambe," under Zanzibar colours, whereof Hamis was master, her tackle, apparel, and furniture; also against two male slaves, seized as liable to forfeiture by Francis Samuel Knowles, Esquire, a Lieutenant in the Royal Navy, when in charge of the boats of Her Majesty's ship "Lynx," before me John Kirk, Esquire, Her Majesty's Agent and Consul-General, Zanzibar, on the 14th day of August, 1876.

APPEARED personally Lieutenant Francis Samuel Knowles, Royal Navy, and produced his sworn declaration setting out the circumstances under which the native vessel "Majambe," under Zanzibar colours, whereof Hamis was master, and owned by Abdullah of Kilwa, of the description and dimensions specified in the annexed certificate of admeasurement, fitted with slave-irons, containing two boys, said to be slaves, was seized near Mafia on the 3rd of August, 1876, by the said Lieutenant Knowles, Royal Navy, in the boats of Her Majesty's ship "Lynx," commanded by H. I. F. Campbell, Esquire, a Commander in Her Majesty's Navy, I, the said John Kirk, having heard the evidence produced by the captors, and having examined the crew, having found sufficient proof that the vessel at the time of her seizure was fitted for the transport of slaves, and engaged in the Slave Trade, do adjudge the said vessel, her tackle, apparel and furniture to have been lawfully seized, together with one male slave found on board, and do condemn the same accordingly. Recording my opinion that the destruction was, under the circumstances, proper and justifiable. Ordering hereby the release of one boy, proceeded against as a slave, but who has been proved to be free, to be restored to his parents.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto this 14th day of August, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 332.

Dr. Kirk to the Earl of Derby.—(Received September 16.)

My Lord,

Zanzibar, August 23, 1876.

I HAVE the honour to acknowledge the receipt of the Honourable Mr. Bourke's despatch of June 29, with copy of Consul Pakenham's letter, in which he states there is no foundation for the report that the Hova authorities at Majunga have emancipated slaves, as had been represented to Captain Hansard of the mail-steamer "Medina."

In forwarding Captain Hansard's report, I, of course, could in no way vouch for the honesty of the doings of the Hova Governor, and Consul Pakenham has, no doubt, since then had full opportunity of making the necessary inquiry.

No doubt the action of the Hova authorities had, in this matter, been far short of what they represented; I am, however, informed that something was done, and I know from missionaries who have long resided at the capital that they received notice of this from native teachers living at Majunga, whose slaves were freed.

On the west coast of Madagascar, the Hovas hold only a few isolated stations. In the Sakalava districts near Majunga, they have an influence, but little real power, while at Myanterano, further south, they never have had any footing, and are utterly unknown.

Captain Ward, who has now returned from three months' cruising in the Mozambique, informs me that the Madagascar Slave Trade is, for the present, at an end; this opinion is also shared by Captain Campbell, of Her Majesty's ship "Lynx, and it is to be hoped that, when Consul Pakenham visits the north-west and west coast of the island, steps will be taken to put an end to slave-holding by Indians, who there universally possess slaves; these very men being those who, when resident here in Zanzibar, had the slaves they possessed set free.

As the local trade of these districts in Madagascar is fast passing into the hands of

Indians, agents, for the most part, of British Indians of Zanzibar, it is to be hoped that slave-holding by them will not be allowed to grow up as it had done here, and thus lead to measures for compulsory emancipation.

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

No. 333.

Dr. Kirk to the Earl of Derby.—(Received September 16.)

My Lord,

Zanzibar, August 23, 1876.

I HAVE the honour to forward Decree of Condemnation of a native vessel seized by the boats of Her Majesty's ship "London" on the 8th July.

The vessel was condemned on the ground of slave-irons on board, which had been used on a former voyage, and were evidently retained still for use, although at the time of seizure the dhow had passengers and goats on board.

The cause being against the vessel, and not the passengers or cargo, these were landed.

The vessel sank at anchor when taken, and appears to have been in a very rotten condition.

I have, &c.
(Signed) JOHN KIRK

Inclosure in No. 333.

Case No. 25 of 1876.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel called the "Kikukwa," whereof Juma was master, her tackle, apparel, and furniture, seized as liable to forfeiture by James R. Simpson, a Sub-Lieutenant in Her Majesty's Navy, and at the time in charge of the boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Britannic Majesty's Agent and Consul-General at Zanzibar on the 24th day of July, 1876.

PERSONALLY appeared James R. Simpson, Sub-Lieutenant, Royal Navy, and produced his sworn declaration, which set out the circumstances under which the native vessel "Kikukwa," having no papers and no colours, whereof Juma was Master, said to be owned by Ali bin Nasur of Pemba, of the description and admeasurement given in the annexed certificate, was seized at Pemba on the 8th day of July, 1876. I, the said John Kirk, having heard the evidence of the seizers in default of an appearance for the defence, having found sufficient proof that the vessel at the time of her seizure was fitted for and engaged in the Slave Trade between the mainland of Africa and the Island of Pemba, do adjudge the above-named vessel, her tackle, apparel, and furniture, to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly, recording our opinion that the destruction of the vessel was inevitable.

In testimony whereof we have signed the present Decree, and caused our Seal of Office to be affixed thereto this 8th day of August, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 334.

Dr. Kirk to the Earl of Derby.—(Received September 16.)

My Lord,

Zanzibar, August 22, 1876.

I HAVE the honour to inclose Decree of restitution of a vessel seized on the 5th instant when entering this harbour.

The detention of this vessel was caused by the reported presence of slave-irons on board; but there was nothing in the first place to throw suspicion on the vessel or lead to detention, nor had the most ordinary precaution been taken in the conduct of the search, which was executed by the crew alone of one of the boats before communicating with the officer commanding Her Majesty's ship "London."

The result was that petty thefts had been committed by the men, which Captain Sullivan, commanding Her Majesty's ship "London," at once made good, and as the proof that the slave-irons had actually come from the dhow rested on the credibility of the evidence of one of the men of the boat's crew, I declined to accept it as proof sufficient.

The vessel, cargo, &c., have therefore been restored to the owners, and all claims paid in full.

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

Inclosure in No. 334.

Case No. 27 of 1876.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel called the "Asmeen," sailing under the Provisional Pass No. 564, issued at the British Consulate, Zanzibar, whereof Mullkua was master, her tackle, apparel, and furniture, seized as liable to forfeiture by T. B. Sullivan, Esquire, a Captain in the Royal Navy, commanding Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 8th day of August, 1876.

APPEARED personally James R. Simpson, Esquire, a Sub-Lieutenant in the Royal Navy, in Her Majesty's ship "London," and produced his sworn declaration, which set out the circumstances under which the native vessel called the "Asmeen," No. 564 in the list of Provisional Passes, issued at the British Consulate, Zanzibar, owned by Morarji Karani, an Indian of Kutch, under British protection, residing at Dar-es-Salam, of the description and dimensions specified in the annexed certificate of admeasurement, was seized in the harbour on the 5th day of August, 1876. I, the said John Kirk, having heard the evidence on both sides, having found insufficient proof that the above-mentioned vessel was engaged in, or fitted for, the Slave Trade, do hereby order the release of the vessel, her tackle, apparel, and furniture, to be restored to the hands of Mullkua, the master thereof, and do condemn the seizors in the costs of the suit.

In testimony whereof we have signed the present Decree, and caused our seal of office to be affixed this 10th day of August, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 335.

Dr. Kirk to the Earl of Derby.—(Received September 16.)

My Lord,

Zanzibar, August 15, 1876.

IN forwarding a brief report on the country between the village of Saadani, opposite the Island of Zanzibar, on the African mainland, and the central plains of Ugogo, surveyed by Mr. Roger Price, of the London Missionary Society, with a view to introduce and utilize the Cape bullock waggons in place of porters, as a means of conveying goods

inland, I mentioned that at the same time the river systems, including the River Wami and Kingani, were being examined by the Church Mission Society, by means of a steam-launch sent out for this purpose, and that I should report the practical result of these explorations on the return of the party from the River Kingani.

Soon after arrival Lieutenant Shergold Smith, formerly of the Royal Navy, in charge of the Mission that proposed making use of one or other of these rivers as a means of getting beyond the coast region to the foot of the Usagara mountains, ascended the River Wami, which had been spoken of in such high terms by Mr. Stanley as navigable and leading far inland, but abandoned the attempt after gaining about thirty miles, a distance that on foot we could have done in less than three days, but which, owing to the windings, the sudden bends, and the force of the current, occupied more than twice that time to accomplish in the steam-launch. In addition, the channel was found encumbered with snags, and the natives said that shortly the river would fall, so that in many places it can be forded on foot. Thus, in the rainy season, the River Wami is a torrent overflowing its banks, full of snags and difficult to navigate, from the very sharp bendings, and in the dry season it is too shallow to be of practical use. Lieutenant Smith, therefore, abandoned the River Wami, not without having contracted a fever that seriously delayed his further proceedings and prevented him from going in person to the Kingani, which he had orders to explore should the Wami fail.

Under these circumstances, as it was most important we should at present obtain reliable information as to the land slave route, and how far inland the slaves were now passing to avoid the Sultan's officials on the coast, I directed Mr. Holmwood to proceed in the steam-launch up the River Kingani and give his best assistance to the Missionary party, which consisted of men having no experience of Africa or knowledge of the people and the language.

I have the honour to annex herewith a copy of Mr. Holmwood's report of his voyage, from which it will be seen that, for all practical purposes the Kingani, like the Wami, is not likely soon to be utilized in any way by caravans going inland, and the waggon road now indicated by Mr. Price of the London Mission Society, passing through a healthy country, free of marshes and of the Tsetse fly, promises to be the first step towards removing one of the difficulties in carrying on trade with the interior of Africa.

The information collected by Mr. Holmwood regarding the Slave Trade only confirms what I had already ascertained, namely, that during June and July the Kilwa Slave Trade was brought to a standstill, and small parties of slaves, chiefly derived from other sources, alone passed north.

It appears also that the difficulties to forming a route further inland will be very great, yet I am informed from Kilwa that the dealers having recovered from the first shock given by the Proclamations, are now determined to try and open up an inland road to Mombasa and Lamo, keeping far outside the limits of the Sultan's power, and protecting themselves partly by a strong armed guard and by the judicious payment of money for leave to pass among the independent tribes.

Such visits as that of Mr. Holmwood's up the Kingani will have an effect in throwing difficulties in the way of these caravans, by making it publicly known that they are illicit, and can hope for no protection from the coast.

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

Inclosure 1 in No. 335.

Mr. Holmwood to Dr. Kirk.

Sir,

Bagamoyo, July 2, 1876.

I HAVE the honour to inform you that during the exploration of the Kingani, just concluded, whilst examining the facilities afforded by the river for navigation, I was careful to bear in mind your instructions for ascertaining how far its upper ferries are being used by slave-caravans, and whether any of the gangs of slaves which had accumulated on the Lufiji are passing through Uzaramo.

I found that small chain-gangs are still passing the river by night, bound for Pangani by the Saadani road, and that the charge for each slave ferried across is 16 pice, the regular toll being only 1 pice. They cross at the ferry of Msituwambiji, the route of the Ukami caravans, which take the path through the marshy valley to avoid the numerous petty Chiefs on the Msawa road.

The passage of slaves at the more modern ferry at Kivako, lower down, and near which the Sultan's Baluch resides, has been discontinued since His Highness's Proclamation, but the present traffic can hardly be without the cognizance of that official—indeed, the gang must pass within a convenient distance of his abode when making the upper Saadani road.

Up to now no slaves have gone up country by the old Uzaramo or Kutu road, but I heard of attempts at negotiation, and met a Duwani from the coast who had come up by the Konduchi road to confer with the Wazaramo Chiefs—with what object did not transpire.

Such an attempt, however, would be but a last resource, as not only is water an expensive item on this route, but the Wazaramo are in such bad repute that even ordinary mercantile caravans have rarely considered it profitable to communicate with the interior through the country, and, moreover, the people have no sympathy with Slave dealers, though it may have happened that individuals have been persuaded to assist in kidnapping expeditions.

I was too remote from the Lufiji district to learn whether slaves were being taken up the left bank of that river; but, in conversation with Arabs just arrived from Kilwa, whom I met at Bagamoyo, and also with large caravans on the Kingani, I found but one opinion, namely, that they had thrown up the Slave Trade on the East Coast, after coming to the conclusion that they were at last beaten, and that any further schemes to evade the law would be of little avail. They freely informed me that they had not quitted Kilwa until healthy slaves had gone down in value to 2 dollars each, and until the Indians had refused money or advances of any kind on any terms.

They stated that all were going up to Unyanyembe to try their fortunes, and, such as were left with slaves on their hands strong enough to travel—and there were many such after the long rest lately afforded—were determined to make an effort to take them up country also.

They described the collapse at Kilwa as complete, and this was confirmed by the Indians of Bagamoyo, who, from advices received, are convinced that their countrymen in Kilwa will remove *en masse* from that town and settle at Bagamoyo. Those possessing eligible land at the latter place are busily engaged in building, and there is every indication of the rapid increase in its importance.

With regard to the Kingani, or Rufu, as a navigable river it is at present worthless, its course is too tortuous, that is, ascending to Makutaniro, forty-eight geographical miles from the mouth in a straight line, and about seventy miles by road, from Bagamoyo, we traversed 115 miles of water. The river can never be made navigable much beyond this point, and the feeders are totally useless even for canoes. At present everywhere above the Ukami road ferry, which is practically the tidal limit, the stream is full of dangerous snags and fallen trees. Even were these removed the river, though deep, soon narrows in most places to about twenty yards, making it impossible for any boat but a short steam-launch with high power to get round the sharp bends, where the current often increases to a rapid.

Still more dangerous is the descent; indeed, with six oars and both screws working, our boat was more than once taken out of all control by the current, and dashed against the banks or on a snag, in one instance the huge limb of a tree going through her sides and the water filling her engine compartment instantly. By such accidents we were delayed several days, and greater inconvenience was incurred than by the ordinary accidents incident to travelling by land.

The river is, moreover, only open for navigation from about 1st of June till the 25th of August, and perhaps in December and January, in years when the rain in Usagara come on gradually; but to be caught by a flood would be most dangerous, as not only is the body of water irresistible, but large trees are swept down before it, and in many places the bed is subject to be suddenly shifted.

The people have generally left the banks by this time for the neighbouring hills, where they have winter villages in which grain for consumption and sowing is stored, and where the building of traps, with which they cover the low grounds, is only varied by occasional copal digging or a hunting party.

At the end of August the river has subsided to a mere stream of running water, everywhere fordable, except where deep still holes have been formed, an occasional freshet coming down during the lesser rains.

Wherever the soil is suitable for cultivation the population on the banks is numerous. Immediately after the rains they take advantage of the natural irrigation, which, owing to the serpentine course of the river, covers a large extent of country, and with little labour raise fine crops of rice, whilst on the slopes, where the land does not long remain

wet, Indian corn, millet, and tobacco are successfully cultivated. I had a quantity of rice from the Kisabi district cleaned for your inspection, but regret that it was damaged in an accident which occurred to the boat; it was the finest grain I have seen in East Africa.

Sufficient produce is stored in winter quarters; the remainder is taken to the coast and disposed of for cottons, or exchanged for Unyamwezi iron with the Wakami, who occasionally send small caravans to both countries.

If at a future time these grain districts should be opened for regular trade, when their great capabilities would doubtless be developed, the Kingani, as far as the junction of the Lungerengere, may become a useful highway, the rich soil of the broad valley or depression through which it flows below that tributary being intersected with swamps to such an extent that the river would probably compete successfully with other routes if steam grain barges fitted with tackle for warping round the sharp bends were employed.

With regard to the inhabitants peopling the valley of the Kingari, the Wazaramo occupy both banks, from the Ukami Road ferry to the Lungerengere. Beyond this most villages contain people of Ukami, Ukutu, and Usagara, besides Wazaramo, who speak a mixed dialect. In the most distant places visited the majority had the Kutu tribal mark.

But the most important change in Uzaramo is the diminished power and influence of the principal Chiefs. The Wazaramo still have the old evil repute attaching to them; but except in their inveterate habit of night-robbery, I could detect no signs of any ability to interfere with properly-armed travellers; their noted Pazis or Chiefs have died, or were killed when the country was overrun by the Maviti a few years since; and of the majority of towns which flourished before the Maviti incursion, large clearings, rapidly becoming overgrown with jungle, alone remain; the only signs of former occupancy, being the numerous charred remains of water-jars, matting, and timbers, which strew the ground.

Little unanimity now exists between the people and their elders, and none among the different tribes; all openly acknowledged, but show no regret at the national decline; truly saying that their warriors were no benefit to them in peaceful times, and unable to afford them the slightest protection when trouble came.

I inclose a sketch of the Kingani and Lungerengere as far as explored; of the routes on the right bank, that from Dar-es-Salam and Konduchi, is the best; it is joined by the road from the Bagamoyo, near Sagasera; and there can scarcely now be any obstacle to either becoming regular highways to Urore, Usagara, and Unyanyembe, if in other respects they are suited for caravans.

I have handed to Lieutenant Shergold Smith, R.N., head of the Uganda Expedition, a tracing of the sketch-map, and full details respecting the country visited, for the information of the Church Missionary Society, whose steam-launch he left in my charge for this short exploration, he being unable to carry out his instructions with respect to the Kingani and Lungerengere Rivers, in consequence of illness.

I have, &c.

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

Inclosure 2 in No. 335.

Sketch of the Rufu or Kingani River.

No. 336.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, September 30, 1876.

WITH reference to your despatch of the 9th ultimo, I am directed by the Earl of Derby to express to you his Lordship's approval of your proceedings in the matter of the sixty-seven slaves seized at Pemba and condemned.

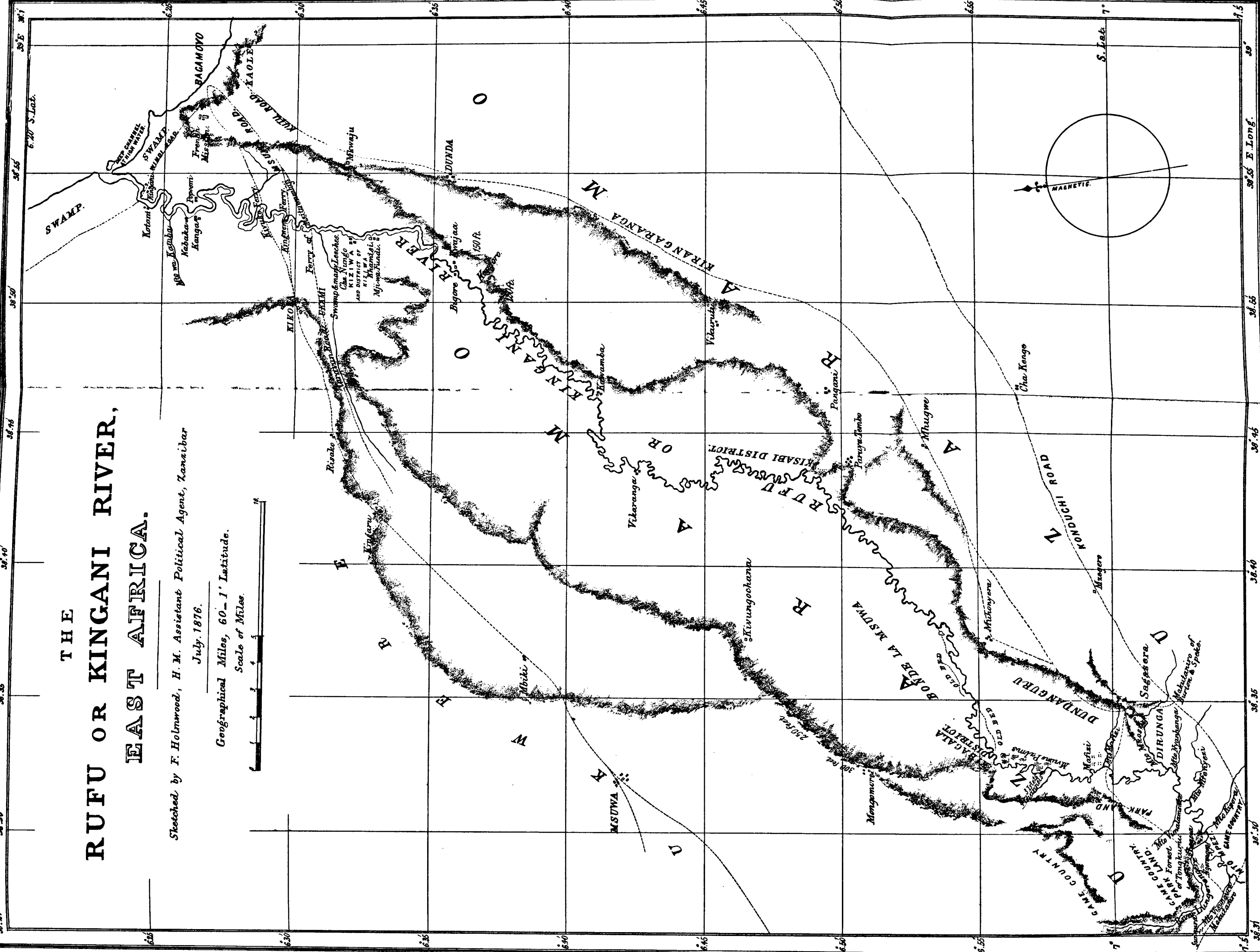
I am, &c.

(Signed) JULIAN PAUNCEFOTE.

THE RUFU OR KINGANI RIVER, EAST AFRICA.

Sketched by F. Holmwood, H. M. Assistant Political Agent, Zanzibar
July, 1876.

Geographical Miles, 60 = 1° Latitude.
Scale of Miles.



No. 337.

Sir J. Pauncefote to Dr. Kirk.

Sir, *Foreign Office, October 11, 1876.*
 WITH reference to your despatch of the 15th of August, I am directed by the Earl of Derby to transmit to you a copy of a letter from the Church Missionary Society expressing their sense of the assistance which has been rendered by Mr. Vice-Consul Holmwood and yourself to their mission into the interior of Africa.

I am, &c.
 (Signed) JULIAN PAUNCEFOTE.

Inclosure in No. 337.

The Rev. H. Wright to Sir J. Pauncefote.

*Church Missionary Society, Salisbury Square. E.C.,
 October 4, 1876.*

Sir, I HAVE the honour to acknowledge, with thanks, the receipt of your communication of the 30th ultimo, containing extracts from a despatch from Her Majesty's Agent and Consul-General at Zanzibar, respecting the Wami and Kingani Rivers.

May I be allowed to take this opportunity of expressing our indebtedness to Her Majesty's Consul-General at Zanzibar and to Mr. Holmwood for the kind and ready assistance rendered by them to the members of our mission party who have proceeded to the interior, as well as for the active interest manifested by them in the objects of the Society's operations at Mombasa.

I have, &c.
 (Signed) HENRY WRIGHT, *Hon. Sec.,
 Church Missionary Society.*

No. 338.

*Sir J. Pauncefote to Dr. Kirk.**

Sir, *Foreign Office, October 21, 1876.*
 I AM directed by the Earl of Derby to transmit to you a copy of a Memorial from the Anti-Slavery and Aborigines Protection Societies, calling attention to the proceedings of Mr. Stanley in the interior of Africa, and to the painful impression which has been produced in this country by the reports of his collisions with native tribes.

Her Majesty's Government do not feel themselves in a position to interfere directly in Mr. Stanley's proceedings, as he is not a British subject, and they have therefore confined themselves to representing the circumstances, as at present known, to the Government of the United States.

It is, however, stated that Mr. Stanley has been in the habit of hoisting the British flag in his expeditions against the natives, and I am to instruct you to endeavour to convey to Mr. Stanley, if any opportunity of communication should be open, an intimation that he has no authority to make use of the British flag as giving countenance to his proceedings.

I am, &c.
 (Signed) JULIAN PAUNCEFOTE.

* A similar letter was addressed to Consul Elton.

Inclosure 1 in No. 338.

The Committees of the Anti-Slavery and Aborigines Protection Societies to the Earl of Derby.

My Lord,

King Street, Westminster, September 1876.

ON behalf of the Committees of the Anti-Slavery and Aborigines Protection Society, we beg respectfully to call your Lordship's attention to certain proceedings of Mr. Stanley, the African traveller, at Bambireh Island, on Lake Victoria, Nyanza, which are detailed in two letters written by him, dated respectively July 29 and August 25, 1875, and published in the "Daily Telegraph" on August 7 and 10 of the present year.

2. From these letters it appears that when Mr. Stanley arrived at Bambireh, the natives dragged his boat ashore, and assumed an attitude so hostile that he apprehended serious consequences to himself and to his party. We do not wish to depreciate the gravity of the danger to which he may have been exposed from his unexpected appearance in the midst of a community of savages, but we cannot forbear to remark that many distinguished African travellers have passed through scenes far more turbulent and perilous without sustaining greater injury than a brief, though disagreeable, detention, and the loss of a few goods. Mr. Stanley, according to his own account, was able to get off his boat and resume his voyage without having suffered any of the dreadful things which he supposed it was the intention of the natives to inflict upon him.

3. Mr. Stanley lost no time in severely punishing the people of Bambireh for their unfriendly conduct, and as we have no desire even to appear to exaggerate, we subjoin, for your Lordship's information, his own account of what took place. He says:—

"As soon as I saw the savages had arrived in the presence of Shekka with our drum, I shouted to our men to push the boat into the water. With one desperate effort my crew of eleven hands lifted and shot it far into the lake, the impetus they had given it causing it to drag them all into deep water. In the meantime the savages, uttering a furious howl of disappointment and baffled rage, came rushing like a whirl wind towards their canoes at the water's edge. I discharged my elephant rifle, with two large conical balls, into their midst; and then assisting one of the crew into the boat, told him to help his fellows in, while I continued to fight. My double-barrelled shot gun, loaded with buck shot, was next discharged with terrible effect; for without drawing a single bow or launching a single spear, they fell back up the slope of the hill, leaving us to exert our wits to get ourselves out of the cove before the enemy should decide to man their canoes. My crew was composed of picked men, and in this dire emergency they did ample justice to my choice. Though we were without oars, they were at no loss for a substitute. As soon as they found themselves in the boat they tore up the seats and footboards and began to paddle, while I was left to single out with my rifles the most prominent and boldest of the enemy. Twice, in succession, I succeeded in dropping men determined on launching the canoes; and seeing the sub-Chief, who had commanded the party that took the drum, I took deliberate aim with my elephant rifle at him. That bullet, as I have since been told, killed the Chief and two others who happened to be standing a few paces behind him, and the extraordinary result had more effect I think on the superstitious minds of the natives than all previous or subsequent shots. On getting out of the cove we saw two canoes loaded with men coming out in pursuit from another small inlet. I permitted them to approach within 100 yards of us, and this time I used the elephant rifle with explosive balls. Four shots killed five men and sunk the canoes. This decisive affair disheartened the enemy, and we were left to pursue our way unmolested,—not, however, without hearing a ringing voice shouting out to us, 'Go, and die in the Nyanza.' When the savages counted their losses they found fourteen dead and wounded with ball and buck-shot; and which, although I should consider to be very dear payment for the robbery of eight ash oars and a drum, was barely equivalent in fair estimation to the intended massacre of ourselves."

4. Mr. Stanley's narrative contains no evidence to justify the belief that the natives intended to massacre his party; but even if his surmise were proved to be correct, we venture to submit that the murderous acts of retaliation he committed were unworthy of a man who went to Africa professedly as a pioneer of civilization. Explosive bullets are prohibited in civilized warfare, but Mr. Stanley did not hesitate to use them at Bambireh.

5. Mr. Stanley having proceeded on his voyage, described himself, a few days later, as feeling "grateful to Providence and kindly disposed to all men." Yet, although thus charitably moved, he meditated the infliction of further and still more sanguinary reprisals on the natives. In the first place, however, he dispatched a message to them to the effect that if they delivered their King and the two principals under him to his hands he would make peace with them, but they refused to be guilty of this act of treachery to their Chief. Nevertheless, by putting the King of Juba and three of his Chiefs in chains, and making their release conditional on the capture of the King of Bambireh, Mr. Stanley induced the men of Juba to lay hands on that Chief and to bring him to the traveller, by whom he was "at once chained heavily."

6. This, however, was not enough; Mr. Stanley determined "to make war" on Bambireh itself, and accordingly he organized a force of 280 men—50 musketeers and 230 spearmen, who were placed in a fleet of 18 canoes. The details of the attack are thus described in his own words:—

"The enemy perceiving my intention to disembark, rose from their coverts and ran along the hills to meet us, which was precisely what I wished they would do, and accordingly I ordered my force to paddle slowly so as to give them time. In half-an-hour the savages were all assembled in knots and groups, and after approaching within 100 yards of the beach I formed my line of battle, the American and English flags waving as our ensigns. Having anchored each canoe so as to turn its broadside to the shore, I ordered a volley to be fired at one group which numbered about fifty, and the result was several killed and many wounded. The savages, perceiving our aim and the danger of standing together, separated themselves and advanced to the water's edge, slinging stones and shooting arrows. I then ordered the canoes to advance within fifty yards of the shore and to fire at close quarters. After an hour the savages saw that they could not defend themselves and retreated up the slope, where they continued still exposed to our bullets. I then caused the canoes to come together, and told them to advance in a body to the beach as if about to disembark. This caused the enemy to make an effort to repulse our landing, and accordingly hundreds came down with their spears ready on the launch. When they were close enough the bugle sounded a halt, and another volley was fired into the spearmen, which had such a disastrous effect that they retired far away and our work of chastisement was consummated. Not many cartridges fired, but as the savages were so exposed on a slope covered with only short grass, and as the sun in the afternoon was directly behind us and in their faces, their loss was great. Forty-two were counted on the field lying dead, and over a hundred were seen to retire wounded, while on our side only two men suffered contusions from stones slung at us."

7. We respectfully submit to your Lordship that the destruction of the forty-two human beings who were struck dead by Mr. Stanley's bullets, together with the probable death of many of the hundred or more who received agonizing wounds from explosive bullets, was an act of blind and ruthless vengeance which calls for severe animadversion if not for stronger measures on the part of Her Majesty's Government. Your Lordship will observe that Mr. Stanley was not called upon to return to Bambireh in the performance of any of the legitimate duties of his mission. He returned there solely from motives of revenge, and in order to gratify that feeling he fired upon a defenceless mob of Africans who, according to his own account, had subjected him to no positive injury. It therefore follows that, whatever excuse may be made for the first attack, the second deserves to be stigmatized as a massacre. We shall look with dismay upon the future of the African Continent if exploration is hereafter to be conducted on principles so entirely at variance with the practice of Livingstone and Speke and of every other explorer of renown. Moreover, we think there is too much reason to fear that hereafter some innocent traveller or pioneer of commercial enterprise will suffer for Mr. Stanley's sanguinary deeds at Bambireh. On account of such persons, as well as for the sake of humanity, we ask for your Lordship's interference.

8. We do not know whether Mr. Stanley is an American or a British subject, but we are informed that he is a native of this country, and it is, of course, notorious that he has gone to Africa as the representative of an enterprising English journal. Your Lordship will also perceive that Mr. Stanley hoisted the English flag, an act which presupposes complicity on our part with his sinister proceedings, and therefore appears to us imperatively to call for an official repudiation of his claim to be regarded as a representative of England.

9. In conclusion, we beg to inclose, for your Lordship's further consideration, a

copy of a letter which has been addressed to the Aborigines Protection Society by the Rev. J. F. Splaine, S. I., and also to express an earnest hope that Great Britain will take steps to prevent the recurrence of acts calculated to inflict irreparable injury upon the cause of African civilization.

We have, &c.

Signed on behalf of the Aborigines Protection and British
and Foreign Anti-Slavery Societies,

CHARLES J. WINGFIELD, K.C.S.I.

JOSEPH COOPER.

EDMD. STURGE.

R. N. FOWLER.

AARON BUZACOTT.

W. F. CHESSON.

Inclosure 2 in No. 338.

The Rev. J. F. Splaine to the Secretary of the Aborigines Protection Society.

Sir,

21, Trenchard Street, Bristol, August 11, 1876.

MAY I call your attention to the punishment of the natives of Bambireh by Mr. Stanley during his survey of Victoria Nyanza. The facts are given in his own words in the "Daily Telegraph" of the 7th and 10th of the current month.

I shall endeavour to be brief.

He tells us he arrived off the village of Kajuri, Bambireh Island, and beheld "the plenty which green slopes, garnished with large groves of plantations, and dotted with herds of fat cattle, promised." Naturally enough the natives were alarmed at the appearance of "a man with long red hair down to his shoulders, white face, and big red eyes," as King Kwoma described Mr. Stanley, and they shouted their war cry. But when the strangers had got within a distance of twenty yards from the shore, "the wild behaviour" of the natives "changed to affability." "We exchanged the usual friendly greeting," says Mr. Stanley, "and were invited to come ashore in such tones as dissipated the least suspicion from our minds. No sooner, however, had the keel of the boat grounded, than the natives rushed on us in a body, seized it, and dragged it up high and dry with all on board." A very violent scene then took place. Spears were brandished, eye balls glared, the savages foamed and danced, stamped their feet, and gesticulated like madmen. In a word, they acted with no more decorum than the merest savages; "but they shed no blood." They did not injure a hair of Mr. Stanley's head.

"The Shikka (or King) demanded four cloths and ten necklaces of large beads as his price for permitting us to depart in peace. They were paid to him." Then, without assigning any reason, he seized Mr. Stanley's oars, and withdrew with his comrades to a distance.

Various reports next reached Mr. Stanley's ears. A woman told him he had better eat honey with the King if he did not want to be killed. Somebody else warned him to get his guns ready for fight, as the people of Bambireh were coming shortly to cut the throats of himself and his companions. This person then stole Mr. Stanley's drum. The Shikka, however, sent him word to be at ease; that no harm was intended him; and that he (the Shikka) and his people would next day eat honey with his visitors, and make "lasting and sure brotherhood" with them. These promises Mr. Stanley thought proper to disbelieve. While the natives were at a distance, he launched his boat on the lake, whereupon they came rushing down to the shore.

Now let Mr. Stanley speak: "I discharged my elephant rifle, with its two large conical balls, into their midst. . . . My double-barrelled shot-gun, loaded with buck-shot, was next discharged with terrible effect."

Meantime, Mr. Stanley's picked crew tear up the foot-boards and seats, which they use as oars, and paddle away, "while I," as our hero continues "was left to single out with my rifles the most prominent and boldest of the enemy. Twice in succession I succeeded in dropping men . . . and seeing the sub-chief, who had commanded the party that took the drum, I took deliberate aim with my elephant rifle at him. That bullet, as I have since been told, killed the Chief and two others who happened to be standing a few paces behind him."

Two canoes here venture out in pursuit, and Mr. Stanley continues:—

"I permitted them to approach within 100 yards of us, and this time I used my elephant rifle with explosive balls. Four shots killed five men and sank the canoes. . . . When the savages counted their losses, they found fourteen dead and wounded with ball and buck-shot, which, although I should consider to be very dear payment for the robbery of eight ash oars and a drum, was barely equivalent in fair estimation to the intended massacre of ourselves."

Whether the actual murder of so many poor savages be "barely equivalent to the intended massacre" of such invaders as Mr. Stanley and his companions is, perhaps, open to question. But we have no desire to be captious, only Mr. Stanley has not yet proved that any massacre was really intended. It is true a woman and a party of natives hinted broadly at such a contingency; but the Shikka, with whom he had to deal, and "who appeared to have despotic authority over all, judging from the reverential and ready obedience paid to his commands," had, as we have seen above, spoken very differently.

If, however, the matter had ended here, perhaps one might have supposed the circumstances of the case had somehow or other required a severe lesson to be given. But Mr. Stanley's appetite for vengeance was not yet suited. After his return to the rendezvous at Kagehyi, at the end of this expedition, he made preparations for a second trip, and bore down again with 280 armed men in a fleet of eighteen canoes on the doomed Island of Bambireh. He found the main body of the natives hidden in a plantain grove, and safe from his fire, until by a skiful manœuvre he drew them out to "where there were bare slopes covered with green grass." He then sailed within 100 yards of the beach, flying not only his own, but also the English flag, the picture of which will probably be vividly impressed on the memories of the people of Bambireh for many a year to come. Mr. Stanley continues:—"Having anchored each canoe so as to turn its broadside to the shore, I ordered a volley to be fired at one group which numbered about fifty, and the result was several killed and many wounded. I then ordered the canoes to advance within fifty yards of the shore, and to fire at close quarters. After an hour the savages saw that they could not defend themselves, and retreated up the slope, where they continued still exposed to our bullets." Mr. Stanley was not content with this acknowledgment of defeat, nor did he care for shooting at long ranges. So he feigned a landing. This brought "the enemy" down in hundreds to the beach. When they were close enough the "bugle sounded a halt, and another volley was fired into the spearmen, which had such a disastrous effect, that they retired far away, and our work of chastisement was consummated. Forty-two were counted on the field lying dead, and over a hundred were seen to retire wounded, while on our side only two men suffered contusions from stones slung at us." The effect on the natives was, as might be expected, most marked. The next day Mr. Stanley sailed past the scene of all this slaughter in thirty-two canoes, "and as we steered close to "Bambireh, I had," he continued, "an opportunity of observing the effect of the punishment on the natives, and I was gratified to see that their boldness and audacity were completely crushed." Apparently out of curiosity Mr. Stanley fires at them again, and "one bullet put to flight a hundred of them." He adds two or three words which point to the life the concluding scenes in this drama, words which one would expect to touch the hardest heart, but Mr. Stanley evidently misunderstands them:—"others who came down to the shore, and begged us to go away and not hurt them any more."

Sir, my letter is already too long, and so I will not attempt to make any comments on the facts I have put before you, even about the use of explosive bullets now condemned in civilized warfare. I will only ask is England's flag to be stained with these wholesale murders? Is Mr. Stanley to go unpunished? Ought he not to be sent back under our flag to the village of Kajuri, and there in presence of the people whom he has so grossly outraged, hanged with impartial justice as other murderers are, his goods and chattels put up to auction, and the proceeds of the sale distributed among the orphans and widows that weep on the bloody slopes of the once peaceful and contented Island of Bambireh?

I remain, &c.

(Signed) JAMES F. SPLAINE, S.I.

No. 339.

Mr. Law to Lord Tenterden.—(Received October 30.)

My Lord,

Treasury Chambers, October 28, 1876.

I AM directed by my Lords Commissioners of Her Majesty's Treasury to transmit to you herewith, for the information of the Secretary of State, copies of the under-mentioned 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 my Lords between the 1st of July and the 30th of September, 1876.

No. 2. Account of Tonnage Bounties paid by command of my Lords during the same period.

There have not been any Slave Bounties paid during the past quarter.

I am, &c.

(Signed) WILLIAM LAW.

Inclosure 1 in No. 339.

(No. 1.)—List of the Adjudications in the Vice-Admiralty Courts and Mixed Courts of Justice reported to the Treasury between the 1st of July and the 30th of September, 1876.

Name of Capturing Ship or Seizor.	Name of Prize.	Dates of		In what Court Adjudged.	Decretal Part of Sentence.
		Capture.	Adjudication.		
John Jennings Kendal, Esq., Colonial Secretary, and Caleb Wilson Edwin, Esq., Senior Landing Waiter, Free Town, Sierra Leone	Canoe, name unknown, 9 slaves	1876 May 24	1876 June 6	Vice-Admiralty Court, Sierra Leone	Canoe and 9 slaves condemned.
London	Name unknown .. (No. 18 of 1876)	8	8	Consular Court, Zanzibar	Vessel condemned.
Ditto	15 male slaves, 10 female ditto (No. 19 of 1876)	8	8	Ditto ..	15 male and 10 female slaves condemned.
Ditto	Name unknown .. (No. 20 of 1876)	13	8	Ditto ..	Vessel condemned.
Ditto	Yasmin .. (No. 21 of 1876)	June 21	July 12	Ditto ..	Vessel and 26 slaves condemned.
Ditto	Mambo kwa Mungu .. (No. 22 of 1876)	21	12	Ditto ..	Vessel and 7 slaves condemned.
Ditto	16 male slaves, 2 female ditto (No. 23 of 1876)	Between June 18 and 29	8	Ditto ..	13 slaves condemned, and the case against 5 slaves dismissed.
Ditto	18 male slaves (No. 24 of 1876)	July 1	12	Ditto ..	18 slaves condemned.

(Signed) H. C. ROTHERY.

Inclosure 2 in No. 339.

(No. 2.)—AMOUNT 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 July and the 30th of September, 1876.

Date of Payment.	To whom Bounty Paid.	Name of Capturing Ship.	Name of Prize.	Tonnage.	Rate of Bounty per Ton.	Amount Paid.
1876					£ s.	£ s.
July 1	Naval prize account ..	London ..	Name unknown .. (No. 38 of 1875)	124	5 10	682 0
10	Ditto	Ditto ..	Kasumba .. (No. 37 of 1875)	36	..	198 0
10	Ditto	Ditto ..	Rupia .. (No. 39 of 1875)	73	..	401 10
11	Ditto	Ditto ..	Name unknown .. (No. 42 of 1875)	78	..	429 0
14	Ditto	Ditto ..	Katiri Sham .. (No. 34 of 1875)	107	..	588 10
27	Ditto	Ditto ..	Name unknown .. (No. 36 of 1875)	35	..	192 10
Aug. 2	Ditto	Ditto ..	Name unknown .. (No. 2 of 1876)	63	..	346 10
3	Ditto	Ditto ..	Name unknown .. (No. 41 of 1875)	25	..	137 10
Sept. 7	Ditto	Ditto ..	Name unknown .. (No. 3 of 1876)	44	..	242 0
12	Ditto	Thetis ..	Name unknown .. (No. 32 of 1875)	140	1 10	210 0
14	Ditto	London ..	Mambosasa .. (No. 9 of 1876)	26	5 10	143 0
20	Ditto	Thetis ..	Name unknown .. (No. 11 of 1874)	118	..	649 0
25	Ditto	Ditto ..	Name unknown .. (No. 14 of 1875)	145	..	797 10
27	Ditto	Flying Fish ..	Salama .. (No. 5 of 1876)	181	..	995 10
27	Ditto	Ditto ..	Name unknown .. (No. 7 of 1876)	59	..	324 10
27	Ditto	Ditto ..	Name unknown .. (No. 6 of 1876)	47	..	258 10
						6,595 10

(Signed) H. C. ROTHERY.

No. 340.

Sir J. Pauncefote to Dr. Kirk.

Sir, *Foreign Office, October 31, 1876.*
 WITH reference to your despatch of the 6th of April, I am directed by the Earl of Derby to transmit to you a copy of a despatch from the Lieutenant-Governor of Natal to the Earl of Carnarvon, respecting the liberated Africans sent to that Colony by Her Majesty's Agent at Zanzibar.

I am, &c.
 (Signed) JULIAN PAUNCEFOTE.

Inclosure in No. 340.

Lieutenant-Governor Sir H. Bulwer to the Earl of Carnarvon.

My Lord, *Government House, Maritzburg, Natal, August 28, 1876.*
 IN accordance with the instructions contained in your Lordship's despatch of the 5th of June last, I have the honour to state that the 94 slaves captured by Her Majesty's ship "London," and referred to by Dr. Kirk, Her Majesty's Agent and Consul-General at Zanzibar, in his despatch to the Foreign Office of the 6th April, were

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brought down by the Union steam-ship "Kafir," together with some others captured at different times by various other cruizers. It would appear that 131 liberated slaves in all were put on board the "Kafir" at Zanzibar, that 3 died on the voyage to Natal and that 128 were landed on the 20th April last, namely, 27 men, 29 women, 46 boys, 20 girls, and 6 infants in arms.

2. The Protector of Immigrants reports that out of this number 17 have died in depôt, 4 are still in depôt under medical treatment, and the remainder, or 107, have been allotted to approved applicants.

3. The Protector states that he has every reason to believe that the people allotted are comfortable, and well treated. He saw a number of them a short while since, during his inspection of estates in the Victoria County, who all expressed themselves as perfectly happy and contented. He was informed they gave general satisfaction, and were a welcome addition to our labouring population.

I have, &c.
(Signed) HENRY BULWER.

No. 341.

Dr. Kirk to the Earl of Derby.—(Received November 1.)

My Lord,

Zanzibar, September 4, 1876.

I HAVE the honour to report the final departure for Karague and Uganda of the party sent out by the Church Missionary Society to establish stations with King Rumanika between the Albert and Victoria Lakes, and King Mtesa near where the River Nile takes its origin in the north from Victoria Nyanza.

This Mission, amply supplied with funds subscribed in England, sets out well fitted with stores and all appliances for a long sojourn in the interior.

It is proposed to follow the usual trade route as far as the Unyamwezi country, then striking off to the north before reaching Unyanyembe to make for the Victoria Lake, where, if possible, boats will be constructed to convey the party to the north of the Kitangule river and thus reach Karague by water. On the way up an European Agent will have been stationed at Mpwapwa, within 153 miles of Zanzibar, in a country eminently rich and healthy, where a depôt and Mission will be established, by which future communication will be greatly facilitated. The part of the Mission destined to be left with King Rumanika will then be placed in Karague, while Lieutenant S. Smith goes on to King Mtesa in Uganda, and having arranged preliminary matters with that absolute monarch return and bring up the goods needed for the station to be opened among his people.

I have already reported that Mr. Price, of the London Missionary Society, has demonstrated the practicability of taking Cape bullock-waggons from the coast opposite Zanzibar to Mpwapwa, where the first Mission on this line of road is to be opened, and beyond that, unless by chance there may be patches of country infested by Tsetse fly to be avoided, the route is already known to be free from physical difficulties as far as the Victoria Lake. The total distance from the south end of the lake and the coast of Zanzibar being not more than 400 miles in direct line over a tolerably smooth country.

The Sultan of Zanzibar, fully alive to the importance of facilitating communication with the ivory-producing countries of the interior, where now for the first time traders from the east and west coasts of Africa meet, has taken great interest in the success of this Expedition.

The following is the order in which the different parties that compose this Mission have set out:

1. On the 18th July Messrs. O'Neill and Clark with 46 loads.
2. On the 4th August the Rev. C. Wilson and Mr. Robertson with 147 porters besides donkeys.
3. On the 21st August a native in charge of 92 loads.
4. On the 30th August Messrs. Meckay and Hartnell with 235 porters besides donkeys.
5. Lieutenant S. Smith and the Surgeon with a party of 60, making in all a party of 580 porters, with a certain amount of goods carried on donkeys.

There still remain many heavy articles, such as machinery for cotton, sugar, and printing press, and the parts of a steam-engine to be placed in a vessel to keep up communication between the north and west sides of the Victoria Lake, and the terrajnal

station at the south of the lake, from which regular communication will be kept up with that at Mpwapwa and Zanzibar.

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

No. 342.

Dr. Kirk to the Earl of Derby.—(Received November 1.)

My Lord,

Zanzibar, September 6, 1876.

I HAVE the honour to report the results of a hurried inspection with reference to the Slave Trade of the coast villages of Windi and Saadani on the mainland opposite.

Landing on the 28th August at Windi, in company with Captain Ward, we were received most cordially by the native authorities and the Indian residents, and a house placed at our disposal. Here we found many small parties of free Unyamwezi people, who had brought down ivory from the interior, and we were told there was then upwards of 3,500 lbs. of ivory offered for sale, and that caravans were arriving daily.

This village, which has greatly increased of late, contains about 150 huts, with a permanent population of probably 600 individuals, but there are many other villages in the vicinity on the dry ground, beyond the influence of the tide which surrounds the village of Windi proper.

Finding all in order among the Indians here, of whom seventeen were permanent residents, and no trace of the continuance of the Land Slave Trade, we moved the following day to Gama, a hamlet on the banks of the River Wami, distant nine miles from the sea, in former times the principal slave crossing. During our stay I was, however, fully satisfied that no slave caravans now pass the river here, nor could I ascertain that they have as yet opened up a route further inland, and any caravans that may have passed north must, I feel assured, have crossed the River Wami at a considerable distance from the Coast.

The River Wami, where we saw it, varied from 50 to 120 yards wide, but shows evident signs that in flood it overflows the valley, which on the right bank is low, and we were assured by the people that in November they cross it everywhere on foot.

At about sixty miles inland they told us it is crossed even now on stones that there form a barrier over which in flood the water rushes, and they seemed to think that although cargoes do pass, no steam launch or large boat could succeed in getting through the rapids.

Proceeding the next day to Saadani, we were hospitably received by Bwani Heri, the Diwan. Here also we found many Unyamwezi and much ivory offered for sale, and I had an opportunity of making myself acquainted with some of the local customs relating to the claims of the coast touters who go inland to draw these native ivory merchants to the different coast villages, and the way in which the advances given by them are settled.

Saadani having been omitted in 1873 in the inspection of the Coast, after the Treaty finally forbidding all slave-holding by Indians, was signed, I took occasion to call together all the Indians who here acknowledged to have held slaves and had them duly registered. This being the only village in the Zanzibar dominions where the Indians had not hitherto been given the opportunity of registering and freeing in a formal manner their slaves, it will now be impossible for any one accused of having slaves illegally in his keeping to plead that he has not been afforded an opportunity of declaring them.

During this inspection, having discovered that a Banian, residing at Urinji, a village five miles north, who produced a slave for registration, had purchased that slave some time after June, 1873, I had him sent for trial to Zanzibar. Since my return the case has been heard in Court, and the Banian being convicted, punished under the provisions of the Indian Penal Code in a manner that will, no doubt, discourage others from committing such an offence.

The results of this inspection have, therefore, been highly satisfactory, and although the visit was too hurried to enable me to make minute inquiries, still I returned satisfied that slave caravans do no longer pass near the Coast, and that the various Zanzibar authorities are afraid to permit the traffic, knowing well that they are under a close supervision, and as the natives had no notice of my intention to proceed to the Coast this visit

will have a good effect both on the Sultan's officials as also upon the Indians by showing them that a connivance at the Slave Trade is likely sooner or later to be detected.

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

No. 343.

Dr. Kirk to the Earl of Derby.—(Received November 1.)

My Lord,

Zanzibar, September 6, 1876.

I HAVE the honour to report, with reference to Lord Tenterden's despatch of April 8, in which I was desired by your Lordship to render all proper assistance to Mr. Cotterill in his endeavours to introduce legitimate trade into the Nyassa district, and thus assist in stopping the Slave Trade among those who now are engaged in that traffic, that Mr. Cotterill and party having gone by way of the Cape of Good Hope and Algoa Bay, safely reached Quilimane in the month of August, where Mr. Cotterill states he and his companions have suffered a long and tedious delay, till the various Customs' dues were exacted, and that in these matters neither the letters of recommendation, of which he was the bearer, nor the portarias of the Portuguese Government, with which he says he had been furnished, have proved of any avail, the dues taken at Quilimane on calico, beads, &c., being in many cases more than 20 per cent; and he expresses himself as firmly of opinion that this state of things must come to an end before legitimate trade can be introduced by way of the Portuguese dominions on the coast into the countries of the interior.

I mention these matters as Mr. Cotterill has had no opportunity of communicating with Mozambique, the steam-vessel that landed the party at Quilimane having come direct to Zanzibar.

In acknowledging Mr. Cotterill's letter I have called his attention to the fact that while the Portuguese place so very high dues on trade goods passing through their coast stations to the independent regions of inner Africa, goods of all kinds are daily taken thither by land from the dominions of the Sultan of Zanzibar, where 5 per cent. alone is levied, port dues and local charges unknown, and a liberal management everywhere prevails, and that as hitherto the trade has followed this route, he may find it expedient to make use of the same until a more enlightened policy has been adopted by the Portuguese in regard to the navigation of the Zambezi.

Previous to the discovery of Lake Nyassa and the water communication that leads to it by way of the Zambezi and Shire, as also since that time, with the exception of two English expeditions, the Nyassa has been reached from Zanzibar alone. Arabs, Swahilis, travellers, and missionaries have at different times gone there from the southern coast of the Zanzibar dominions, and vessels under the Zanzibar and English ensigns have alone up to this day navigated its waters; and although convinced from personal knowledge and experience that eventually the trade road to this lake must be by the Zambezi, and heavy machinery could at present be taken by no other route, I feel assured that cotton and other goods, such as are used in trade, may be taken, as now, the whole way by land from the Zanzibar dominions at less cost than by the River Shire so long as there exists a difference of 15 per cent in import duties in favour of the road by Zanzibar, and no duty whatever on produce is collected, as against the export dues of the Portuguese colonies.

I have called Mr. Cotterill's attention particularly to this, as he has already given me to understand he intends visiting Zanzibar when his present experiment has been fully made, and I think he may find it more profitable to return with his ivory by any of the usual caravan routes that touch the coast within the Zanzibar dominions, and thus avoid the heavy charges of the Portuguese Custom-houses.

I am the more anxious that this should be done as the people of Mataka, and others on the lake, who until now have brought down slaves, may be ready to engage themselves as porters along the same line as that they have hitherto followed with their slaves.

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

No. 344.

Dr. Kirk to the Earl of Derby.—(Received November 1.)

My Lord,

Zanzibar, September 13, 1876.

I HAVE the honour to report the arrival in harbour of Her Majesty's ship "Undaunted," with the flag of Rear-Admiral Macdonald, Naval Commander-in-chief on the East India Station.

Admiral Macdonald came here on the 9th instant; on the 13th he was received at the Palace by His Highness Seyd Burghash, and His Highness has been pleased to express his intention of visiting the Admiral on board the "Undaunted" on the morning of the 15th, and the same evening a dinner will be given at the Palace, to which the principal officers of the ships have been invited.

There are at present in harbour, besides the flag-ship, the "Thetis," "London," and "Flying Fish." The "Philomel," now occupied in taking Consul Pakenham on a tour of inspection to some of the ports on the north-west of Madagascar, is expected here before Admiral Macdonald's departure, which it is understood will take place soon after the arrival of the mail-steamer from Aden.

At the interview with the Sultan no business matter whatever was touched on or discussed, but His Highness took occasion to express to the Admiral, in presence of Captain Ward and others, his sense of the deep obligation he was under for the support given during the past year by the navy under his command, and more especially to Captain Ward, as Senior Officer on this Station, for assisting him to give effect to the arrangements it has been necessary to make for the due performance of his Treaties, and the support of his authority.

I have, &c.

(Signed) JOHN KIRK.

No. 345.

Dr. Kirk to the Earl of Derby.—(Received November 1.)

My Lord,

Zanzibar, September 13, 1876.

IN forwarding the results of proceedings in the case of a slave dhow seized and condemned as prize to Her Majesty's ship "London," I have the honour to report that intelligence having reached this office of twenty-eight slaves landed to the south of the island of Zanzibar, a boat was sent, with the informer on board, to seize the vessel, while steps were taken to follow up on shore those concerned in the transport and disposal of the slaves.

Those sent found little difficulty in collecting information regarding the vessel, the slaves and the slave dealers; and the dhow being given up to the boats of Her Majesty's ship "London," was destroyed, while three of the slaves who had been landed therefrom were brought to Zanzibar in Charge of the Consular servant, who, with three of the Sultan's soldiers had gone to the spot.

It appeared that two Arabs went, some time ago, to Kilwa, where, having obtained twenty-eight slaves outside the town, they marched north across country at a distance from the shore, avoiding the town and villages. This journey occupied twenty-five days from Kilwa to Dar es Salam, which latter they passed by a detour. While the slaves remained concealed, the dealers proceeded to make inquiry as to the possibility of passing Bagamoyo so as to reach the Pangani, with a view, seemingly, of going to Pemba, but finding the guard so strictly kept by the Sultan's Governors in this part of the coast, they abandoned their original plan of going further by land and engaged a vessel to transport the slaves from an uninhabited spot on the coast of the mainland to the island of Zanzibar, where they landed about twenty miles south of the town at a place seldom visited by the boats of our ships.

It is satisfactory to find, from the evidence of the informer, himself one of the slave-drivers who came from Kilwa and turned against his employers on finding they intended to defraud him of his wages, that even a small gang of twenty-eight slaves cannot now be taken along the coast to opposite Pemba, and that it is considered unsafe to attempt to cross the Kingani River, or to pass Bagamoyo, since the Governor there has been compelled by the Sultan to see his orders carried out. At the same time the fact that this party was able to pass Dar es Salam and land on the island of Zanzibar, and, but for the information accidentally obtained, would have escaped detection, it will

be necessary, in order to prevent a revival of the trade, to keep a strict watch and to inspect the coast to the south as soon as possible.

I regret to have to state that both the servants of the Sultan and the Consular peon employed in collecting intelligence and arresting the parties implicated on this occasion have been found guilty, while so employed, of accepting bribes and conniving at the escape of some of the guilty parties, and that it has been necessary to punish and dismiss them.

I regret this the more as the Consular servant had, up to this time, done his duty to my entire satisfaction, and had in this very case collected the whole of the evidence, which proved correct, but it is not surprising when men engaged as a boat's crew have to be employed on such a duty to find them occasionally connive at the escape of a criminal when offered for so doing a year's pay.

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

Inclosure in No. 345.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Case No. 30 of 1876.

Decree.

Our Sovereign Lady the Queen against the native vessel without colours, name, or papers, whereof Boga was master; her tackle, apparel, and furniture seized, as liable to forfeiture, by Lloyd W. Mathews, Esq., a Lieutenant in Her Majesty's navy in charge of the jolly-boat of Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General at Zanzibar, on the Fifth day of September, 1876.

APPEARED personally Lieutenant Lloyd W. Mathews and produced his sworn declaration, which set out the circumstances under which the native vessel of the class known as Mtepe, without papers or colours, whereof Boga was said to be master, of the description and admeasurement given in the annexed certificate, was seized in Pete creek in island of Zanzibar, on the 31st day of August, 1876, by Lieutenant Lloyd W. Mathews, R.N., of Her Majesty's ship "London." I, the said John Kirk, having heard the evidence produced by the seizers and examined witnesses, having found sufficient proof that the vessel at the time of her seizure was engaged in the Slave Trade from the mainland of Africa to the Island of Zanzibar, do adjudge the above-named vessel, her tackle, apparel, and furniture, to have been lawfully seized and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly. Hereby further certifying that the destruction was, under the circumstances, inevitable.

In testimony whereof I have signed the present Decree and caused my seal of office to be affixed thereto this 6th day of September, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 346.

Dr. Kirk to the Earl of Derby.—(Received November 1.)

My Lord,

I HAVE the honour to report that Mr. Stanley is known to have arrived at Ujiji, from which place letters have been forwarded.

I have seen a bill of exchange drawn by Mr. Stanley, and dated Ujiji, the 8th June.

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

No. 347.

Sir J. Pouncefote to Dr. Kirk.

Sir, *Foreign Office, November 4, 1876.*
 WITH reference to my despatch of the 21st ultimo, I am directed by the Earl of Derby to transmit to you, for your information, copies of a correspondence relative to the course of action which it is alleged has been adopted by Mr. Stanley towards the natives during his explorations in Central Africa.

I am, &c.
 (Signed) JULIAN PAUNCEFOTE.

Inclosure 1 in No. 347.

The Earl of Derby to Mr. Pierrepont.

Sir, *Foreign Office, October 24, 1876.*
 I HAVE the honour to inclose herewith a copy of a Memorial from the Anti-Slavery and Aborigines Protection Societies,* relative to the course of action which appears to have been adopted by Mr. Stanley towards the natives in the course of his explorations in Central Africa.

You will perceive, from this Memorial, the painful impression which Mr. Stanley's proceedings have produced in this country, and which I do not doubt will be shared in the United States, in the event of later and more circumstantial reports confirming the particulars already known.

As Mr. Stanley is not a British subject, it is not within the province of Her Majesty's Government to take any direct notice of, or interfere with, Mr. Stanley's proceedings in a foreign country; and they cannot but hope that looking to the character which that gentleman won in this country by his expedition in search of Dr. Livingstone, he will be able to furnish some explanation and justification of the course which he has adopted towards the natives. At the same time they cannot but think it their duty to call the attention of the United States' Government to proceedings which appear to be little calculated to promote civilization in the interior of Africa, or win the good-will of the native tribes towards travellers who have that object in view.

I have, &c.
 (Signed) DERBY.

Inclosure 2 in No. 348.

Mr. Pierrepont to the Earl of Derby.

My Lord, *Legation of the United States, London, October 26, 1876.*
 I HAVE the honour to acknowledge the receipt of your Lordship's note of the 24th instant, inclosing the copy of a Memorial from the Anti-Slavery and Aborigines Protection Societies relative to the course of action which it is alleged has been adopted by Mr. Stanley towards the natives during his explorations in Central Africa.

I will transmit a copy of your Lordship's note and of the Memorial to Mr. Fish by an early mail.

I have, &c.
 (Signed) EDWARDS PIERREPONT.

No. 348.

Sir J. Pouncefote to Dr. Kirk.

Sir, *Foreign Office, November 14, 1876.*
 I AM directed by the Earl of Derby to convey to you his Lordship's approval of your proceedings, as reported in your despatch of the 6th September last, respecting

* Inclosure 1 in No. 338.

your visit to the villages of Windi and Saadani, on the mainland coast opposite Zanzibar.

I am, &c.
(Signed) JULIAN PAUNCEFOTE.

No. 349.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, November 17, 1876.

WITH reference to your despatch of the 6th September last, I am directed by the Earl of Derby to acquaint you that Her Majesty's Minister at Lisbon has been requested to make a representation to the Portuguese Government, pointing out the great delay and inconvenience to which Mr. Cotterill's party have been subjected by the exaction of Customs' duties upon his goods by the authorities at Quilimane, and that he has been also instructed to ask for a return of the amount levied.

I am, &c.
(Signed) JULIAN PAUNCEFOTE.

No. 350.

Dr. Kirk to the Earl of Derby.—(Received November 22.)

My Lord,

Zanzibar, September 28, 1876.

I HAVE received this day a letter from Lieutenant Shergold Smith, the leader of the Church Missionary Society party, now travelling for the Nile Lake region, dated the 22nd September, in which he reports the arrival of the advanced party at Mpwapwa, and that no misadventure had, up to that time, befallen any one of the expedition.

Small pox was, however, raging as an epidemic among native caravans arriving from the interior, and one party had lost fourteen of its number in a single night; and I regret to say that the disease had appeared in the European camp, although not in a malignant form.

It is highly satisfactory to learn from Lieutenant Smith that, notwithstanding careful inquiry, he can hear nothing of any slave caravans, and that they appear to him to be things of the past.

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

No. 351.

Dr. Kirk to the Earl of Derby.—(Received November 22.)

My Lord,

Zanzibar, October 1, 1876.

I HAVE the honour to report having received from Consul Pakenham two slave boys, surrendered to him by the Hova Governor of Majunga on account of their having been introduced into Madagascar contrary to the provisions of the Treaty with Great Britain. In sending them to my care Consul Pakenham states he had been influenced by the consideration that their liberty would not be fully secure in Madagascar, as he gathered from the substance of their statements made on board the "Philomel" that they formed part of a much larger number of Mozambique slaves lately landed at Majunga, but sent into the interior prior to the arrival of "Philomel" at that port.

Before giving over the boys to Bishop Steere I had them examined, through competent interpreter, in their native language, and find they are both Makuas by birth, were slaves at Quilimane in a Portuguese house, there separately shipped on board of a schooner under an European flag, either Portuguese or French, and landed therefrom at Majunga about nine months ago. There were, in case of the one, four other slaves on board at the time, and in that of the other, two only.

It would thus seem they did not form part of a large cargo of slaves, as had been supposed, and Captain Crohan, whose recent knowledge and acquaintance with the

north and west of Madagascar is greater than that of any other officer on the station, gives me to understand that he is fully satisfied no large slave cargo has for some considerable time past been landed at Majunga, and that the Hova Governor would not permit this to be done, but that slaves are occasionally smuggled, and when this is done under a foreign flag it is difficult for him to detect and stop it.

At the same time, Captain Crohan attaches the greatest importance to the fact that the Hovas have a footing at only a few places on the north-west and western shores of Madagascar, and that the Sekalavas, who form the population and are independent, ignore all Treaties made with the Hova Government as in any way affecting them or their dhows.

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

No. 352.

Dr. Kirk to the Earl of Derby.—(Received November 22.)

My Lord,

Zanzibar, October 3, 1876.

I HAVE the honour to inclose copy of Decree of release of a dhow detained at Pemba by the boats of Her Majesty's ship "London" as engaged in the Slave Trade, in which the seizors failed to prove their cause.

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

Inclosure in No. 352.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Case No. 31 of 1876.

Decree.

Our Sovereign Lady the Queen against the Zanzibar dhow or vessel called "Sihoja," whereof Rashidi-bin-Hasani is master, her tackle, apparel, and furniture, seized as liable to forfeiture by Henry E. O'Neill, Esquire, a Lieutenant in the Royal Navy, when 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 28th day of September, 1876.

PERSONALLY appeared the said Lieutenant H. E. O'Neill, R.N., and produced before me his sworn declaration, setting out the circumstances under which the Zanzibar vessel called the "Sihoja," of which Rashidi-bin-Hasani is master and owner, was seized and detained on the 18th of September, 1876, on the ground that she was engaged in the Slave Trade. I, the said John Kirk, having heard the evidence on both sides, finding no proof that the vessel was so engaged, do hereby decree her release and restitution to the hands of her lawful master and owner, in the same condition and state as that in which she had been detained and arrested, but without claim for damage against the seizors.

In testimony whereof we have signed the present Decree, and caused our seal of office to be affixed thereto, this 28th day of September, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Certificate of Restoration of the Dhow "Sihoja."

WE, the undersigned officers of Her Majesty's ship "London," do hereby certify that we have released and restored the vessel "Sihoja," of which Rashidi-bin-Hasani is master and owner, to his hand, in the same state and condition as that in which she was arrested.

The dhow and fittings were examined by the Nahoda, and he stated he had no complaints to make.

Signed this 16th day of October, 1876.

(Signed)

H. E. O'NEILL, *Lieutenant.*

A. C. WOODS, *Sub-Lieutenant.*

Approved,
(Signed) J. W. M. SULLIVAN, *Commanding H.M.S. "London."*

No. 353.

Dr. Kirk to the Earl of Derby.—(Received November 22.)

My Lord,

Zanzibar, October 4, 1876.

I HAVE the honour to inclose Decree in case of dhow detained as engaged in the Slave Trade by the boats of Her Majesty's ship "London," in which the vessel has been condemned, having slave irons on board, which the master and owner confessed to having purchased and placed in the vessel.

There being no proof to imply criminal knowledge on the part of the owner or those interested in the cloves found on board, the cargo has been released and given over to the master, in whose hands it was found, subject, however, to all the risks incidental to the detention of the vessel pending proceedings, and the execution of her destruction under Decree of Court.

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

Inclosure in No. 353.

Case No. 32 of 1876.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the Zanzibar vessel (name unknown), whereof M'bao was master, her tackle, apparel, and furniture; and also against the cargo there on board, consisting of fifty-three bags of cloves, seized as liable to forfeiture by Henry E. O'Neill, Esq., a Lieutenant in the Royal Navy, in command of the boats of Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General, Zanzibar, on the 30th day of September, 1876.

APPEARED personally the said Lieutenant Henry E. O'Neill, R.N., and produced before me his sworn declaration setting out the circumstances under which the Zanzibar dhow (name unknown), of which M'bao was owner and master, of the description and dimensions given in the annexed certificate of admeasurement, together with fifty-three bags of cloves on board, was seized at Pemba on the 29th day of September, 1876. I, the said John Kirk, having heard the evidence on both sides, having found sufficient proof that the vessel at the time of her seizure was engaged in the Slave Trade, in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the above-named vessel, her tackle, apparel, and furniture, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly.

And whereas no proof has been shown of a criminal knowledge on the part of the owners or of those interested in the cargo, we decree the release and restitution thereof to the owners without claim for detention, loss, or other consequences inseparable from the seizure and arrest of the vessel.

In testimony whereof we have signed the present Decree and caused our seal of office to be affixed thereto this 30th day of September, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 354.

Dr. Kirk to the Earl of Derby.—(Received November 22.)

My Lord,

Zanzibar, October 17, 1876.

I HAVE the honour to report that the officers of the boats of Her Majesty's ship "London," who have now returned from watching Pemba, inform me that the Slave Trade there is in total abeyance, and for the time suppressed; and as this entirely agrees with what I learn from agents on the coast, I fully believe it to be the case.

Lieutenant O'Neill has this month examined carefully the whole of the eastern side of the island of Pemba, where it was suspected the slave-dealers might have landed slaves, and where it was impossible for our boats to keep the sea, and reports no place in that exposed coast where a cargo could be landed.

There is good reason to think that a few slaves are being taken from near Dar-es-Salam to the south end of the island of Zanzibar, in canoes; and I am in possession of the names of some of the suspected parties, but the pressure of judicial work prevents my following up this subject in a satisfactory manner. The number is, however, small, and the Slave Trade as a business for the present ruined. When compared with the condition of things last year, with 1,000 slaves landed on Pemba monthly, and as many again disposed of elsewhere, the results attained are satisfactory, but cannot be regarded as permanent, unless the means are given to enable the Consulate to keep up a watch on the coast.

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

No. 355.

Dr. Kirk to the Earl of Derby.—(Received November 22.)

My Lord,

Zanzibar, October 10, 1876.

IN forwarding the accompanying Decree of a slave dhow condemned in Court as prize to Her Majesty's ship "London," I have the honour to observe that the proofs in this case consisted of a slave-chain found concealed in a water-cask and a slave-link used to fasten together neck-irons on the chain found in the bottom of the vessel.

The defence was that one of the seizors had been seen by one of the crew to place the slave-chain in the water-cask where he afterwards professed to have found it; but a searching examination of both parties showed the charge to be false, and that it had been advanced as an afterthought, but no doubt at the suggestion of the captain of the dhow, who it was shown had previously endeavoured to explain the presence of the slave-chain, by pretending that it was part of his anchor fastening.

I may state that this chain was of a distinctive kind, used for no other purpose but for slave gangs.

At the time of seizure there were in the dhow a number of female passengers, no doubt concubines, and slaves being sent to Pemba, but as they all were on board of their own free will, and belonged to a class of domestics, they were properly sent on shore by the seizors.

The presence of these people may explain, however, why irons were carried. Many dhows transport concubines who first embark willingly, but discover on landing in Pemba or during the voyage that they are to be sold, and have been induced to leave Zanzibar on false representations, and under these circumstances should the dhow master be compelled to land the passengers on one of the outlying islands or elsewhere than at his destination, either from contrary winds or to escape examination, it is necessary to have at hand the means of securing on shore refractory slaves, and thus slave-irons come to be taken even when it is known that they will be considered as proof of slave trading if found.

This dhow had been engaged in the trade with Zanzibar and Pemba, and no proof was shown that she had ever sailed from a port on the mainland, nor does this

capture tend in any way to indicate a revival of the Slave Trade we have for several months so completely stopped between the mainland and Pemba.

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

Inclosure in No. 355.

Case No. 33 of 1876.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

OUR Sovereign Lady the Queen against the Zanzibar vessel called the "Mabruki," whereof Jumah was Master. Her tackle, apparel, and furniture seized, as liable to forfeiture, by Arthur C. Wood, Esquire, a Sub-Lieutenant in the Royal Navy, when in command of boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General, Zanzibar, on the 6th day of October, 1876.

APPEARED personally the said Sub-Lieutenant Arthur C. Wood, R.N., and produced before me his sworn declaration, setting out the circumstances under which the Zanzibar vessel or dhow, called the "Mabruki," of which Jumah was Master, and owned by Abdullah bin Salim bin Abdullah Ismaeli, of the description and dimensions given in the annexed certificate of admeasurement, was seized at Pemba on the 29th day of September, 1876, as fitted for and engaged in the Slave Trade. I the said John Kirk, having heard the evidence and examined the witnesses on both sides, having found sufficient proof that the vessel at the time of seizure was fitted for and engaged in the Slave Trade, in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the above-named vessel, her tackle, apparel and furniture, to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly. Hereby ordering the destruction of the vessel by the captors where she lays at Pemba.

In testimony whereof we have signed the present decree, and caused our seal of office to be affixed thereto this 7th day of October, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 356.

Dr. Kirk to the Earl of Derby.—(Received December 1.)

My Lord,

Zanzibar, October 31, 1876.

I HAVE the honour to inclose Decree in Cases Nos. 34 and 35, Slave Trade, and to remark that both vessels, although belonging to different parties, were, at the time, employed by the owner of one and seized on similar grounds.

It was clearly shown at the hearing that in each there were slaves engaged as sailors in the vessels against their will, in contravention of the Treaty of 1875, but that the proof that these were to be sold at the end of the voyage, as alleged by the slaves themselves, was insufficient. The slaves were therefore condemned, and the vessels released, in accordance with the provisions of the Treaty.

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

Inclosure 1 in No. 356.

Case No. 34 of 1876.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel or boat, name unknown, of which Juma is master, her tackle, apparel, and furniture, and also against four male slaves, owned by Saeed Ba Ridhwan, seized as liable to forfeiture by W. R. Creswell, a Lieutenant in the Royal Navy, when in charge of boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 26th day of October, 1876.

APPEARED personally the said Lieutenant W. R. Creswell, R.N., and produced before me his sworn declaration, setting out the circumstances under which the native vessel, name unknown, of which Juma was master, owned by Saeed Ba Ridhwan, was seized near the harbour of Zanzibar on the 25th day of October, 1876, on the ground that she was engaged in the Slave Trade. I, the said John Kirk, having heard the evidence on both sides, having found sufficient proof that the four male slaves seized were sailors detained on board of this vessel against their will, do adjudge these four male slaves to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly: and whereas it has been shown that these four male slaves were sailors employed in the navigation of the vessel against their will, and the seizors have failed in proof that the slaves were to have been sold, do decree the release and restitution of the vessel now under arrest to be given over to the hands of its lawful master, freeing the captors from all claims for detention or loss naturally consequent upon the detention of the vessel.

In testimony whereof I have signed the present Decree and caused my seal of office to be affixed thereto this 27th day of October, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Inclosure 2 in No. 356.

Case No. 35 of 1876.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel called the "Tansi," under Zanzibar colours, and having no papers, of which Ambari is master, her tackle, apparel, and furniture, and also against four male slaves, owned by Saeed Ba Ridhwan, seized as liable to forfeiture by W. R. Creswell, a Lieutenant in the Royal Navy, when in charge of boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 26th day of October, 1876.

APPEARED personally the said Lieutenant W. R. Creswell, R.N., and produced before me his sworn declaration setting out the circumstances under which the native vessel called the "Tansi," of which Ambari was master, and owned by Abdulla bin Salmin Ba Yashoot, was seized near the harbour of Zanzibar, on the 25th day of October, 1876, on the ground that she was engaged in the Slave Trade. I, the said John Kirk, having heard the evidence on both sides, and examined the respective owners of the slaves and vessel, having found sufficient proof that the four male slaves seized were sailors detained against their will, do adjudge these four male slaves to have been lawfully seized and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly. And whereas it has been shown that the four male slaves above-named were sailors employed in the navigation of the vessel against their will, and the seizors have failed in proof that the slaves were to have been sold, do decree the release and restitution of the

vessel now under arrest, to be given over to the hands of its lawful master, freeing the captors from all claims for detention or loss naturally consequent upon the detention of the vessel.

In testimony whereof we have signed the present Decree, and caused our seal of office to be affixed thereto, this 27th day of October, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 357.

Dr. Kirk to the Earl of Derby.—(Received December 11.)

My Lord,

Zanzibar, November 1, 1876.

ON the 16th August I had the honour to report an attack made upon the Sultan's Governor of Merka, one of the towns on the Somali coast, on which occasion the Governor and many of his troops were killed by the Bimal Somalis on the road to Mogdisho.

News having been received that since then the Bimal Somalis have invested the town of Merka, on the land side, and cut off all trade communications, approaching the walls at times near enough to be fired upon by the few guns in position in the fort, the Sultan suddenly determined to send several hundred of his soldiers, and two of his steam-vessels, to the spot.

This expedition was, as I have said, suddenly determined on, and is, I fear, most inefficient for any object, either of attack or conciliation; but it was impossible for me, in the present pressure of important office work, to offer advice, or in any way seem to become, even indirectly, responsible for the course followed. As, however, Her Majesty's ship "Philomel," is now on that coast, and the Commander of that vessel will have been made aware of the object of the Sultan's expedition, British subjects will no doubt have an opportunity of removing from Merka if they think this advisable.

I understand the agent of the German merchants Hansings and Co., of Hamburg, has already removed to the town of Mogdisho, where there is a Zanzibar garrison, and where trade remains uninterfered with, the Somalis of that part being enemies of the Bimal tribe, and at present friendly with the Sultan.

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

No. 358.

Dr. Kirk to the Earl of Derby.—(Received December 11.)

My Lord,

Zanzibar, November 13, 1876.

I HAVE the honour to inclose the Decree of Condemnation of vessel and slaves taken off Pemba by boats of Her Majesty's ship "London."

This being a sign that the relaxed watch I have lately been able to keep on the coast owing to pressure of judicial work in the office is beginning to encourage the slave-dealers. I examined carefully the slaves in the absence of the owners and crew of the vessel, who effected their escape in the darkness, and reached the shore by a canoe before the vessel was captured.

The slaves composing this venture had been partly collected behind Bagamoyo, and picked up near Pangani; some, it appears, had been bought, and others stolen from plantations on which they were working. Only a few had come from Kilwa lately, but north of Dar-es-Salam there was evidently the greatest difficulty in taking them by land, and this had been here done by night marches, and by following little-frequented paths far inland.

South of Dar-es-Salam, or between that place and Kilwa, the transport had been more open, and the Governor of Dar-es-Salam is, I have every reason to believe, himself engaged in the Traffic; and it will be one of my first duties to satisfy myself on this point, and cause his removal if the charge is proved. This, however, I cannot attempt with the present excess of work pending in the Consular Court.

As the owners of the slaves and dhow are unknown, I have only been able to bring

the matter to His Highness' knowledge, and to warn him of my suspicions that an attempt will be once more made to reopen the Traffic.

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

Inclosure in No. 358.

Case No. 36 of 1876.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the Native Vessel, sailing without name, papers, or colours, whose master and owner are unknown, her tackle, apparel, and furniture; also against eight male and four female slaves, of owners also unknown, seized as liable to forfeiture by Charles B. Hume, Esq., a Sub-Lieutenant in the Royal Navy, when in command of boats of Her Majesty's Ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General at Zanzibar, on the 30th day of October, 1876.

APPEARED personally the said Sub-Lieutenant Charles B. Hume, R.N., and produced his sworn declaration setting out the circumstances under which the native vessel, name unknown, without colours, papers, master, or owner, of the description and dimensions given in the annexed Certificate of Admeasurement, together with eight male and four female slaves, was seized off Pemba on the 28th day of October, 1876. I, the said Consul-General, having heard the evidence produced by the seizors, and examined the slaves, and in absence of owner of slaves, also of owner, master, and crew of vessel, the same having been shown to have made their escape to avoid capture, having found sufficient proof that the vessel at time of seizure was engaged in the conveyance of slaves from the mainland of Africa to the Island of Pemba, do adjudge the above-named vessel, her tackle, apparel, and furniture, and also the eight male and four female slaves, to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly. I further certify that, after full consideration of the circumstances of the case, the seizors have satisfied the Court that the destruction of the vessel was proper and justifiable.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto, this 31st day of October, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 359.

Dr. Kirk to the Earl of Derby.—(Received December 11.)

My Lord,

Zanzibar, November 13, 1876.

I HAVE the honour to report that some time ago Captain Sullivan, of Her Majesty's ship "London," communicated privately to M. de Gaspary, Acting French Consul here, information he had received regarding an Arab who proposed taking a number of slaves with him to Pemba, on board of a French dhow then in harbour.

On the Arab presenting himself at the Consulate on the following day to enrol his people, M. de Gaspary took down their names and asked who they were and if free; they said they were free, and the Arab produced papers to show this, but on questioning the people themselves the whole was found to be an imposition, deeds bearing the names of men were in the hands of females, boys of not more than twelve years of age answered to the name and showed papers of old date, and on re-examination, when they had all had time to forget the lesson taught them by their master, they gave different accounts from that at first noted.

Satisfied that Captain Sullivan's information was correct, and that an attempt to carry slaves under the French flag was being made, the Consul sent the owner of the slaves to the Sultan with a request that he might be placed in the chain gang. To this

he was told, through his Dragoman, the Sultan objected, but he would be placed in heavy irons.

Two days afterwards, however, the same Arab again appeared smiling at the French Consulate, and inquired when the dhow was to sail, and when he could have his passengers entered. The Consul seeing that the Sultan had released him without any previous communication allowed him to proceed on board the French dhow with his people, but without placing their names on the passenger list, entering them separately, however, and asking Captain Sullivan to board the dhow and remove or otherwise deal with the slaves and the Arab as he pleased, they not being on the ship's paper.

The dhow accordingly was detained when out of harbour, and the thirteen slaves, with their Arab master, removed by written request of M. de Gaspary, sent through me on board Her Majesty's ship "London."

Since then the slaves have been freed and given papers made out at this Consulate, but placed in the hands of the slaves by the Sultan himself.

The above occurrence is satisfactory, as making it apparent to the Arabs that between myself and my colleague, M. de Gaspary, there exists a good understanding, and that they cannot rely on the French flag to protect them against such acts as these.

As to the part taken by the Sultan, I have his assurance that no message ever reached him regarding the punishment of the slave owner, and I am satisfied that the message was changed or altogether suppressed by the Dragoman of that Consulate, a man of poor character, and readily influenced in such matters by means that would not be wanting.

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

No. 360.

Dr. Kirk to the Earl of Derby.—(Received December 11.)

My Lord,

Zanzibar, November 15, 1876.

I HAVE the honour to report that, at an interview I had with His Highness, he told me a slave caravan, with twenty slaves, had been taken on the mainland, when on the march north, and that the slaves are now in the hands of his Governor at Saadani.

These slaves will be brought here and freed, and for the purpose I have issued a pass protecting them at sea from the suspicion of being slaves conveyed for sale.

There seems no doubt these slaves were being taken by land for shipment to Pemba, the Arabs having in a measure gained confidence of late. The capture of this land caravan by His Highness's own officers, without foreign aid, is therefore a very important act, and His Highness begs me to keep him informed on all points, so as to impress his Governors on the coast that they are closely watched; for he knows well how little he can depend on their good conduct where the sympathy and interest of everyone about them is in favour of Slave Trade.

With these signs of a revival of the Traffic it is very satisfactory to find that legitimate commerce is fast being developed at Kilwa, and that many who so lately as last year had no other occupation, are now collecting india-rubber, and proceeding into the interior for ivory.

If, therefore, the present situation can be maintained for only a few years, a legitimate commerce will spring up that of itself will supplant the Slave Trade, and make its revival as before impossible.

I shall, therefore, feel it my duty, seeing there are signs that, if not watched, the Traffic is likely to revive, and, setting aside other duties, to attend again to the state of the coast, although this is far from being an eligible time of year for such work.

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

No. 361.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, December 20, 1876.

WITH reference to your despatch of the 13th ultimo, respecting the action taken by M. de Gasparry in the matter of the removal of certain slaves from a French dhow and their subsequent emancipation, I am directed by the Earl of Derby to transmit to you the accompanying copy of a despatch which his Lordship has addressed to Her Majesty's Ambassador at Paris in regard to this subject;* and I am to instruct you to make known to M. de Gasparry, the steps which have been taken by Her Majesty's Government.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 362.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, December 20, 1876.

I HAVE laid before the Earl of Derby your despatch of the 15th ultimo, reporting the seizure of a slave caravan by the Officers of the Sultan of Zanzibar, and I am now directed by his Lordship to instruct you to express to His Highness the acknowledgments of Her Majesty's Government for this act of energy on the part of his authorities on the mainland.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

REPORTS FROM NAVAL OFFICERS.

No. 363.

Rear-Admiral Macdonald to the Secretary to the Admiralty.

Sir, *“Undaunted,” at Bombay, January 17, 1876.*
 WITH reference to your letter of the 23rd December, 1875, desiring me, in accordance with the Earl of Derby's wishes, to put myself in communication with Her Majesty's Consul at Tamatave, and make representation to the Hova Government on the subject of the alleged participation of certain Hova officials in the Slave Trade carried on between the Mozambique and Zanzibar Dominions, or to direct the Senior Officer at Zanzibar to do so, I have the honour to inform you, for the information of the Lords Commissioners of the Admiralty, that I shall avail myself of an early opportunity of personally proceeding to Madagascar to carry out this duty.

I have, &c.
 (Signed) R. J. MACDONALD.

No. 364.

Rear-Admiral Macdonald to the Secretary to the Admiralty.

Sir, *“Doris,” at Calcutta, December 29, 1875.*
 I HAVE the honour to forward herewith to be laid before the Lords Commissioners of the Admiralty, a letter and its inclosure, I have received from Captain Ward, of Her Majesty's ship “Thetis,” detailing certain operations in the Nossumbelava River in latitude 16° 35' south and longitude 44° 31' east, by the boats of the “Thetis” and “Flying-Fish,” against armed Sakilavas, who had fired on the boats of the first-named ship.

2. Only one man of the “Thetis” was wounded, and he is reported as “doing very well.”

I have, &c.
 (Signed) R. J. MACDONALD.

Inclosure 1 in No. 364.

Captain Ward to Rear-Admiral Macdonald.

Sir, *“Thetis,” at Sea, October 9, 1875.*
 I HAVE the honour to inform you that on falling in with the launch and cutter which had been cruising on the Coast of Madagascar under the orders of the Senior Lieutenant, during the absence of Her Majesty's ship “Thetis” at Zanzibar, Lieutenant Walters reported to me that on September the 25th, when beating in the launch down the Nossumbelava River, up which he had been to ascertain if any slave dhows were concealed there, a number of armed Sakilavas suddenly appeared from among the trees on the left bank of the river and poured a volley of musketry into the boat just as she had been put in stays quite close to the bank, which was there about fifteen feet high, and consequently the Sakilavas could look right into her. Happily one man only was hit, and the boat having filled on the other tack had reached a comparatively safe distance before a second volley could be got ready. A very few minutes sufficed, while standing across

to the right bank, to make the necessary preparations for receiving any further attack in a manner which the suddenness and unexpected nature of the first volley made impossible. The rifles having been got ready and the gun loaded with case shot, the boat again stood over to the left bank everybody keeping down below the gunwale, orders having been given to reserve the fire for close quarters. Again the boat was put in stays close to left bank, and again a number of natives rose from behind the cover of the bank, but this time only to be received as their treachery deserved by a well-directed case shot at close quarters together with a rapid fire of rifles. It is almost unnecessary to add that this was more than they bargained for; from the commanding position which they held with capital cover in the form of good-sized trees they probably felt themselves secure against smallarms, but the gun must have told fearfully upon them at the distance at which they received its contents, and from that time though a desultory fire was continued at the boat from behind trees as she dropped down to the mouth of the river, they never again showed themselves openly on the bank. Lieutenant Walters informed me that as he neared the mouth of the river he observed the white flag hoisted at the village and the women and children showing themselves unsuspectingly, so that he could not believe that these villages had any cognizance of the treacherous attack made upon him, and he consequently judged it best to rest satisfied with having severely punished his actual assailants without making any reprisals which might after all fall upon innocent heads. He therefore proceeded out of the river and on the following day having fallen in with the "Flying-Fish," he reported the circumstances to Commander Crohan who considered it unnecessary to take any immediate steps as the "Thetis" was expected in a few days, and William Large, able seaman, who had been wounded in the back by the first volley was received on board the "Flying-Fish" for surgical treatment.

2. On the day following that on which I received Lieutenant Walters' report, I proceeded in Her Majesty's ship under my command, accompanied by the "Flying Fish" to an anchorage off the Nossumbelava River, where we arrived on the evening of the 6th October. At daylight on the 7th the "Flying Fish's" cutter and gig, and "Thetis" cutter and cruising launch with Lieutenants Gibbins and Philipps and Commander Crohan and myself proceeded in tow of our respective steam cutters up the Nossumbelava River; my intention being to make a reconnaissance over the same ground as Lieutenant Walters had previously traversed, but with a sufficiently imposing force to avoid the probability of attack, and at the same time by this act to assert our right of entry in the river which had been practically disputed by the Sakilavas: it was also my intention to place a proclamation in Swahili (an English copy of which is herewith inclosed) in a conspicuous place in the principal village on the river, or to give it into the hands of the chief if I was able to meet with him. As we passed the village at the mouth of the river the white flags were seen flying, but not a human being was to be seen, but soon afterwards as we proceeded up the river, we observed a canoe cross over from the island on which the villages are situated to the left bank. Several natives were now also observed on the left bank, but though we were fully prepared, I don't think any one suspected that they would dream of attacking so large a force. We had not, however proceeded many yards beyond the place where Lieutenant Walters had been attacked, when the natives opened fire from behind the trees upon our boats. The boats were immediately stopped, and their bows brought to bear upon the bank of the river, and fire opened from two 12-pounder rockets and two 7-pounder guns, the latter loaded with case shot, besides some 50 or 60 Sniders. A very short time sufficed to silence the fire from the bank, after which the boats anchored in line of bearing across the river, and the "Thetis's" steam cutter and "Flying Fish's" gig being unarmed boats, landed to remove two canoes which were hauled up on the bank, and to set fire to three miserable huts in which it was supposed that some of the Sakilavas might have taken shelter. After this the boats weighed and dropped slowly down with the ebb tide towards the villages, the steam only being used occasionally to keep the boats bows in a proper direction for opening fire had the natives again thought proper to put in an appearance. This they declined doing, and the boats again anchored close to the principal village at the mouth of the river.

3. It remained for me to consider whether to burn down their villages or stand by my original intention of putting up the Proclamation; a point which I did not finally decide until I had landed and made a thorough examination of the principal village. The boats were now anchored in line with their guns and rockets pointing on the beach, and the crews were landed. The marines having formed in skirmishing order, advanced through the village, and the blue-jackets, forming the supports, followed. The village was completely deserted, a cat and her kittens being the only living things found in it. Nothing of the smallest value was left in any of the huts, which were merely bamboo

structures interlaced with the leaves of the fan palm, of such a nature that they could, if destroyed to-day, be built again to-morrow. Believing therefore, that I could not effectually make these people feel by the destruction of their village, which they had evidently looked upon as a foregone conclusion, and had prepared for by gutting it of all that was of any value, I determined, after consulting with Commander Crohan and Lieutenant Walters, to leave their habitations intact, and try whether an act of clemency which they evidently did not in the least expect, might not have a more beneficial effect upon our future relations with them than could result from an act of impotent hostility; not that I expect any great result, nor am I at all inclined to think that such a serious matter as our boats having been fired on without any provocation by the natives of a country nominally at peace with us, is adequately met by such measures as I have had it in my power to take, but seeing that these people, except at the moment of making their attack, are practically invulnerable, I have dealt with this matter as according to my judgment seemed best for the time being.

4. I have further desired Commander Crohan to keep a watch over the entrance of the river, by means of his cruising boats so far as circumstances will permit, not only on account of its notoriety as a place for the importation of slaves, but also of letting these people feel that their hostile demeanour towards our boats, which may be looked upon as a protest against our interference with the Slave Trade, only results in a stricter watch than before being kept upon the dhows frequenting their port.

5. I am informed that Arabs living at Cape St. Andrew give the Nosumbellava people a very bad name; they say that so little are they to be trusted that legal traders do not care to risk their property by entering their river, so that their imports are now almost confined to slaves.

6. I purpose sending a short report of this occurrence to the English Consul at Tamatave in order that the matter may be brought to the notice of the Hova authorities. Whether they will at once acknowledge that the Sakilavas are an independent people, governed by chiefs of their own over whom they neither have, nor claim to have, any jurisdiction, may be doubted, but there is no doubt that this is practically the case, and that the only means of redress for such an unprovoked attack as has been made upon the boats of the "Thetis" lies with ourselves.

7. No casualties occurred during this reconnaissance, and William Large, who was wounded on the former occasion, is doing very well.

I have, &c.
(Signed) THOS. LE H. WARD.

Inclosure 2 in No. 364.

Proclamation.

THE Queen of England loves peace, and we, the Queen's subjects, love peace. Our duty here is to promote peace by suppressing the Slave Trade, which is the offspring of war amongst the tribes of Africa.

We are friends with all the inhabitants of Madagascar, and shall continue so as long as we are not molested in our duty of suppressing the Slave Trade.

Your people without any provocation fired upon the English boat which visited your river in the performance of their duty.

Why did you act so inhospitably towards your friends?

If we loved revenge, we might now burn your villages and cut down your cocoa-nut trees, but we prefer to show you that, though we are powerful, we are merciful, and we hope that our forbearance will promote a good understanding between us in the future.

We hope too that the return which our boats in self defence made to your fire, will teach you for the future to respect the friendly flag of England.

If your Chief will tell me that he is sorry for what has happened, and that he is grateful for our forbearance, and that he will prevent a recurrence of unfriendly behaviour towards the English boats, such an assurance will tend to heal the ill-feeling which fighting always leaves behind it.

Any message may be sent to the English boats through the chief of Fillamassa.
(Signed) THOS. LE H. WARD, *Captain.*

No. 365.

Rear-Admiral Macdonald to the Secretary to the Admiralty.

"Doris," at Calcutta, January 6, 1876.

FORWARDED for the information of the Lords Commissioners of the Admiralty.
(Signed) J. R. MACDONALD.

Inclosure 1 in No. 365.

Captain Sullivan to Captain Ward.

Sir,

"London," Zanzibar, November 24, 1875.

I HAVE the honour to report, for the information of the Commander-in-chief, that, on receipt of a letter from Lieutenant Mathews (copy inclosed), informing me that himself and some of his men had been fired on by the natives of Tangata, I consulted with Dr. Kirk, Her Majesty's Political Agent, on the matter, and it was decided to make known the facts of the case to His Highness the Sultan, and beg him to take such measures as would ensure the punishment of the Chiefs of the villages to which the people belonged.

2. The result of this representation was that His Highness directed the Governor of Tanga (who was in Zanzibar at the time) to proceed to Tangata, accompanied by Lieutenant Annesley and a small force from this ship, for the purpose of inducing, if possible, the Chiefs in question to return quietly with him to Zanzibar; but in the event of their refusing to do so, to tell them that their villages would be destroyed by the man-of-war boats.

3. The following day I despatched Lieutenant Annesley in the Sultan's yacht "Dar-es-Salaam," which also conveyed the Governor of Tanga, with orders (copy inclosed) to proceed to Tangata and take command of the expedition, which consisted of the following force:—

Boats, "Victoria" and "Helena;" sailing launches, armed with 7-pounder M.L.R. gun and rockets.

Steam-pinnace; one 7-pounder M.L.R. gun, one rocket tube, &c.

Steam-cutter; one rocket tube, &c.

These boats were commanded and manned by Lieutenants Mathew and Lang and fifty-two men of the "London;" Surgeon Robert Bentham proceeding in medical charge, and Mr. James Meiklejohn, Engineer, in charge of the steam-boats, &c.

4. On the afternoon of the 23rd instant, Lieutenant Annesley returned to Zanzibar in the "Dar-es-Salaam;" and I now forward his report of proceedings, of which I beg to express my approval.

I have, &c.

(Signed) T. B. M. SULLIVAN.

Inclosure 2 in No. 365.

Lieutenant Mathews to Captain Sullivan.

Sir,

"Helena" Launch, Tangata, November 19, 1875.

I HAVE the honour to report that having found here a dhow, of which I had been in search, I boarded her, and discovered that her crew had left her. As I required further evidence, however, and wishing, if possible, to get hold of the nakhoda and the rest of the crew, I landed, with my interpreter, and two blue-jackets, and found the nakhoda and one of his men at a village called Wangata. The nakhoda we brought on board, but the other escaped.

I again landed with eight blue-jackets, and the interpreter, and heard that the crew of the dhow had run away into the bush. We then tried to find them, and through doing so got separated more than I expected.

Having arrived at a second village, whilst in the open ground, an Arab or an African, I am not certain which, beckoned to myself and two blue-jackets to follow him, and tried to lead us into what must have been a large ambushade. Had we followed him we should, all three, probably have been killed, for a large party immediately opened fire on us.

We kept them back as well as we could; and I shouted for the rest of my party to close, but this was impossible, as we were nearly surrounded, and each had to keep up a continual fire.

The natives attacked us with fire-arms, and bows and arrows; but through great luck none of us were wounded, though the arrows fell close all around us.

There are three villages close together; and I believe nearly all their inhabitants must have come out against us, as they were in such numbers.

We then seized the dhow, which is ashore, and the natives retreated.

Will you allow me to land, and burn the villages?

I send the pinnace down with this, as I have no officer to leave in charge of the launch and prize.

I have, &c.
(Signed) LLOYD W. MATHEWS.

P.S.—This morning, at daylight, I chased what appeared to be a small dhow, but which turned out to be a large canoe; and whilst returning we were again fired at from the bushes, which we at once returned. Having cleared the bushes, I send the pinnace on to Zanzibar.

L. W. M.

Inclosure 3 in No. 365.

Orders issued by Captain Sullivan.

Memo.

“London,” Zanzibar, November 20, 1875.

IT is my direction that you proceed in His Highness' steamer “Dar-es-Salaam,” accompanied by the “London's” steam pinnace and cutter to Tangata, where you will meet the “Victoria” and “Helena” launches, of which, as well as of the other boats, you will assume command.

The Governor of Tanga has been directed to proceed there also in the Sultan's steamer, for the purpose, if possible, of arresting the chiefs and six men of each of the three villages which fired on Lieutenant Mathews and his party, and bringing them here to appear before the Sultan.

Should he be unsuccessful, you will, having first cleared the villages and neighbourhood by the fire of your guns and rockets, land the small arm men under the command of yourself and Lieutenant Mathews, and destroy the villages. The gun-boats, under the orders of Lieutenant Lang, are to act as most conducive to your assistance.

You will be careful to impress on the men comprising the landing party the necessity of keeping well together.

If the dhow seized by Lieutenant Mathews cannot be brought away, you will cause her to be properly measured and then burnt.

You are to return to the ship as soon as these instructions have been carried out.

(Signed) T. B. M. SULLIVAN, *Captain.*

To Lieutenant W. M. Annesley, N.N.,
Her Majesty's ship “London.”

No. 366.

Captain Sullivan to Rear-Admiral Macdonald.

Sir,

“London,” Zanzibar, January 5, 1876.

I HAVE the honour to report, for the information of their Lordships, the capture, by the boats of Her Majesty's ship “London,” of three dhows engaged in the Slave Trade, and under the following circumstances:—

2. From information which he had obtained at Pangany Lieutenant Mathews, in command of two of the “London's” boats, seized a large Mtepé dhow at Tangata on the 18th November last. At the time of her seizure no one was on board the dhow, but it having been ascertained that the nakhoda and some of the crew were at a village in the neighbourhood, Lieutenant Mathews, with some of his men, proceeded there.

On reaching the village they were told that if they would wait the nakhoda would come to them, which he did, accompanied by one of his crew. Lieutenant Mathews induced the men to follow him to the beach, where the dhow lay, and, on asking them if they knew the vessel, the nakhoda replied that it was his. Mr. Mathews on this caused him to be seized, and taken on board his boat, but the other man escaped into the bush.

Being desirous, if possible to recapture the man, and also to get hold of some more

of the crew, Lieutenant Mathews proceeded to search the bush in the vicinity, taking with him for this purpose eight of his boat's crew.

Having ordered his men to spread out, but not to get far apart, he entered the bush, but had not gone far when two of the men came running towards him saying that there was a village not far off, and that the people appeared to be in a very excited state and were making a great noise. A little further on they came to a piece of open ground in front of a village, when the very man they had been searching for came out of the bush close by and beckoned them to come towards the village, on the outskirts of which a large number of natives had assembled.

Thinking that foul play might be intended, Lieutenant Mathews shouted for the rest of his party to close.

They, however, had become more dispersed than he had calculated on, and finding that they did not come up, he was proceeding to return towards the beach when the natives commenced an attack by discharging a flight of arrows, which fell close around him, and penetrated the clothing of the two men who were with him, but without doing injury.

He then retreated for the boats keeping in check the natives, who followed, by firing on them with his rifle and pistols.

On arriving at the boats at the beach where the dhow lay, the rest of the party came up, and having cleared the bush in the immediate neighbourhood with their rifles, Lieutenant Mathews re-embarked his men, and despatched one of the boats under his orders to Zanzibar with a report of the occurrence.

Of the measures subsequently taken to punish the inhabitants of these villages for their attack on Lieutenant Mathews and party, I have forwarded a detailed account in my letter No. 5 (2nd Series), 1875, addressed to the senior officer on the East Coast of Africa.

On searching the dhow it was discovered that she was fitted with an additional deck for carrying slaves, and there was every indication of slaves having recently been on board.

Eventually the nakhoda confessed to having, about ten days before, run a cargo of slaves from Tangata to Waseen, and from other witnesses it was elicited that she had made a successful run from the mainland to Pemba in August last.

The case came before the Consular Court on the 10th December, and a Decree of condemnation was passed on the dhow, which had previously been destroyed by Lieutenant Annesley where she lay on the beach at Tangata, he having found it impossible to get her afloat with the means at his disposal.

3. This dhow was boarded and detained on the 19th of November at Tangata by Lieutenant Mathews in consequence of information which he had received. On being questioned the nakhoda and the owner (an Arab, who was also on board) did not attempt to deny the charge of having run slaves; and admitted having, early in the month, shipped a cargo of fifty-two at Tangata, intending to land them on Pemba, but owing to contrary winds had failed to make the opposite coast, and had in consequence been drifted to Waseen. After a stay of two days at Waseen the dhow had returned to Tangata, where the slaves were again landed and shipped off in another dhow.

A decree of condemnation was passed on this case by the Consular Court.

The owner of the dhow and the nakhoda were two material witnesses in the former case (38) against the "Mtepe" dhow, the two vessels having apparently been engaged in the same ventures.

4. This dhow was seized at Chak-Chak on the 23rd November by Sub-Lieutenant Target of this ship, in consequence of information which he had received from the natives, who, about three weeks previously, had seen twenty slaves landed from her at a place called Kingoga, on Pemba Island.

On the approach of our boats the nakhoda and crew ran from the dhow and escaped into the bush.

The owners (two Swahili men living at Chak-Chak) attempted to bribe the interpreter, offering him 7 dollars to allow their dhow to get away.

The interpreter took the money, but gave it up to the officer of the boat.

Mr. Target then induced the owners to return with him to Zanzibar, where, in Court, one of them admitted the fact of the dhow having run the cargo of slaves to Kingoga, but said that it had been done by the Nakoda without the knowledge or consent of either his partner or himself.

The Consular Court in this case pronounced a decree of condemnation.

I have, &c.

(Signed) T. B. M. SULIVAN.

Inclosure 1 in No. 366.

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 Nov. 18	Mtangata ...	Unknown	Chambo ...	Kichocho	Arab ...	Mtepe dhow	10	Nil	129-24	...	Tangata	Nil	The fact of this dhow having carried slaves was clearly proved. She was also fitted with a second deck for carrying slaves.

"London," Zanzibar, December 7, 1875.

(Signed) T. B. M. SULLIVAN, Captain.

Inclosure 2 No. 366.

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 Nov. 19	Mtangata ...	Rupia ...	Yussuf	Saleh-bin-Ah ...	Arab ...	Dhow	8	Nil	75-74	Pemba .	Tangata .	Tangata .	Not known	Sugar cane and rice fruit.	Not known	...	...	...	...	...	...	...	Dhow leaky. Slaves nil.
Nov. 23	Off Pemba ...	Hallani ...	Saruroo	Miyembena and Mauraiki	Arab ...	Dhow	Not known	Nil	68-16	...	Pemba ...	Pemba ...	Not known	None at time of capture	...	...	...	...	...	...	...	...	Dhow destroyed at Pemba, in pursuance of Decree.

"London," Zanzibar, December 31, 1875.

(Signed) T. B. M. SULLIVAN, Captain.

No. 367.

The Secretary to the Admiralty to Mr. Bourke.—(Received March 11.)

Sir, *Admiralty, March 10, 1876.*
 I AM commanded by my Lords Commissioners of the Admiralty to transmit, for the information of the Secretary of State for Foreign Affairs, a copy of a letter of 31st December last, from Captain Ward, of Her Majesty's ship "Thetis," containing a general Report on the state of the Slave Trade in the neighbourhood of Kilwa, Zanzibar, Pemba, Madagascar, and the Mozambique; the illegal proceedings of a French vessel named the "Étienne St. Lawrence," and the difficulties experienced in consequence of the carrying on of Slave Traffic under French colours.

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

Inclosure in No. 367.

Captain Le H. Ward to Rear-Admiral Macdonald.

Sir, *"Thetis," Zanzibar, December 31, 1875.*
 I HAVE the honour to report that the Slave Trade from Kilwa by land has been going on with undiminished activity during the past six months.

This port, which was formerly the chief one of export for the Zanzibar trade is still the place to which the caravans from the interior converge.

Since the Treaty of 1873, instead of shipping the slaves off in dhows for transport north, they are now disposed of to agents sent from Pemba and Zanzibar, and elsewhere, who take them to their destination by the land route. This route, which for the most part passes along the coast, is varied by an occasional short coasting voyage, either to avoid the delta of a river or some hostile tribe, or some other difficulty which the road presents.

It has been ascertained, on good authority that one of these breaks on the land route takes place at or near Kilwa itself, whence the slaves are carried in dhows sometimes as far north as Rao 'N'dege, and, at others, to a point just north of the delta of the Lufigi, after which they proceed by land as far as Bagamayo, Pangani, or Tangata, according as they are required for Pemba or Zanzibar, by far the largest number being required for the former island. According to information received at the English Consulate at Zanzibar, slaves arrive at Kilwa from the interior at the rate of 1,500 a month; and, though it seems almost incredible, yet it is said that probably more than two-thirds of these find their way to Zanzibar and Pemba.

There is also a regular trade carried on in dhows from Kilwa to Cholé Island, where the owners of the shambas in Mafia reside, and whence the slaves are marched across to Mafia, at low tide. This trade, owing to want of means, has been very little interfered with by the cruisers. One dhow only is known to have sailed from Kilwa for the north during the last six months. She probably passed outside of the islands, and as no traces can be found of her at the ports in the Benadir, must have landed her slaves in safety somewhere on the Arabian coast. I also hear, on reliable authority, that during the last month of the year at least—for how long previously I cannot say—the transport of slaves by the land route north of Lamoo has entirely ceased, so that it may now be stated, with a tolerable amount of certainty, that the market for the article which is brought from the interior to Kilwa is, with the small exceptions mentioned above, confined within the narrow limits of Zanzibar and Pemba; or, in other words, assuming one-third as the number absorbed by Mafia and Cholé Islands, by the very few and scattered shambas on the mainland extending along the route, and by the export trade to the north by sea, there remains about 1,000 a month to be accounted for, which it is believed find their way, notwithstanding the vigilance of the "London" and her boats, into Pemba and Zanzibar Islands.

2. It is important to remark that although the "London" has taken many prizes, the number of slaves liberated has been altogether insignificant; and we are told, and can easily believe it true from the nature of the dhows captured, that the dealers care very little for the loss of their dhows so long as they succeed in landing the slaves, we are forced to acknowledge that the means hitherto employed have failed in making a very serious impression upon the Trade, and this, notwithstanding great zeal and activity

displayed by the officers and crews of the "London's" boats, as evidenced by the large number of dhows which they have succeeded in capturing.

3. The operations of the slave-suppressing ships, consisting of the "Thetis" and "Flying Fish," have, during the last six months, been chiefly confined to the Mozambique Channel and coast of Madagascar.

In August the "Thetis" boats, accompanied by a Portuguese gun-boat, examined the Moma and Quisingo Rivers, but made no captures; and in October the boats of the two ships reconnoitred the Massumbellava River, on the west coast of Madagascar, where the cruising launch, manned by the "Thetis," had been fired upon by the natives, but we saw no dhows, nor anything to account for the hostile attitude assumed by the natives, which I cannot doubt, however, was simply a protest against our interference with the Slave Trade.

One full of slaves, taken by the "Thetis" in the Mozambique Channel, which had actually been concealed in the Moma River at the time of its being searched by the "Thetis" boats, is the only tangible fruit of the suppression of the Slave Trade between the Portuguese territory and Madagascar, but the establishment of an English Consulate at Mozambique in August last has probably been a greater blow to the Slave Trade in those waters than many captures could have been.

4. In November the "Flying Fish" visited St. Augustine Bay and the port of Tullear close by, in 23° 23' south latitude, on the west coast of Madagascar, where she fell in with the French barque "Etienne et Lawrence," and obtained from various independent sources conclusive proof of a Slave Trade being carried on by French subjects under French colours between that place and Bourbon, the "Etienne et Lawrence" being probably the chief offender.

The article of commerce in this case appears to consist in Sacalavas (or natives of Madagascar), though it is also stated that natives of Africa are brought over in dhows to the west coast of Madagascar, whence they are shipped off in French schooners to Bourbon. The French flag also covers a considerable traffic in Mozambiques, who, after being landed in the immediate neighbourhood of Passandava Bay, are transferred as "engagés" to the French Colony of Nossi-Bé.

One dhow against which there was strong evidence of having been so employed was handed over by me to the French Governor at Nossi-Bé in last October, but I have not heard of her condemnation.

The "Etienne et Lawrence," although there is little doubt of her being engaged in the Slave Trade, was not detained, the most damning proof against her having come to light since the time that she was fallen in with.

5. Probably the greatest blow which has been inflicted on the Slave Trade since the signing of the Treaty in 1873, and one which, perhaps, may be looked upon as "the beginning of the end," though for the present having no visible effect, and scarcely heard of beyond the inner circle of the English Foreign Office, is the Proclamation by the Sultan of Zanzibar of the entire abolition of slavery in the Beuadir (or provinces in his dominions north of Lamo). This important concession was obtained from the Sultan by the Political Agent, at the latter end of November, shortly after the news of the invasion of Zanzibar territory had reached Zanzibar, the immediate object of the Sultan being to outbid the Khedive in a similar Proclamation, which it was said had been issued by the Commander of the Egyptian forces in the districts occupied by them.

This Proclamation, although, perhaps, not for the moment causing the liberation of a single African, can never be receded from, henceforth there is a large Province in the Sultan of Zanzibar's dominions in which slavery is illegal, and this may at least be looked upon as the thin end of the wedge of liberty, which must eventually be driven home.

6. Although I cannot say that any decided diminution of the Slave Trade has taken place during the last six months, yet it is evident that, as regards the Sultan of Zanzibar's dominions, it is being driven into a corner, and although that corner is by far the most flourishing and important of the whole of his territory (and it will, doubtless, never be given up there without a struggle), yet the very fact of its concentration gives far greater facility than formerly for its suppression, and with proper appliances, such as are suggested in the first paragraph of this letter, the same activity as is now displayed by the officers and boats' crews of the "London," would make the transport of slaves in these channels a matter of great difficulty.

7. Regarding the Mozambique Slave Trade, I consider that it is mainly dependent for its continued existence upon the facilities afforded by exemption from search under the French flag, and the great extent of quasi-territorial waters claimed by the Portuguese Government, over which, as a matter of fact, it possesses no practical control whatever.

If the French authorities would abstain from indirectly countenancing the Slave Trade by allowing vessels which are in no way French property to fly the French flag, and if the Portuguese Government could be induced to permit (as it formerly did), for the purposes of Slave Trade suppression, the right to search vessels within its territorial waters, the Mozambique and Madagascar Slave Trade would very soon be abolished.

I have, &c.

(Signed) J. I. E. H. WARD,
Captain and Senior Officer, East Coast of Africa.

No. 368.

Captain Sullivan to Rear-Admiral Macdonald.

Sir, *"London," Zanzibar, February 3, 1876.*
 I BEG to make the following report of the circumstances attending the detention of two dhows, on the ground of their being engaged in the Slave Trade, one of which was "restored," and the other condemned by the Prize Court at this place.

Case No. 1, "Mwomba."

2. This dhow was detained off Chak-Chak on the 4th of last month by Lieutenant O'Neill, of this ship. On boarding her, and examining the crew, a boy was discovered, who stated that he had been enticed on board by promises of food from some of the men, whom he had met on the beach, and that the nakhoda (captain) had offered to take him to Zanzibar.

He further said that he had been originally a slave of the Sultan; but had been stolen about two years ago and taken to Pemba, where he was sold to an Arab named Salm-bin-Saled. This Arab, he stated, ill-treated him, and that on this account he wished to get back to his former master. On seeing the boat coming towards them the nakhoda had told him to say that he was one of the crew, and not a slave. On the case coming before the Consular Court the lad modified his former statement considerably, showing that instead of being enticed on board the dhow he had come of his own free will, being at the time a fugitive from his owner, who had been chasing him with dogs in order to recapture him.

The nakhoda and crew also stoutly denied any intention other than to afford the boy a passage to Zanzibar, in return for which he was to assist in working the dhow; and as their evidence in many points corroborated the boy's latter statement (although he was kept separate from them) the case for the prosecution could not be sustained. The Court therefore pronounced a "Decree of Restitution," and directed "that the said Ramna (the boy) having been shown to have embarked in the said dhow by his own free will, and on his own business, shall be free to land wherever he may please."

The dhow was, therefore, restored to her owner, and the boy Ramna landed at Bagamoyo, at his own request.

Case No. 2, 1876, name unknown, 17 male, 3 female slaves.

3. This capture was made on the 14th of January last by Lieutenant Mathews, of this ship, whilst cruising off the coast of Pemba in command of three boats. There were twenty slaves (seventeen males and three females) on board the dhow at the time, in charge of an Arab called Ali-bin-Silaman.

From the evidence which was given in Court by this man, as well as by the captain and crew and some of the more intelligent of the slaves, it appears that a gang of about 170 or 180 slaves, belonging to Mohammed bin Saif and one or two other Pemba Arabs, had been shipped at Tanga on the previous night, on board two dhows, one large and one small one, the latter being that captured by our boats. The owners had embarked in another vessel, and all three had sailed together.

The large dhow and that with the Arabs on board, being probably better sailors, had succeeded in reaching their destination before daybreak; but the smaller and slower one with the twenty slaves had not made so good a passage, and was consequently intercepted at daylight about two miles from Fundo Gap. I would here mention that on the night of the 13th a dhow was boarded by one of the boats at the entrance of St. George's Gap.

There were five or six Arabs on board her fully armed, but as there was nothing further about her of a suspicious character, she was allowed to go on.

Shortly after the capture, however, the same dhow was seen leaving the Gap and making towards the direction from whence the dhow with the slaves on board had been coming; probably with the intention of warning her off. Coupling this with the evidence of the slaves, &c., that there had been a third dhow present when they were embarked, there is every reason to believe that the Arabs on board the dhow, which was boarded in St. George's Gap, were the owners of the slaves.

The case came before the Prize Court at this place on 19th ultimo, and a decree of condemnation was pronounced, the slaves being placed in charge of the Universities' Mission at Kinugani.

I have, &c.
(Signed) T. B. M. SULIVAN.

Inclosure 1 in No. 368.

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 Bigged.	Number of			Where			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel: stating the Number of Deaths before Adjudication, and the Number Emancipated.
	Vessel.	Master.	Owners, and of what Place.	Master.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where Shipped.
1876 Jan 4	Chak-Chak ...	Beo ...	Beo; Chak-Chak	None ...	Dhow ...	Not known	Nil	Net known	Brisk Island	Chak-Chak Pemba ...	1876 Jan. 8	None at time of capture.	...	1 (supposed)	Brisk Island	Zanzibar ...	Slave liberated; dhow released.		

"London," Zanzibar, January 27, 1876.

(Signed) THOS. B. SULLIVAN, Captain.

Inclosure 2 in No. 368.

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 Bigged.	Number of			Where			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel: stating the Number of Deaths before Adjudication, and the Number Emancipated.
	Vessel.	Master.	Owners, and of what Place.	Master.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where Shipped.
1876 Jan. 14	Pemba ...	Uidi-hin-Hanis	Mohamed; Pemba	British ...	Dhow ...	Not known	Nil	68-47	Tanga ...	Pemba ...	Not known	Nil	...	13	8	6	...	Tanga ...	Zanzibar ...	Slaves—good. Vessel very old and rotten. Deaths—nil. Emancipated—90.	

"London," Zanzibar, February 8, 1876.

(Signed) T. B. SULLIVAN, Captain.

No. 369.

Captain Sullivan to Rear-Admiral Macdonald.

Sir,

"London," at Zanzibar, January 20, 1876.

I HAVE the honour to make the following Report of the capture, by the boats of this ship, of two dhows engaged in the Slave Trade.

Case No. 41, 1875, name unknown, 26·4 tons.

2. This dhow was seized on the 8th December last, at a place called Gongoni, in Pemba, by Lieutenant Lang, on account of information which he had received that a cargo of ten slaves had been landed from her about ten days previously.

The disembarkation of the slaves was witnessed by two natives, who on being taken to where she was lying identified the dhow.

The case came before the Consular Court at Zanzibar on the 17th of December, but judgment was deferred for one month, in order to give the owner of the dhow and alleged owner of the slaves opportunity to appear. On the 19th instant, however, no appearance having been put in for the defence, a decree of condemnation was passed. The owner both of the dhow and slaves is an Arab called Ali Buraschid, residing in Pemba, and is said to be largely connected with the Slave Traffic.

Case No. 42, 1875, name unknown, 81·27 tons.

3. On the 22nd of December the boats under the command of Lieutenant O'Neill chased a dhow standing across from the mainland towards the north end of Pemba. She was sighted shortly after daybreak, and on observing the steam cutter coming towards her she altered course and ran for the shore, striking on a reef a short distance from Tongoo Island.

About thirty or forty people then jumped overboard and waded ashore, where they quickly concealed themselves in the bush. On boarding the dhow three slaves were found still in her, they being too weak to follow the others, and several sets of irons lay about the bottom.

Lieutenant O'Neill then landed, and reached the bush in the vicinity of the beach, and succeeded in capturing fourteen more of the slaves; but the owners, with the crew and the remainder of the slaves, made good their escape, and probably were taken across to Pemba from the other side of the island (which is about a mile wide) in fishing canoes.

Many of the rescued slaves had irons on their necks, and all were in a wretched state from hunger and disease. No information as to the owners could be obtained, but it is believed that the gang consisted originally of about forty slaves, and was shipped at Waseen.

A Decree of Condemnation was made in this case by the Consular Court on the 24th of December, and the slaves were sent to the English Mission at Kinugani.

I have, &c.
(Signed) T. B. M. SULIVAN.

Inclosure 1 in No. 369.

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 Dec. 8	Gogoni, Pemba	Unknown	Unknown	None	Dhow	Not known	Nil	26-4	Not known	Not known	None at time of capture	...	...	...	...	...	Dhow destroyed. Case adjudicated at Zanzibar.	Dhow leaky. Slaves were landed previous to detention.

"London," Zanzibar, January 20, 1876.

(Signed)

T. B. M. SULLIVAN, Captain.

Inclosure 2 in No. 369.

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 Dec. 23	Of Tongoo Island	Unknown	Unknown	None	Dhow	Not known	Nil	81-97	Not known	Pemba	Not known	...	14	8	...	...	Dhow destroyed. Case adjudicated at Zanzibar	Vessel old and leaky. A few slaves much emancipated; remainder in fair condition. Deaths, nil. Emancipated, 17.

"London," Zanzibar, January 11, 1876.

(Signed)

T. B. M. SULLIVAN, Captain.

No. 370.

Commander Crohan to the Secretary to the Admiralty.

Sir,

"Flying Fish," Zanzibar, February 13, 1876.

I HAVE the honour to report, that on 9th instant, Mr. Alfred F. Holmes, Sub-Lieutenant of Her Majesty's ship under my command, when away on detached Service in the first cutter and whaler, whilst cruising off Kwalz, chased and captured a "Mtope" dhow (Saloma), having on board 64 male, and 38 female adult slaves and children. The dhow shipped her cargo in a river about thirty-five miles to the southward of Kwalz Island; and at the time of capture was making for that place.

I have, &c.

(Signed) HERBERT F. CROHAN.

No. 371.

Commander Crohan to the Secretary to the Admiralty.

Sir,

"Flying Fish," Zanzibar, February 13, 1876.

I HAVE the honour to report that on 10th instant, Mr. Alfred T. Holmes, Sub-Lieutenant of Her Majesty's ship under my command, when away on detached Service, in the first cutter and whaler, about 1 p.m., sighted and chased two dhows, both within a short distance of the cutter, and of each other. Leaving a dhow, previously captured, in charge of a coxswain and boats' crew, he proceeded in chase; but before he was able to reach the dhows, they were beached, and a number, estimated at about 120 slaves landed, and escaped into the interior.

In the first dhow, after beaching, 1 male slave was taken; and by information received from him, 55 slaves were on board this dhow.

From the other dhow slave-irons only were obtained. From the number known to have escaped from the first dhow, it is estimated that about 70 escaped from the latter.

I have, &c.

(Signed) HERBERT F. CROHAN.

No. 372.

Captain Sullivan to Rear-Admiral Macdonald.

Sir,

"London," at Zanzibar, March 8, 1876.

I HAVE the honour to make the following report of the capture and condemnation of a slave dhow, name unknown.

2. On the 21st January, Lieutenant Mathews, who was in command of two of the "London's" boats, and cruising in the vicinity of Tanga in search of a slaver of which he had received information, detached one of the boats for the purpose of chasing all sails in sight, whilst he himself went into Tanga Harbour to examine the dhows lying there.

Having done so, he stood out again, and a few miles south of Tanga was met by the dingy belonging to the detached launch. The coxswain who was in her reported that he had chased a dhow which had refused to lower her sail; that twelve rifle shots had been fired at her, but without effect, and that she had escaped up a creek. Not knowing whether there was water sufficient for the launch to follow all the way, the coxswain, Richard Howard, petty officer, 1st Class, continued the chase in the dingy, and saw the dhow run aground near a village about two miles from the entrance of the creek. Close by the natives had drawn their canoes across the creek, so as to form an obstruction; and, before the dingy could get clear of them, a gang of slaves poured over the bows of the dhow and were immediately taken off into the bush. Howard then returned to report the circumstances to the officer in command.

3. On receiving this information, Lieutenant Mathews at once proceeded to the spot, and found the dhow lying high and dry on the beach.

He then boarded and searched her, and found that the bottom was covered with grass, which bore the appearance of having been lain on by a considerable number of

people. There were also three large bags of m'tama seed (slave food) in the hold, but otherwise the dhow was quite empty.

4. A large number of natives had assembled on the beach, and seemed inclined to resent the destruction of the dhow. This, however, Lieutenant Mathews effected without interference, by cutting away the masts and rudder, and knocking holes in her bottom. Having done this, the party left the creek, the natives shouting after them, "We don't care for the dhow; our slaves are safe."

5. The case was heard in the Consular Court at this place on the 21st ultimo, and a Decree of Condemnation passed, no defence being set up.

6. A case coming under the 1st Article of the Supplementary Treaty (Zanzibar) of the 14th July, 1875, has recently been tried and decided by Her Majesty's Consul-General, Dr. Kirk. The circumstances were as follows:—

7. A canoe which was boarded by Lieutenant Mathews, of this ship, in the vicinity of Kohanié, Island of Pemba, contained two men, one of whom stated that he was the slave of the other; that he had been taken against his will to work on a plantation on Nakongung Island, and that he was now returning with his master to Pemba. On hearing this, Lieutenant Mathews informed the reputed owner that he should take the slave to Zanzibar; but, not being certain about the case, he did not detain him, merely giving him the option of going also, which, however, he declined.

8. The case was heard on the 18th February last, a Decree of Condemnation being passed, and the slave liberated.

9. The number of dhows running to Pemba appear to have lessened very considerably during the past two months, owing partly, no doubt, to the war which is going on in the neighbourhood of the Ruffiji River, which bars the land route south of Dar-es-Salaam, but also due to the small number of caravans which have arrived lately from the interior.

I have, &c.
(Signed) T. B. M. SULIVAN.

Inclosure in No. 372.

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

Date of Detention.	Where: if at Sea, state the Latitude and Longitude.	Name of			Under what Colours.	How Rigged.	Number of			Where			Date of Sailing from last Port.	Name 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.
1876 Jan. 31	Near Tanga ...	Unknown ...	Unknown ...	Unknown ...	None ...	Dhow ...	Not known	Nil	46-07	Not known	Not known	Not known	...	None at time of capture	...	Slaves had been landed prior to capture and escaped into the bush.	Not known	Dhow destroyed. Adjudicated at Zanzibar		

"London," Zanzibar, February 20, 1876.

(Signed) T. B. SULLIVAN, Captain.

No. 373.

Captain Le H. Ward to the Secretary to the Admiralty.

“*Thetis*,” at Sea, Lat. 13° 45' S., Long. 44° 27' E.,
April 24, 1876.

Sir,

I HAVE the honour to report that on the 24th March last, in 16° 12' south latitude, 41° 16' east longitude, when cruising for the suppression of the Slave Trade, a dhow was observed from the masthead coming from the direction of the mainland. I ordered steam to be got up, and after about one hour's steaming we came up with her.

I sent Lieutenant James de B. Lopez in the cutter to board her, who, finding she was full of slaves, brought her alongside.

After transferring her living cargo, consisting of 6 men, 21 women, 39 boys, and 28 girls, besides 30 Arabs and crew, and so much of the provisions as were worth preserving to the ship, the dhow was blown up.

The condition of the slaves was remarkably good, but the dhow herself was in such a leaky state as to make it doubtful if she would ever have reached Madagascar had she not been captured.

I have, &c.
(Signed) T. LE H. WARD.

No. 374.

Captain Sullivan to Rear-Admiral Macdonald.

Sir,

“*London*,” Zanzibar, March 18, 1876.

I HAVE the honour to report the following captures made by the boats of Her Majesty's ship “*London*” under my command.

Case No. 4, 1876. “Chumake,” alias “Mael,” 71·7 tons.

2. This dhow was detained on the 28th January last by Lieutenant L. W. Mathews, who had received information of twenty-seven slaves having been landed from her a short time previously at a village called Kisomain, on the Island of Pemba. She was the property of an influential Arab, Abdullah-bin-Jabin, whose shamba or farm lies close to the village.

The dhow was known under two or three names, the latest, as stated by the owner's son, being “*Massouri*,” but the witnesses who deposed to having seen the slaves landed, clearly identified her as the vessel which brought them to Kisomain.

On the 86th instant the Consular Court pronounced a Decree of condemnation in this case, and directed the dhow to be destroyed.

Case No. 9, 1876. “Momba-sasa,” 27·6 tons.

3. This dhow was chased and boarded in the Pemba Channel by the boats under the command of Lieutenant C. Lang on the 20th February last. Beside the crew there was a large number of natives (passengers) on board, amongst whom were discovered three females, who, on examination, stated that they were slaves, and had been recently purchased at Zanzibar, and that they were being taken to Pemba in charge of a man who was a slave of Suleiman-bin-Salim.

On being questiond, this man said that the women were slaves, two of them having been purchased by his master, Suleiman-bin-Salem, at Zanzibar; that the latter had gone to the mainland to purchase more slaves, and that the former had made an arrangement with the owner of the dhow to transport the three females in charge of a male slave to Pemba. The nakhoda (or captain) of the dhow admitted that he knew the women to be slaves, and that they were shipped in charge of the male slave for the purpose of being taken to Pemba.

On the 29th ultimo, a decree of condemnation was pronounced in this case by the Consular Court; the four slaves (male and three females) liberated, and the dhow ordered to be broken up and sold.

Case No. 10, 1876. 4 Male, 3 Female, Slaves.

4. On the 1st instant, the boats under the command of Lieutenant Lang were cruising off Pemba, when, near Tongoni Gap, some natives were seen on the beach, and apparently desirous of communicating with the boats.

Lieutenant Lang accordingly landed, and found that the people were seven slaves, evidently not long landed from the coast.

Through the interpreter he at length elicited with some difficulty (for none of them could speak more than a few words of Swahili) that they had formed part of a gang of about thirty slaves, which had been on the previous day shipped from Pangani.

On nearing Pemba an alarm appeared to have been given that men-of-war's boats were in the vicinity. The slaves were therefore landed soon afterwards near Tongoni Gap, and hurried away into the bush, being told to make for a shamba some distance on.

In the confusion the seven got separated from their companions, and, not knowing the way by themselves, returned towards the beach, which they reached just as our boats came in.

They further stated that they were Niguidos and had been taken originally to Kilwa Kivingi, from whence they had marched with a large caravan to Pangani.

Little information could be obtained about the dhow or the owners of the slaves. Lieutenant Lang, therefore, took the seven (four men and three women, on board his boat and brought them to Zanzibar, where they were liberated by the Consular Court, and sent by mail steamer to Natal.

I have, &c.
(Signed) THOS. B. M. SULLIVAN.

Inclosure in No. 374.

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

Date of Detention.	Where; If at sea state Latitude and Longitude.	Name of			How Seized.	Number of			Where			Date of 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; stating the Number of 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.
1876 Feb. 20	Off Pemba ...	Momba Sasa	Barrasa...	Seif bin-Saeed, Zanzibar	Arab ...	Dhow ...	8	Nil	97.6	Zanzibar	Pemba ...	Zanzibar	Feb. 16 ...	Rice ...	Not known	1	3	...	Zanzibar ...	Slaves, good. Dentis, nil. Emancipated, 4.
Jan. 26	Pemba ...	Cicumatio	Ali - bin - Hassan	Abdallah - bin - Jabrin, Pemba	Arab ...	Dhow ...	14	Nil	71.7	...	Pemba ...	Pemba ...	Unknown	None at time of capture	...	...	...	...	Zanzibar ...	Dhow destroyed in accordance with Decree.
Mar. 1	Pemba ...	Supposed K'dege	Mattomi.	Selim-bin-Hanus	...	...	...	...	...	...	...	...	...	...	...	4*	3*	...	Pingani ...	The vessel was not captured. Condition of slaves, good. Emancipated, 7.

* The slaves formed part of a gang supposed to have been landed from a dhow "N'dege." The dhow escaped, but seven of the slaves having lost their way in the bush, returned to the beach, where they were taken on board the "London's" boats.

"London," Zanzibar, March 18, 1876.

(Signed) T. B. M. SULLIVAN, Captain.

No. 375.

Rear-Admiral Macdonald to the Secretary to the Admiralty.

(Extracts.)

May 4, 1876.

ON the 24th March, in lat. 16° 12' south, and long. 41° 16' east, the "Thetis" captured a slave dhow, of less than 100 tons, with 125 souls on board, including 94 slaves. The Arab dealers and crew of the dhows were handed over to the Governor-General of Mozambique, as persons amenable to Portuguese law, they having attempted to run a cargo of slaves from Portuguese territory. It was Captain Ward's intention to send the manumitted slaves to Natal by mail steamer, in accordance with a contract held by the Union Company with the Government of Natal for that purpose. It appears that the Portuguese have one despatch gun-vessel and three gun-boats at Mozambique, which Captain Ward was informed rarely go out of harbour, so that the Slave Trade in Portuguese territory goes on unchecked except by the efforts of our cruizers, which are made at a great disadvantage, owing to the jealousy of the Portuguese of any encroachment on their territorial waters.

The boats of the "London" have succeeded in capturing the undermentioned vessels:—

1 dhow (name unknown) 124·36 tons, with 44 slaves on board.

The "Chumake," *alias* "Mael," 71·7 tons, from which a gang of 27 slaves had been landed a short time previous to capture.

The "Momba Sasa," of 27·6 tons, with 3 female slaves on board.

Full particulars of these captures are reported in my submissions Nos. 197 and 198, of 2nd May, 1876.

* * * * *

The "Flying Fish" has made the following captures of slaving craft, namely:—

9th Feb.—A dhow ("Sawma"), having on board 64 males and 38 female adult slaves and children.

10th Feb.—A dhow, name and nation unknown (tonnage not given in report).

* * * * *

No. 376.

Captain Sullivan to Rear-Admiral Macdonald

Sir,

"London," at Zanzibar, March 20, 1876.

I HAVE the honour to report the capture of a dhow and 44 slaves by the boats of Her Majesty's ship under my command, under the following circumstances.

Case No. 11, 1876. Name unknown, 124·36 tons.

2. On the night of the 11th instant Lieutenant O'Neill, the officer in command of the "London's" boats stationed in the Pemba Channel, directed the "Helena" launch in charge of Robert Trigger, petty officer, 1st class, to anchor for the night outside Fundo Gap, for the purpose of watching that approach to Pemba, whilst he took up a position in the steam cutter off the more northerly entrance at Tongoni. The remaining boat (a cutter in charge of Sub-Lieutenant Target) he dispatched to guard the southern end of the Island.

3. About 3 o'clock on the following morning the look-out on board the "Helena" observed a dhow standing in, under sail and oars, towards the centre of Fundo Island. The launch was got under weigh immediately, but the wind had fallen to nearly a dead calm. Seeing therefore, that unless he took more active measures to cut her off, he would fail in his attempt before she reached the shore, Trigger with a couple of men and the interpreter manned the dingy, and pulling up in shore, succeeded in getting alongside just as the dhow touched the rocks, and in time to prevent more than a few of the slaves being forced overboard by the Arabs. These latter jumped on the rocks, and, with one exception, effected their escape into the thick bush with which the Island is covered.

4. Several of the slaves who had been forced overboard were now discovered, some in the water, and others sitting about on the rocks, and were taken on board the launch, which by this time had come up. Eventually it was found that beside one Arab (who had been picked out of the water nearly drowned) there were on board 10 men,

28 women, and 6 children, in all 44 slaves. From some of the more intelligent it was ascertained that the gang, when shipped at Tanga, had consisted of 50; there were therefore 6 still missing.

A search was made for them along the beach and outskirts of the bush, without success, but on returning at daybreak to where the dhow was stranded, three bodies, apparently of children, were observed lying dead at the bottom, in about one fathom of water. Three only, therefore, remain unaccounted for, and these, it is possible, may have escaped into the bush, or have shared the same fate as their companions whose bodies were found.

5. As soon as possible after the capture Trigger communicated with Lieutenant O'Neill who then came down to Fundo Island. On his arrival, finding that the injuries sustained by the dhow from bumping on the rocks, were such as to prevent her being sent to Zanzibar, or even to be kept afloat for any length of time, Lieutenant O'Neill towed her off the shore, and sunk her in deep water.

6. On the 15th instant the case came before the Consular Court, and a Decree of Condemnation was pronounced, the slaves being left on board the "London" pending arrangements being made for their disposal.

7. I have much pleasure in calling your attention, and through you, that of their Lordships' to the highly meritorious conduct of Richard Trigger, petty officer, 1st class, and the boat's crew under his command, displayed in the capture of this slaver; and to quote the words of Lieutenant O'Neill's written report to me on the subject, "the circumstances of the capture, the good look-out, the long and heavy pull in the launch, and the prompt and successful manner in which the dhow was cut off by the dingy and prevented from landing her slaves, appear to me to reflect great credit upon the whole of the launch's crew."

8. Observing that Trigger's conduct on a former and similar occasion, has already met with approval and reward from their Lordships,

I have, &c.

(Signed) THOS. B. M. SULLIVAN.

Inclosure in No. 376.

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

Date of Detention.	Where, if at all, 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.
1876 March 18	Fundo Island, Pemba	Unknown	Unknown	Names unknown Pemba	None ...	Dhow	...	Not known	Nil	124-38	Tanga	Pemba ...	Not known.	...	10	28	5	1	Tanga	Zanzibar	Slaves, fair. Deaths, nil. Emancipated, 44. Vessel destroyed.

"London," Zanzibar, March 20, 1876.

(Signed)

T. B. M. SULLIVAN, Captain.

No. 377.

Rear-Admiral Macdonald to the Secretary to the Admiralty.

(Extract.)

“*Undaunted*,” *Bombay, February 7, 1876.*

THE “*Thetis*” was at Zanzibar on the 8th January; Her Majesty’s Political Agent and Consul-General at Zanzibar having acquainted Captain Ward that he was desirous of visiting the northern ports, Captain Ward was about to proceed to those portions of the Sultan’s dominions on the 15th January.

The northern provinces having once more fallen under the Sultan’s jurisdiction, in conjunction with his Highness’ declaration of total abolition of slavery throughout the same, may entail active measures on the part of Her Majesty’s ships for the protection of British subjects, and the furtherance of the policy of England in putting an end to African slavery.

Her Majesty’s Resident at Aden having concluded a very satisfactory Treaty with the Government of Socotra Island, returned to Aden in Her Majesty’s ship “*Briton*” on 31st January.

* * * * *

In consequence of the state of anarchy which prevailed at Kismayo on the departure of the Egyptian troops, the “*Vestal*” has proceeded to that port for the protection of British interests.

No. 378.

Rear-Admiral Macdonald to the Secretary to the Admiralty.

Sir,

“*Undaunted*,” *at Bombay, February 14, 1876.*

I HAVE the honour to request you will be pleased to inform the Lords Commissioners of the Admiralty that it is my intention, should circumstances permit, to leave Bombay in Her Majesty’s ship “*Undaunted*” about the middle of March, and subsequent to the departure of His Royal Highness the Prince of Wales, and, having visited some of the smaller Indian ports, to proceed to the Seychelles, with a view to giving more general leave and recruiting the health of the ship’s company.

2. All leave to them at this port is at present stopped, owing to small pox of a virulent type being very prevalent in Bombay.

3. From Seychelles it is my intention to proceed to Mauritius, thence to Tamatave, and, in compliance with the Earl of Derby’s wishes, expressed in inclosure to your letter of 23rd December, 1875, place myself in communication with Her Majesty’s Consul at that port, and make a representation to the Hova Government in the sense indicated in the instructions from the Foreign Office, dated 20th, December, inclosed in your letter above quoted.

4. From Tamatave, time allowing, I shall probably visit other ports in Madagascar, including the French Settlement of Nosé Bé, and then proceed to Mozambique.

5. From Mozambique it is my present intention to proceed to the French Island of Mayotta, in the Comoro group, and likewise to procure an interview with the Sultan of the Island of Johanna, also in the Comoro group, and eventually to proceed to Zanzibar.

6. My more immediate object in thus giving my proposed movements in detail is to enable their Lordships to send me complete telegraphic instructions before the probable date of my departure from Bombay, should any exigencies arise making it necessary for them to modify my proposed movements.

I am, &c.

(Signed) R. J. MACDONALD.

No. 379.

The Secretary to the Admiralty to Mr. Bourke.—(Received June 22.)

Sir,

Admiralty, June 21, 1876.

WITH reference to my letters of the 4th April respecting the capture of three dhows by the boats of the “*Flying Fish*,” I am commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of the Earl of Derby, a return of the dhows captured by that vessel.

I am, &c.

(Signed) ROBERT HALL.

Inclosure in No. 379.

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 Bigged.	Number of—			From—			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 Ships 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.
1876 Feb. 9	Kwaly ..	Saloma ..	Not known.	Not known	Nil ..	Dhow ..	11 ..	191 ..	Kilwa ..	Not known	Not known.	Not known	Slaves	..	..	43	81	21	7	Uncertain...	Zanzibar	Good; vessel not sea-worthy.
Feb. 10	Mafia ..	Not known.	Ditto ..	Ditto ..	Ditto ..	Ditto ..	Not known	61 ..	Not known	Ditto ..	Ditto ..	Ditto ..	Ditto	..	..	Nil	Nil	Nil	Nil	Ditto	Ditto ..	Ditto.
Feb. 10	Ditto ..	Ditto ..	Ditto ..	Ditto ..	Ditto ..	Ditto ..	6 ..	48 ..	Ditto ..	Ditto ..	Ditto ..	Ditto ..	Ditto	..	..	1	..	..	..	Ditto	Ditto ..	Ditto.

“Flying Fish,” at Sea, February 29, 1876.

(Signed)

HERBERT CROHAN, Captain.

No. 380.

*Rear-Admiral Macdonald to the Secretary to the Admiralty.**"Doris," at Calcutta, December 29, 1875.*COPY forwarded for the information of the Lords Commissioners of the Admiralty
(Signed) R. MACDONALD.Sir, *"London," Zanzibar, November 17, 1875.*

In making my final report on the Slave Trade of East Africa, there is little more to add to that which was mentioned in my last Report on the subject.

Slaves are conveyed in large numbers by land in the vicinity of those parts of the coast our cruisers are in the habit of frequenting, and by sea on those parts where they are seldom seen.

In the vicinity of Zanzibar the trade is limited to the few being conveyed to the islands from the mainland in dhows and canoes in small numbers, but to the northward, in the neighbourhood of Mombasa, Melinda, and Lamoo, and from Wasseen (the northern limit of our boats' station), there is reason to think they are conveyed in large numbers by sea.

In this opinion Dr. Kirk concurs, and thinks with me that it is unfortunate no ships have been cruising off that part of the coast for the past two years during the months of October and November at the close of the south-west monsoon and the northern Slave Trade season. In consequence of my drawing the attention of Captain Ward to this fact, he left orders that the "Lynx" should proceed off those ports if she arrived before the 18th October; but I regret to say that she has not yet arrived, and by a note from Commander Campbell, I learn she may not be expected before the end of this month, too late under the circumstances for cruising to the northward.

With respect to the subject of the suppression of the Slave Trade and its accomplishment, I would remark that no Treaties and no efforts, however great, will lessen the traffic to any extent until the question of what is to become of the liberated African receives its due attention and consideration, and a better and more certain freedom ensured to him. The mere casting them adrift in the Sultan of Zanzibar's dominions, with a per-centage of them domiciled at the mission farms (by this time full to overflowing), instead of placing them at some British settlement on the mainland which might be purchased or taken, appears but to be trifling with the negro at an enormous cost to the nation, which never can produce the results anticipated, and unless the treatment of the freed negro is duly considered, and the subject faced and grappled with the Slave Trade will receive little or no check, but remain as far from abolishment as ever; by establishing, however, a Liberated African Settlement on the mainland under British rule and protection, which could spread its villages towards the interior as the population increased, where the African could have an opportunity of cultivating the land, and trading for himself in the real sense of the word "freedom," and where the various missions could obtain full scope for their work, there would be some probability of putting an end to slavery, and in addition to other advantages would be that of being enabled to cut off the land route.

Whether the slave is better off by falling into British hands under present circumstances is a question that can only be answered (and they themselves would answer it) in the negative; and unpleasant as the reflection may be, it is no less true that if we wanted to put our hands on any of the Africans liberated during the past twenty-five years on the East Coast, we could not point to any unless it were a few still fagging for the lazy French Creole at the Mauritius and Seychelles Islands, to which islands some of them were banished.

The recent clause added to the Treaty of Zanzibar respecting domestic slaves, and prohibiting their conveyance by sea against their will, has not yet begun to work, but it is certain it will add to the number of slaves liberated, and consequently increase the number to be protected and provided for.

In conclusion, I would add that the modern and novel system being adopted by some of our Mission Societies of sending one or two Europeans into the interior without a base of operations on the sea-coast from which to work, appears, so far as I am enabled to judge, only comparable to that of a General with a large force sending a sergeant and drummer to the rear of an opposing force to bayonet them behind.

Religion, education, trade and agriculture must go hand-in-hand in their advance towards the interior of Africa. In this advance they will be met and joined by the

rapidly extending Cape colonists; and the Slave Trade abolished, not by the capture of slaves or slavers, nor the acquirement of new Slave Treaties, but by the intermingling of races and their dependence on each other.

I have, &c.
(Signed) GEO. S. SULIVAN, *Captain*.

Rear-Admiral R. J. Macdonald,
&c. &c. &c.

No. 381.

Rear-Admiral Macdonald to the Secretary to the Admiralty.

Sir, *"Undaunted," at Sea, May 29, 1876.*
I HAVE the honour to inclose copy of a letter from Commander Crohan of Her Majesty's ship "Flying Fish," reporting that the Slave Trade between Tullear and Bourbon had for the time ceased, and that the ship "Etienne et Laurence" which had been employed in the trade was lost during a cyclone at Bourbon.

I have, &c.
(Signed) R. J. MACDONALD.

Inclosure in No. 381.

Commander Crohan to Rear-Admiral Macdonald.

Sir, *"Flying Fish," May 17, 1876.*
I HAVE the honour to report that Her Majesty's ship under my command left Zanzibar after the condemnation of the dhows captured on the 8th and 10th as reported, and has since been cruising in the Mozambique Channel and on the coast of Madagascar.

The launch lent to this ship, and the cutter and whaler have been on detached service during the greater period of this time. No slavers have been met with.

Mozambique was visited on April 6th, and again on May 5th, when the ship was completed with coal, as also on the latter occasion with provisions received from Zanzibar.

At Tullear, where the ship arrived on March 26th, I found that the trade in slaves between that port and Bourbon had for the time ceased, the former visit of this ship having been beneficial.

A few days prior to my arrival Mr. Rosier *alias* Mr. McCullum, the Italian Consul, had died, and I had since heard that his brother, who commanded the "Etienne et Laurence," was lost with his vessel during a cyclone at Bourbon.

The house will probably be closed as there is no other representative.

Orders have been received from the senior officer on the East Coast to proceed to Seychelles for the purpose of giving leave. I purpose sailing this day.

I have, &c.
(Signed) HERBERT CROHAN.

No. 382.

Rear-Admiral Macdonald to the Secretary to the Admiralty.

"Undaunted," Mauritius, June 16, 1876.
FORWARDED for the information of the Lords Commissioners of the Admiralty.
(Signed) R. J. MACDONALD.

Inclosure 1 in No. 382.

Captain Ward to Rear-Admiral Macdonald.

Sir,

"Thetis," at Sea, April 24, 1876.

I HAVE the honour to report that on the 24th March last, in latitude 16' 12" south, longitude 41' 16" east, when cruising for the suppression of the Slave Trade, a dhow was observed from the masthead coming from the direction of the mainland. I ordered steam to be got up, and after about one hour's steaming we came up with her. I sent Lieutenant J. de B. Lopez in the cutter to board her, who, finding she was full of slaves, brought her alongside. After transferring her living cargo of 6 men, 21 women, 39 boys, and 28 girls, besides 30 Arabs and crew, and so much of the provisions as were worth preserving to the ship, the dhow was blown up.

The condition of the slaves was remarkably good, but the dhow herself was in such a leaky state as to make it doubtful if she would ever have reached Madagascar had she not been captured.

I have, &c.

(Signed) THOS. LE H. WARD.

Inclosure 2 in No. 382.

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

Date of Detention.	Where:		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.	
	If at Sea, state the Latitude and Longitude.	Owners, and of what Place.	Master.	Vessel.		Under what Colours.	Men.	Guns.	Tons.	From.	Bound.				Belonging.	Men.	Women.	Boys.			Girls.	Where Shipped.
1876 March 24	Sea—Latitude, 16° 13' S.; Longitude, 41° 16' E.	Not known	Orn (acting)	Kunguru ...	None ...	11 crew; 19 dealers, passen- gers.	Nil	98	Maravoni	Any part of Made- gascar	Not known	1876 March 21	Slaves	6	21	39	28	Maravoni ...	Destroyed: un- fit to send to port	Condition of slaves re- markably good. No deaths. 94 emancipated. Vessel very leaky and unseaworthy.

"Thetis," Mozambique, March 31, 1876.

(Signed)

THOS. J. F. H. WARD, Captain.

No. 383.

Rear-Admiral Macdonald to the Secretary to the Admiralty.

“*Undaunted*,” at Mauritius, June 16, 1876.
FORWARDED for the information of the Lords Commissioners of the Admiralty.
(Signed) R. J. MACDONALD.

Sir, “*London*,” at Zanzibar, April 15, 1876.
I have the honour to report the following captures made by the boats of Her Majesty’s ship under my command:—

Case No. 12, 1876.—Two Slavers.—Decree of Condemnation.

2. This is a case coming under the provisions of the Treaty with the Sultan of Zanzibar, dated 14th July, 1875. On the 19th ultimo information was received that a dhow about to sail for Bagamoyo had shipped two slaves. As she was leaving the port, therefore, I caused her to be detained, and the next day brought the case before the Consular Court. It then appeared that an Arab of Zanzibar, called Salim-bin-Seif, had shipped two female slaves (a woman and her child) on board the dhow, placing them in charge of a passenger, Salim-bin-Nosser, with instructions to sell them on arrival at Bagamoyo. The child, however, by some means succeeded in escaping before the vessel sailed, and was picked up in the streets by the person who gave the information.

It was proved that the owner of the slaves was in the habit of brutally ill-treating them, and in consequence they had on one or two occasions run away but had been recaptured.

There being no evidence of complicity on the part either of the Nakhoda or the owner of the dhow, the Court released the vessel, but decreed the liberation of the slaves.

Case No. 13, 1876.—Name unknown; 23 male, 10 female Slaves; 178·67 tons.

3. This dhow was captured on the 25th of March by Sub-Lieutenant Target, whilst in command of one of the launches and the steam cutter of this ship. She was first sighted just after daybreak standing across from the mainland, and apparently making for Fundo Gap, one of the approaches to Pemba. The launch and steam-cutter at once gave chase, the former coming up from the southern end of Fundo Island, off which she had been stationed for the night, the latter from the northward. On observing that she was chased, the dhow bore up and stood straight in for the beach about the centre of the island; which, owing to the fact of her being nearer to it than either of the boats were to her, she gained a few minutes before the launch came up. As the dhow grounded a crowd of people jumped overboard and made for the bush, which is very thick and covers the island almost to the water’s edge. The boats arrived shortly after and on boarding the dhow five male slaves were found still in her. Sub-Lieutenant Target landed with a party of men, and searched the outskirts of the jungle. By this means 28 more of the slaves (18 males and 10 females) were captured; but the Arabs with the remainder (probably about 20) succeeded in effecting their escape.

Having destroyed the dhow by burning her to the water’s edge, and then sinking her in deep water, Mr. Target sent the slaves to Zanzibar in the launch, where the capture was formally condemned on the 28th ultimo.

4. The slaves formed part of a gang which had recently been marched up the coast route from Kilwa to Pangani, where they were embarked. Many of them were in the usual state of emaciation from disease and over-driving; and one of these (a man) died on board the launch during the passage to Zanzibar from dysentery.

The rest were sent to Natal by the Cape mail of the 6th instant.

(Signed) T. SULIVAN, *Captain.*

To Rear-Admiral J. Macdonald,
Commander-in-chief, East India Station.

Inclosure in No. 383.

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 Bigged.	Number of		Where.		Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel: stating the Number of Deaths before Adjudication, and the Number Emancipated.		
	Vessel.	Master.	Owner and of what Place.	Men.			Gras	Tons.	From.	Bound.				Belonging.	Men.	Women.	Boys.			Girls.	Where Shipped.
1876 March 26	Unknown ...	...	...	Nil	Nil	Dhrow ...	Not known	Nil	178-87	Tanga ...	Pemba ...	Not known	Nil	...	98*	10*	1*	...	Pungauy ...	Zanzibar ...	Vessel—destroyed. Deaths—1 Emancipated—88. Condition—fair.

* Supposed to have been about 100 on board; remainder, with owners and crew, escaped into the bush, after running the dhrow on shore.

“London,” Zanzibar, March 29, 1876.

(Signed)

T. M. SULLIVAN, Captain.

No. 384.

Captain Sullivan to Rear-Admiral Macdonald.

Sir,

"London," at Zanzibar, April 21, 1876.

I HAVE the honour to report the following captures made by the boats of Her Majesty's ship "London," under my command:—

Case No. 14, 1876.—Dhow called "Kungoora" or "Changoroa," 37·86 tons.

2. This dhow was detained by Sub-Lieutenant Target on 19th March, in consequence of information which he had received of her having landed four slaves at a place called Mikingani or Mchenzano on the coast of Pemba. The case came before the Prize Court at Zanzibar on the 8th instant, but although clear proof was shown of the fact of the four slaves having been landed from the dhow and soon afterward sold, still, as this act of slave-trading was committed on a former voyage to that on which she was engaged at the time of seizure the Court pronounced in favour of the defendants (the owner and captain), and decreed the restitution of the dhow.

This decision is the effect of an opinion recently expressed by one of the legal advisers of the Treasury on the point, and forwarded for the guidance of Dr. Kirk by the Earl of Derby. I have referred more fully to the question in my letter of the 21st instant.

Case No. 15, 1876.—Dhow called "Chunga Mana," 129 slaves, 196·3 tons.

3. Early on the morning of the 8th instant the "Beatrice" launch, under the command of Lieutenant Grassie, sighted a large dhow standing across from the mainland, and making apparently for George's Gap, in Pemba.

The launch at once gave chase, firing a rifle across the dhow's bows as a signal for her to heave to, which, however, was disregarded. On the signal being repeated the Arabs on board the dhow opened fire on the boat with small arms, which was replied to by our men.

This continued for more than half an hour, when the boat having approached within a short distance of the dhow, the main-sheet of the latter was let go and she came up in the wind. On boarding her Lieutenant Grassie found that she was full of slaves, who had been shipped on the previous night at a place called Kikombi, a short distance to the northward of Pangani. The Nakhoda informed him that on the boat being observed the Arabs, who were the owners of the slaves, had threatened to cut his throat if he attempted to lower the sail, and stated their determination to fight the Englishmen.

Every endeavour was made by our men to avoid injuring the slaves by their fire, which was directed as far as possible at the Arabs and the rigging, but I regret to say that two females were killed, apparently by the same bullet. These Mr. Grassie buried at sea. Three other boats in charge of Lieutenant Mathews having by this time arrived, the people were removed from the dhow and placed on board them for conveyance to Zanzibar.

The dhow was then burnt, being in an exceedingly filthy state and quite unfit to place a prize crew on board. Although the launch was struck several times by the Arabs' bullets, it is satisfactory to report that none of our men were wounded, and, with the exception of the two women, but one Arab and one of the crew were wounded on board the dhow.

The slaves captured numbered 129, of whom, as usual, the majority were females and children.

This case was heard by the Consul-General on the 15th instant, and a decree of condemnation pronounced, the slave-dealers being turned over to the Sultan for punishment.

Case No. 16, 1876.—Name unknown, 2 slaves, 50l. in cash, 68·9 tons.

4. This dhow was detained on the morning of the 6th instant off George's Gap by Lieutenant Mathews. On boarding her he found evident signs of her recent occupation by slaves, viz., a second deck laid over the ballast parts of slave irons secreted in the after-part of the vessel, and the stench which always accompanies the conveyance of slaves in any numbers. Some of the crew when examined stated that the dhow had just landed a cargo of forty-five slaves, and was then on her way back to Kikombi,

where she had shipped them. On further search a bag containing about 50*l.* in rupees and American gold and two letters were found. The latter implicated the dhow and her owner in several recent slaving transactions, and showed that the money was the amount of freight which had been paid to the owner for the conveyance of slaves to Pemba on different occasions.

The case came before the Consular Court on the 11th instant, and the examination of the crew and other witnesses, and the translation of the above-mentioned letters, elicited the additional facts that the owner of this dhow was the owner also of that taken and destroyed by Lieutenant Grassie; and that two of the people on board at the time of capture were slaves whom the owner had probably been unable to dispose of on that trip. On the 15th instant a decree of condemnation was passed in this case and the money found on board declared forfeited.

The dhow was destroyed at the time of capture.

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

No. 385.

Rear-Admiral Macdonald to the Secretary to the Admiralty.

*"Undaunted," at Sea, Lat. 4° 42' S., Long. 62° 59' E.,
June 1, 1876.*

(Extract.)

I HAVE the honour to forward herewith, for the information of the Lords Commissioners of the Admiralty, a return of vessels captured during the year 1875 on the ground of being engaged in the East African Slave Trade by Her Majesty's ships on the station under my command, and beg to request you will also lay before their Lordships the following particulars concerning the East African Slave Trade and the means adopted for its suppression.

I.—Vessels Captured and Slaves Liberated.

2. The total number of vessels captured during 1875 has been 35. Upon three of these vessels, however, decrees of restitution were pronounced in the British Consular Court at Zanzibar, thus giving a gross condemned tonnage of 2694·33 in 1875, against 1248·571 in 1874. The number of slaves liberated, however, during the year 1875, namely 426, compares badly with the number emancipated in 1874, namely 642; and when it is borne in mind that, from the nature of the dhows captured, the dealers, as a rule, care very little for the loss of their vessels provided they are successful in landing their slaves, the results of the year 1875 are not altogether encouraging.

3. It is only just, however, to remark that the whole of the captures made in 1875, with one exception, were made by the "Thetis" and "Flying Fish," and the boats of the "London."

4. The "Lynx," which has also been employed in the suppression of the Slave Trade, did not arrive at Zanzibar until late in November, and her services can therefore hardly be taken into account for the year 1875.

5. In July, 1875, Major Euan Smith, Her Britannic Majesty's Officiating Political Agent and Consul-General for Zanzibar, visited Chak-Chak, in Pemba, in Her Majesty's surveying vessel "Nassau," and in two days succeeded in freeing 212 slaves belonging to British subjects.

II.—Slave Trade in and from Mozambique.

6. In January, 1875, the "Thetis" sailed from Zanzibar for the Mozambique Channel, where she co-operated with the Portuguese gunboats in clearing out the head quarters of the slave-trading dhows in those parts at the mouth of the Umfossi River, in which combined operations a fleet of eight large dhows was destroyed. Towards the end of March the "Thetis" boats acted in combination with a Portuguese gunboat, and five days were employed in a thorough examination of the known haunts of slavers in the delta of the Umfossi River, and apparently a temporary check was put to the traffic.

7. The importation of slaves into Madagascar from Mozambique appears, however, to be attended with other risks than those of capture by our cruisers and cruising-boats. The Sakilavas, although eager enough to obtain slaves, it is said, do not hesitate to take them by force when a good opportunity presents itself. It follows, therefore, that it is only at such settlements as possess a tolerably strong Arab population that the Sakilavas

can be trusted as *bond fide* traders. Of these settlements Marambitzi and Mayanterano are the principal ports of debarcation. Flamassa and Nossumballava, in the immediate vicinity of Cape St. Andrew, are considered dangerous in consequence of the predominance of Sakilavas in these settlements.

8. Their Lordships will have learned by my submission of 29th December, 1875, that in October of that year it became the duty of Captain Ward, senior officer of Her Majesty's ships on the East Coast of Africa, to inflict signal punishment upon the Sakilavas for having treacherously fired upon the boats of Her Majesty's ship "Thetis" in September, 1875. The operations were successfully carried out by the boats of the "Thetis" and "Flying Fish," great loss having been sustained by the Sakilavas, and only one man of our forces having been wounded. Their Lordships' approval of Captain Ward's proceedings on this occasion was conveyed to me in your letter of 24th March, 1876.

9. Neither can the full slaver, as a rule, carry her cargo direct to any port where there is a Hova Governor, and, of course, she cannot land it openly at a French settlement, and these difficulties forcing the Arabs to take their slaves to well-known marts on the coast, render the work of suppression a matter of more certainty than it at first appears. The French agents from Nossi Bé purchase slaves in these localities under the denomination of "engagés," and the Hova agents buy them as "domestic slaves," the traffic in which prior to the emancipation proclamation of the Queen of Madagascar in October, 1874, does not appear to have been illegal.

10. The apparently temporary check given to the traffic by the unusual activity of the Portuguese appears, however, to have been somewhat shortlived, and I am informed that so soon as our cruisers are forced to confine their efforts at suppression to the extra-territorial waters (which is practically the case when not acting in concert with the Portuguese authorities), the chances of the slavers making successful runs are so great that in the six months ending 31st December, 1875, one full slaver which was taken by Her Majesty's ship "Thetis" boats was the only tangible result of our efforts for the suppression of the Slave Trade between Portuguese territory and Madagascar. The number of vessels which escaped capture was probably very considerable.

11. The establishment of a British Consulate at Mozambique in August, 1875, has, however, probably been a greater blow to the Slave Trade than many captures would have been.

12. The direct causes of the want of any diminution of the Mozambique Slave Trade are two—

1st. The protection afforded by exemption from search under the French flag.

2nd. The great extent of quasi-territorial waters claimed by the Portuguese Government, over which, as a matter of fact, it possesses no practical control whatever.

If the French authorities would abstain from indirectly countenancing the Slave Trade by allowing vessels which are in no way French property to fly the French flag, and if the Portuguese Government could be induced to permit (as it formerly did), for the purpose of Slave Trade suppression, the right to search vessels within its territorial waters, the Mozambique and Madagascar Slave Trade would very soon cease to exist. These opinions, I may add, are confirmed by Captain Ward, of Her Majesty's ship "Thetis," senior officer on the East Coast of Africa, and the respective commanding officers of Her Majesty's ships that are stationed, or have been stationed in the Mozambique Channel for the suppression of the Slave Trade.

III.—*Proclamation of the Queen of Madagascar.*

13. The unsatisfactory working of the Queen of Madagascar's Emancipation Decree of October 1874 having been fully reported to their Lordships—

14. I am now about to proceed to Tamatave, and in compliance with the Earl of Derby's wishes, expressed in the inclosure to your letter of 23rd December, 1875, place myself in communication with Her Majesty's Consul at that port, and make a joint protest to the Hova Government against the violation of their Treaty engagements with England.

IV.—*Slave Trade under French Colours.*

15. In November, 1875, the "Flying Fish" visited St. Augustine's Bay and the Port of Tullear, close by, in latitude 23° 23' south, on the west coast of Madagascar, where she fell in with the French barque "Etienne et Laurence," upon the master and part owner of which vessel grave suspicion rested of being actively engaged in the Slave

Trade ; and Commander Crohan obtained from various independent sources conclusive proof of a Slave Trade being carried on by French subjects under French colours between Tulleur and the Island of Bourbon.

16. Commander Crohan reports, under date of 17th May, 1876, that for the time being Slave Trade between Tulleur and Bourbon had ceased, and that the "Etienne et Laurence," with her commander, were lost during a cyclone at Bourbon.

17. The article of commerce in this case appears to consist of natives of Madagascar, though it is stated that natives of Africa are brought over in dhows to the west coast of Madagascar, where they are shipped off in French schooners to Bourbon.

18. The French flag also covers a considerable traffic in Mozambiques, who, after being landed in the immediate neighbourhood of Passandava, are transferred as "engagés" to the French Colony of Nossi Bé.

19. It is with no small satisfaction, therefore, that I learn from their Lordships, by your letter of 18th January, 1876, that "renewed and stringent orders had been issued by the French Government with a view to prevent the abuse of the French flag by the indiscriminate grant of French papers, and that Her Majesty's Government are considering what measures should be taken on the same subject with reference to Turkish colours."

V.—*Slave Trade in the Island of Johanna.*

20. In May, 1875, Her Majesty's ship "Thetis" visited the Island of Johanna, and Mr. Sunley, late British Consul, informed Captain Ward that the masters of the dhows which bring bullocks from Madagascar made no secret of their being engaged in the Slave Trade. Their usual routine is, after receiving payment for their bullocks, to proceed to the mainland to invest their cash in slaves, and perhaps other cargo, which they convey to Marambitzi, and having received bullocks in exchange, again proceed to Johanna or Mayotta. This trade cannot fail of being extremely lucrative, and is exemplified in the following approximate figures:—

21. A slave on the Mozambique coast costs from 15 to 30 dollars, and can be sold at Marambitzi for ten bullocks a-piece, each bullock being saleable at Mayotta for 11 or 12 dollars. At average rates, therefore, a cargo of twenty slaves bought on the Mozambique coast would ensure a possible profit of nearly 2,000 dollars, or allow a loss of 25 per cent. by the death of slaves or cattle, nearly 1,500 dollars would be cleared on the original sum expended, namely, 450 dollars, less, of course, the small expense of transportation. It should, however, be borne in mind that the legal trade in bullocks is also very lucrative, and not liable to the same risks; a bullock costing 5 or 6 dollars at Marambitzi, sells at Mayotta for 11 or 12 dollars.

22. All the above information has been eliminated from the full and exhaustive reports which have from time to time been forwarded to me by Captain Ward, of Her Majesty's ship "Thetis," senior officer on the East Coast of Africa, circumstances not having as yet permitted me to visit the portions of my station above-mentioned.

VI.—*Slave Trade in Zanzibar Channel.*

23. This trade appears confined to the importation of slaves into—

(1.) The islands of Zanzibar, Pemba, Monfia, and Cholé.

(2.) To the Comoro Islands, which last are also reported to be supplied from the northern portion of the Portuguese dominions.

24. The Slave Trade from Kilwa is reported to have been going on with undiminished activity, and according to information received at the British Consulate at Zanzibar, no less than 1,500 slaves a-month arrive at Kilwa from the interior, of which more than two-thirds, it is said, find their way to the Islands of Zanzibar and Pemba, most of them being conveyed by what is known as the land route.

25. The distance from the mainland to Zanzibar and Pemba is so short, and the departure of the dhows is so timed, that the only way they stand the slightest chance of capture is by a vessel or boat with steam-power.

26. In my letter of 31st July, 1875, I expressed my opinion that the services of a gun-boat (as a tender to the "London") would be invaluable in connection with blockading the Straits of Pemba and adjacent coasts, and also in my submission of 2nd March, 1876, inclosing a demand from Her Majesty's ship "London" for a steam launch or pinnace for cruising purposes in the Pemba Channel, I expressed to their Lordships my entire concurrence with the opinion expressed by Captain Thomas B. M. Sullivan as to the desirability of employing steam-launches in the suppression of the Slave Trade in the Pemba Channel. The establishment of a small coal depôt on

Mesal Island (as reported in my submission of May 2, 1876), will, I believe, tend to increase the efficiency of the blockade of the Pemba coast.

VII.—*Proclamation of the Sultan of Zanzibar.*

27. The future alone can decide whether the Proclamation of the Sultan of Zanzibar in November, 1875, of the entire abolition of slavery in the Benadir (or province of his dominions north of Lamoo), will not prove to be the greatest blow which has been inflicted on the Slave Trade since the signing of the Treaty in June 1873.

28. The immediate object of the Sultan was to outbid the Khedive in a similar Proclamation, which, it was said, had been issued by the Commander of the Egyptian forces in the districts then occupied by them.

VIII.—*Destruction of Villages at Tangata.*

29. In consequence of Lieutenant Mathews, of Her Majesty's ship "London," and some of his men having been fired on by the natives of Tangata in November 1875, His Highness the Sultan of Zanzibar directed the Governor of Tanga to proceed to Tangata for the purpose of inducing the Chiefs to return quietly with him to Zanzibar, and in the event of their refusing to do so, to tell them that their villages would be destroyed by the man-of-war boats.

30. The Governor of Tanga failing to induce the Chiefs to proceed to Zanzibar, Lieutenant Annesley, of Her Majesty's ship "London," in command of the expedition, fired the two villages of Sitaki Chare and Wanga, as reported to their Lordships in my submission of 6th of January, 1876.

IX.—*Slave Trade in the Persian Gulf and in the Gulf of Oman.*

31. Up to October 1875, the boats of Her Majesty's ship "Daphne" boarded nearly 300 dhows, but no captures were made. Captain Foot, then in command of the "Daphne," reports that here also the French flag is used as a protection against our cruizers, and so well is the protective influence of the French flag known, that the interpreter of the "Daphne" was publicly jeered at Sur on the subject.

32. The Turkish flag, Captain Foot adds, is used to a greater extent than even the French, and that slaves are conveyed by Turkish dhows to Bussorah and many places in the Persian and Oman Gulfs, is an acknowledged fact, most of them being women passed off as wives. Against such a traffic, it is obvious, our cruizers are powerless to act.

X.—*Summary of the Causes of Slave Trade.*

33. The summing up of the direct influences which foster and conduce to the activity of the East African Slave Trade may be broadly stated under four heads, namely:—

- (a.) The abuse of the French and Turkish flags.
- (b.) The quasi-territorial waters claimed by Portugal in the Mozambique Channel.
- (c.) The want of *bona fides* on the part of the Egyptian Government in secretly tolerating slavery in the Khedive's Dominions; and
- (d.) The weakness of the Government of the Sultan of Zanzibar, which has hitherto prevented His Highness from putting a stop to the land traffic of slaves from the interior.

XI.—*Disposal of Liberated Slaves.*

34. The question of the disposal of the manumitted slaves is one of great moment and of some difficulty. In May of last year I was informed that the Protector of Immigrants at Natal had requested that no more liberated Africans should be sent there, pending a revision of the regulations for their reception in that Colony. There therefore remains for consideration Mombasa, on the mainland of Zanzibar, or some suitable British Possession, where the labour of the freed slave could be utilized, and he himself could earn a livelihood.

35. It is obvious that to send him to Mombasa is open to grave objections, this portion of the Possessions of the Sultan of Zanzibar being notoriously weakly governed, and even if the manumitted slave should enjoy all the privileges of a free man the chances are greatly in favour of his offspring quitting the country in search of greater liberty, relapsing into heathenism, and being in their turn captured and sold for slaves.

36. By instituting inquiries and calling for accurate returns from the Mission Establishment at Zanzibar, I fear that this surmise would receive but too full a confirmation.

37. There then remains but a suitable British Possession to consider, and for a time the Seychelles Islands would no doubt supply an emporium where the labour of the freed slave would be acceptable, and would receive a just equivalent.

38. The commerce of Seychelles is on the increase, the climate is peculiarly adapted to the African constitution, and with a plentiful supply of labour the islands are capable of considerable commercial development. Coffee of a superior quality, sugar, vanilla, and cocoa are all indigenous to the country, whilst the produce and manufactures attendant upon the yield of cocoa-nut palm are in large demand, and furnish a considerable proportion of the revenue of the islands. This revenue depends entirely upon the amount of labour that can be procured.

39. Without going the length to which Captain George L. Sullivan, late in command of Her Majesty's ship "London," expresses himself in the extract from a letter on this subject addressed to me on the 17th of November, 1875, copy of which was duly forwarded to their Lordships in my submission of 29th December, 1875, I cannot but be of opinion that there are substantial grounds for much which Captain Sullivan asserts.

XII.—*Interpreters.*

40. The system of providing properly-qualified Interpreters for Her Majesty's ships employed in the suppression of the Slave Trade on the East Coast of Africa, as detailed in your letter of the 3rd December, 1875, has not been in force sufficiently long for me to report upon at this moment; but the supply of qualified and trustworthy Interpreters cannot fail of being conducive to the best interests of Slave Trade suppression.

Inclosure in No. 385.

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 Year 1875; from January 1 to May 19, 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.	Adjudicated.	Manumitted.					
Unknown, dhow	None	Not known	Not known	1875 Jan. 3	Ookongui, Pemba	Captain Geo. L. Sullivan, H.M.S. "London."	6	Nil	6	73-5	Forfeiture	Destroyed.		
"Puda Madi," dhow	None	Baraka, master; Kermali Madani, of Zanzibar, owner.	9	" 3	15 miles south of Pemba	Ditto	Nil	Nil	25-78	Ditto	Ditto	Brought to Zanzibar.		
"M'oso," dhow	English	Tiroo, master; Porthaljee-waujee, Zanzibar, owner.	9	" 9	Meeal Island.	Ditto	Nil	Nil	Nil	Ditto	Ditto	Destroyed.		
"Salama," dhow	None	Ferej, master; Heralda, owner.	5	Feb. 24	Off Kohani	Ditto	48	Nil	48	Ditto	Forfeiture	Destroyed.	Not condemned, Coets allowed.	
"Pangui," dhow	None	Not known	3	Jan. 28	Kohani Harbour	Ditto	Nil	Nil	23-13	Ditto	Ditto			
Unknown, dhow	None	Ditto	Not known	Feb. 24	Punjamu River	Ditto	Nil	Nil	13-24	Ditto	Ditto			
Dhow	Arab	M'osi Bwari Heri, master; Sudani, owner.	4	Mar. 28	Zanzibar	Ditto	1	Nil	29-98	Ditto	Ditto			
"Conda," dhow	Arab	Khamis bin Ali, master; Khalifa bin Raschid, owner.	5	Jan. 29	Off Makongui	Ditto	Nil	Nil	Nil	Ditto	Ditto		Not condemned.	
"Abrahamdillah," dhow	Johanna	Melidinis bin Syeed Hassan.	Not known	Mar. 9	Marambitzi, West Coast of Madagascar.	Commander Tuke, H.M.S. "Kidman."	Nil	Nil	95-3	Ditto	Forfeiture	Destroyed.		
"Salama," dhow	Arab	Shadi Bacari.	26	" 10	Off Beova River	Ditto	13	Nil	308-83	Ditto	Ditto		Ditto.	
"Haripasa," dhow	British	Amadi, master; Hari Kiseh, owner.	6	Apr. 16	Off Kwalli	Captain Geo. L. Sullivan, H.M.S. "London."	Nil	Nil	Nil	Ditto	Ditto		Ditto.	

From May 20 to December 31, 1875.

"Falaker," dhow	French	Baraka, master; Barraka, owner.	10	Apr. 29	Bacni Makumba, Madagascar.	Commander Crohan, H.M.S. "Flying Fish."	5	...	48	...	...	...	Slaves and dhow given up to the Governor of Mayotte (Comoro Islands) French Possession.
Unknown, dhow	None	Unknown	Not known	May 15	Off Cape St. Andrew, Madagascar.	Ditto	42	9	266	Zanzibar, Slave traffic.	Condemned	Burat, destroyed.	
Ditto	None	Ditto	Ditto	June 13	St. George's Gap, Pemba Channel.	Captain Geo. L. Sullivan, H.M.S. "London."	16	Nil	137-4	Ditto	Ditto	Ditto	
Ditto	Arab	Sudi, master; Sudi, of Pemba, owner.	Ditto	July 25	Poonda Island, Pemba	Ditto	4	Nil	139-59	Ditto	Ditto	Ditto	Slaves released to grams, being runaways.
"Sabaleh," dhow	Arab	Raschid bin Ahmed, master and owner.	7	" 28	Near Pemba	Ditto	Nil	Nil	86-68	Ditto	Ditto	Ditto	Slaves escaped, supposed number 16.
Unknown, dhow	None	Akida, master; Mweni, of Kokotoni, owner.	Not known	Aug. 1	Off Hog Point	Ditto	Nil	Nil	7-43	Ditto	Ditto	Given up	Slaves freed.
"Darana," dhow	Arab	Jumali, master; Mahomed bin Seyd, owner.	7	" 4	Zanzibar Roads	Ditto	1	Nil	66-31	Ditto	Slave condemned; dhow released.		
Unknown, dhow	None	Hania, master; Ali bin Eas, owner.	6	" 9	Off Pemba	Ditto	3	Nil	48-96	Ditto	Condemned.		
"Maromba," dhow	Arab	Furhan, master; Salim bin Saecel, owner.	13	" 13	Off Ras N'dege	Ditto	5	Nil	180-72	Ditto	Restitution	Released	Slaves given up, 4 domestics and 1 runaway.
Unknown, dhow	None	Yausuf, master; owner unknown.	4	" 10	Pemba	Ditto	33	Nil	94-36	Ditto	Condemned	Destroyed.	

Return of Vessels captured on the ground of being engaged in the Slave Trade—continued.

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.	Adjudicated.	Emancipated.					
Unknown, how ...	None	Kassab, master; Jumah bin Saïd, owner.	8	1875 Aug. 14	Chyaka, Pemba ...	Captain Geo. L. Sullivan, H.M.S. "London."	Nil	Nil	Nil	61-69	Condemned	...	Slaves landed and escaped.	
"Shodia," how ...	Arab	Bashid bin Hassan, master; Hassan bin Rashid, owner.	7	Sept. 4	Off Pemba ...	Ditto.	Nil	Nil	Nil	66-98	Restitution	Released.	...	
Unknown, dhow ...	Arab	Salidin, master; Baschid bin Saïd, owner.	8	" 7	Off Pemba ...	Ditto.	Nil	Nil	Nil	90-83	Condemned	Destroyed.	Ditto.	
Ditto. ...	None	Unknown ...	19	" 9	Det. 18° 31' S., long. 46° 31' E.; Mosambique channel.	Captain Ward, H.M.S. "Thetis."	260	8	241	178	Ditto	...	Ditto.	
"Armeen" or "Salomid," dhow ...	English	Yusuf, master; Abdul Hamid, owner.	14	Oct. 9	Off Tonga Island, near Monha.	Captain Geo. L. Sullivan, H.M.S. "London."	Nil	Nil	Nil	176-96	Ditto	Broken up and sold	Dhow had slave-irons on board.	
"Kataribano," dhow ...	Arab	Hassid, master; Shohar-dah, owner.	9	" 23	Kishi Kasib, Pemba ...	Ditto.	Nil	Nil	Nil	118-22	Ditto	Burnt	Dhow set on fire by the Arabs.	
"Simasa," dhow ...	None	Fungo, master; Mgemi, owner.	4	" 24	Off Ossavembi Point, Pemba ...	Ditto.	8	Nil	8	82-8	Ditto	...	...
Unknown, dhow ...	None	Kwaka, master; Jumah bin Saïd, owner.	4	Nov. 3	Chak Chak, Pemba ...	Ditto.	Nil	Nil	Nil	86-3	Ditto	...	Slaves had been landed.	
"Lauumba," dhow ...	None	Husse of Marika, master; Mawitibuti Jamit, owner.	Not known	" 8	M'augata, Pemba Channel	Ditto.	1	Nil	1	87-86	Ditto	...	...
Unknown, M'tepe dhow ...	Arab	Chombo, master; Kichoohi, owner.	10	" 18	Ditto.	Captain T. M. B. Sullivan, H.M.S. "London."	Nil	Nil	Nil	129-24	Ditto	...	...
"Bapia," dhow ...	Arab	Yussuf, master; Saleh bin Ali, owner.	8	" 19	Ditto.	Ditto.	Nil	Nil	Nil	75-74	Ditto	...	...
"Kallun," dhow ...	Arab	Surwoto, master; Mvembwa and Mabrui, owners.	Not known	" 23	Chak Chak, Pemba ...	Ditto.	Nil	Nil	Nil	68-16	Ditto	...	...
Unknown, dhow ...	None	Master unknown; Ali Bureschid, owner.	Not known	Dec. 8	Gongoni, Pemba ...	Ditto.	Nil	Nil	Nil	96-4	Ditto	...	Ditto.	
Ditto ...	None	Unknown ...	Not known	" 28	Tongoo Island, Pemba ...	Ditto.	17	Nil	17	81-97	Ditto	...	Ditto.	
Total captures made between May 20, 1875, and December 31, 1875							884	5	359	2,184-17				
Total captures made between January 1, 1875, and May 19, 1875							67	Nil	67	510-16				
Total for the year 1875							451	5	426	2,694-33				

May 31, 1876.

(Signed)

R. J. MACDONALD, Rear-Admiral and Commander-in-chief.

No. 386.

*Rear-Admiral Macdonald to the Secretary to the Admiralty.**“Undaunted,” September 2, 1876.*

FORWARDED for the information of the Lords Commissioners of the Admiralty, observing that I have called the attention of Captain Sullivan to the fact that in his letter of the 10th July, the number of slaves seized on ex-dhow “Zasmen,” 107, 71 tons, is said to be 21, whereas in the Return which accompanies his letter, the number of slaves emancipated is stated to be 19 men and 7 women, and I have called for a Report of the correct figures.

(Signed) R. J. MACDONALD.

 Inclosure 1 in No. 386.
Captain Sullivan to Rear-Admiral Macdonald.

(Extract.)

“London,” at Zanzibar, July 10, 1876.

I HAVE the honour to report the following captures made by the boats of Her Majesty's ship “London,” under my command:—

Case No. 21, of 1876, dhow “Zasmen,” 107, 71 tons.—On 21st June, 1876, when Lieutenant Lloyd Mathews was cruising in the Pemba Channel for the suppression of the Slave Trade, he captured the above-named dhow.

On examining the owner, master, and crew, they confessed that they had landed that morning a cargo of slaves on Jungoo Island; and, on searching the hold, slave-chains were discovered.

Lieutenant Mathews afterwards landed on Jungoo Island, and succeeded in seizing 21 of these slaves, who, when they saw the owner and crew of the dhow, recognized them as having belonged to the vessel that had brought them over, and from which they had been landed that morning. A large quantity of entama seed, and other food, also slave chains, were found on the spot where they were taken. Not being able to bring the dhow to Zanzibar for adjudication against the monsoon, which was blowing strong, she was burnt.

Case No. 22 of 1876, dhow named “Manbokwa Mungu,” 122·9 tons.—On 21st June, 1876, when cruising of Fundu Islands, near Pemba, Lieutenant Speck seized the abovenamed dhow, which had been run ashore on that Island. Being of opinion that she was connected with the Slave Trade, he placed a prize crew in her and then communicated with Lieutenant Mathews.

These officers inspected her and found on board a large quantity of entama seed, her hold in a most foul condition, and every appearance about her of having recently landed slaves.

There was also on the sand where she had run ashore foot-prints of many people, and having followed their tract about a mile into the jungle, found there a large number of slave-chains, a quantity of entama seed, several mats, and cooking pots. Making further search they captured seven slaves and one of the crew of the dhow, but owing to the thickness of the jungle the remainder escaped.

The slaves that were captured recognized the dhow as the one from which they had been landed; she being totally unseaworthy was destroyed by fire.

Case No. 23, 16 male and 2 female slaves.—These slaves were captured by Lieutenant Lloyd Mathews, between the 18th and 29th June, 1876, who gave directions to officers and coxswains of boats, that all slaves were to be detained who were found either in canoes or on the Islands near Pemba, or mainland of Pemba, who declared they had been recently landed as slaves.

This case was tried before Her Majesty's Consul-General at this Port on the 8th of July, who decreed that thirteen of the slaves had formed part of one or more slave cargoes illegally conveyed by sea from the mainland of Africa, in contravention of Treaties existing between Great Britain and Zanzibar, and that they were lawfully seized, and therefore forfeited to our Sovereign Lady the Queen.

REPORTS FROM NAVAL OFFICERS.

Inclosure 2 in No. 386.

Captain Sullivan to Rear-Admiral Macdonald.

Sir,

“London,” at Zanzibar, September 11, 1876.

WITH reference to your memorandum of the 1st instant, respecting the number slaves seized from the slave dhow “Yasmen” on the 21st June, 1876, I have the honour to report that the correct number of slaves captured is nineteen men and seven women.

I have, &c.
(Signed) T. B. M. SULIVAN.

Inclosure 3 in No. 386.
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 Places.			Men.	Guns.	Tons.	From.	Bound.				Belonging.	Men.	Women.	Boys.			Girls.	Where Shipped.
1876 June 21	Fundn Island, near Pemba	Yasmen ...	Imali ...	Mahraki Turki Pemba	Zanzibar ...	Dhow	Un- known	None	107.71	Unknown	Pemba ...	Unknown	None ...	...	19	7	...	Unknown ...	Dhow destroyed	Slaves, good; dhow destroyed; slaves emancipated.
June 21	Ditto ...	Mambo Kwa Mungu	Bairaka...	Unknown	Ditto	Ditto	Ditto	123.9	Ditto	Ditto ...	Ditto ...	Ditto	Ditto ...	...	7	7	...	Ditto ...	Ditto ...	Ditto.

“London,” at Zanzibar, June 30, 1876.

(Signed)

T. B. M. SULLIVAN, Captain.

No. 387.

Lieutenant Browne to Rear-Admiral Macdonald.

Sir,

"Lynx," at Zanzibar, August 14, 1876.
I HAVE the honour to report that, on the 3rd August, 1876, the boats of this ship, whilst cruising off Mafia Island, captured a slave dhow measuring eighty-four tons, which has since been condemned in the Consular Court at Zanzibar.

I have, &c.

(Signed) JNO. P. BROWNE.

Inclosure in No. 387.

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

Date of Detention.	Where. If at Sea, state the Latitude and Longitude.	Name of—		Under what Colours.	How Rigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; stating the Number of Deaths before Adjudication, and the Number Emancipated.	
		Vessel.	Master.			Owners, and of what Place.	Men.	Guns.	Tons.	From.	Bound.				Belonging.	Men.	Women.	Boys.			Girls.	Where Shipped.
1876 August 3	Off Mada Island ...	Majambé.	Hamis ...	Abdullah, of Quilwa	Arab ...	Dhow ...	17	None	84	Coorly	Quilwa.	Quilwa ...	Slaves and cocoa-nuts	Unknown	None	None	1	None	Keelwa	Zanzibar ...	Condition of slave good; condition of vessel, very leaky and filthy; deaths, none; emancipated, one.

“Lynx,” Zanzibar, August 14, 1876.

(Signed)

N. W. BROWNE, Senior Lieutenant (for Commander, Sick).

No. 388.

*Rear-Admiral Macdonald to the Secretary to the Admiralty.**"Undaunted," at Sea, Lat. 10° 43' S., Long. 42° 10' E.,
September 7, 1876.*

(Extract.)

I HAVE the honour to request you will be pleased to inform the Lords Commissioners of the Admiralty that I arrived at Mozambique in my flag-ship the "Undaunted," on the 27th August, and was immediately waited upon by the Portuguese authorities and Mr. Consul Elton.

From this gentleman I learned that his relations with the Government of Mozambique were on a most satisfactory footing, more especially with regard to matters pertaining to the suppression of the Slave Trade. This desirable state of affairs Her Majesty's Consul attributed mainly to a hearty co-operation on the part of his Excellency General Senhor Dom José Vasco Guedes e Menezes, Governor-General of Portuguese Possessions on the East Coast of Africa, who, with the knowledge that he is acting very much in opposition to the feelings and interests of most of his countrymen in the Mozambique, and is seriously injuring them in a financial point, has, nevertheless, been true to the orders of his Government, and carried out his instructions for furthering the suppression of the Slave Trade by every means in his power.

I visited his Excellency officially, and expressed my gratification at finding matters as they were, and I ventured to thank his Excellency very sincerely for having proved so able a supporter in our work of suppressing the Slave Trade. He assured me he felt that he was only doing his duty in the matter, and that the constant presence of Her Majesty's ships at Mozambique, and the information he received from Mr. Consul Elton, in a great measure enabled him to carry out his own wishes and the views of his Government.

I was entertained at a State banquet by the Governor-General, who also did me the honour to come off and dine with me on the 4th instant, and I parted from his Excellency with great cordiality, and with the assurance on his part of a determination to continue the course he had hitherto pursued in carrying out his duties as exponent of the policy of his Government.

I sailed from Mozambique in the "Undaunted" on the morning of the 5th instant.

No. 389.

Captain Sullivan to Rear-Admiral Macdonald.

Sir,

"London," at Zanzibar, September 8, 1876.

I HAVE the honour to report that having received intelligence of a dhow which had run a cargo of slaves, and was preparing to run another, lying at Petee Inlet, Zanzibar, I despatched Lieutenant Lloyd W. Mathews in charge of the jolly boat to that place on the 30th of August, 1876; arriving on the spot on the 31st of August, he observed the dhow on the beach about three miles from the entrance on the southern side, and on his approaching her, a number of people cleared her of all her light gear and fled into the bush.

The informer, named Abdallah, recognized her as the dhow in which he had come over to Petee Inlet in six days, in charge of nineteen slaves owned by an Arab named Massora, belonging to Kilwa. He stated that nine more slaves were landed at the same time, and that these twenty-eight slaves were placed in the house of an Arab named Mahommet.

Lieutenant Mathews remained by the dhow four hours when she floated off, he then took her in tow, intending to bring her to this port for adjudication, but owing to her leaking so badly found it impossible to do so, he therefore destroyed her by scuttling her deep water.

This case was tried before Her Majesty's Consul-General, on the 5th instant, and a decree of condemnation pronounced.

I have, &c.
(Signed) T. B. M. SULLIVAN.

Inclosure in No. 389.

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.	Gun.			Tons.	From.	Bound.	Belonging.	Men.	Women.				Boys.	Girls.	Where Shipped.			
1876 August 31	Pétes Inlet, Zanzibar	Unknown	Boga ...	Boga ...	... Boga ...	None ...	Dhow ...	Un- known	55-0	Konduchee	Pétes In- let	Konduchee	1876 Aug. 26	None ...	Unknown ...	NH	NH	NH	NH	...	...	Dhow very leaky.

"London," at Zanzibar, September 8, 1876.

(Signed)

T. B. M. SULLIVAN, Captain.

No. 390.

Captain Sullivan to the Secretary to the Admiralty.

Sir,

"London," at Zanzibar, May 19, 1876.

I HAVE the honour to report the following captures made by the boats of Her Majesty's ship "London" under my command.

2. *Case No. 18 of 1876. Name unknown, 99.57 tons.*—At daybreak on the 8th instant, Lieutenant H. E. O'Neill, when in command of the steam-pinnace of this ship, proceeded outside Fundu Gap (Pemba Island) and observed a dhow about a quarter-of-a-mile to the southward, steering northward, and making apparently for Fundu Gap. On sighting the pinnace, the dhow immediately altered course eight points, made for the nearest land and struck on a reef about twelve or fifteen yards from the shore. She was immediately deserted by a number of persons who escaped into the interior of the island before they could be secured. This was owing to Lieutenant O'Neill having to approach them over a reef of rocks. On landing Lieutenant O'Neill pursued a party of slaves concealed in a bush; but owing to the impenetrable nature of it, he was unable to secure any. Upon the dhow being overhauled abundant traces were found of her having been recently occupied by slaves; irons were discovered in the bottom of her by a man who was employed baling her out, human excrement inside her, and no cargo except a couple of bags, partly consumed, containing cassava root.

Under the circumstances, Lieutenant O'Neill completed her destruction by scuttling and burning twelve hours after her seizure.

3. *Case No. 19 of 1876.*—On the same day (8th May), Denis Buckley, the coxswain of the launch "Alice," which had been detached by Lieutenant O'Neill to guard Tongone Gap, when beating to the southward inside Jungoo Island, observed a fisherman beckoning to him from a canoe close to the shore; and, upon standing in, heard from him, through an interpreter, that a number of slaves were in concealment in the bush close to the shore, waiting to be shipped for Pemba, and that they had been landed upon the island the night before from Tanga.

Upon hearing this, the coxswain and two hands landed, and finding 25 slaves, many of whom were in chains, concealed in the bush, captured them and delivered them over to Lieutenant O'Neill, who was cruising off Pemba.

Lieutenant O'Neill having further investigated the case, and the evidence given by the slaves corroborating that given by the fisherman, brought them down to this port for adjudication.

4. *Case No. 20 of 1876. Dhow unknown; 113.05 tons.*—On the 13th instant, shortly after sunrise, Lieutenant O'Neill, who was cruising in the steam pinnace, when in the vicinity of Tongone Gap, Pemba Island, observed a dhow struck on a reef close to the shore, about two miles north of the Gap. He immediately boarded her in the dingy, and, overhauling her, found the following proofs of her having been recently employed landing a cargo of slaves:—

1. Slave equipments, a flooring of comparatively freshly-cut leafy boughs, over which matting was laid, in the lying down fore and aft.

2. This flooring bore marks of recent occupation by a large number of slaves, in the human excrement found upon it.

3. Slave-links and neck-rings were found left in her.

4. She bore, also, every mark of having been hurriedly deserted by her crew to avoid capture, as her hull, rigging, sails, and other fittings were in good condition, and she had no other reason for desertion.

5. There were also on the beach abreast of her traces of a large number of people having been landed from her.

The place where she had been run on shore was peculiarly adapted for landing a cargo of slaves, being abreast of a sandy beach, and not 50 yards from a large cavern, which would accommodate 100 people, and in which fires had been recently lighted, and stones laid for cooking purposes.

Judging her position from the time of high water, Lieutenant O'Neill considered that she had been run on shore an hour before his approach, or at about daylight.

Under the circumstances before-mentioned, Lieutenant O'Neill felt himself justified in destroying the dhow; and as the sea had during the day thrown her broadside on the beach, and filled her, he did so by cutting her timbers asunder.

These cases were heard by the Consul-General on the 17th instant, and a Decree of Condemnation pronounced in all three cases.

I have, &c.

(Signed) T. B. M. SULLIVAN.

Inclosure in No. 390.

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.	
1876 May 8	Funda Gap, near Pemba	Unknown	Unknown	Unknown	None	Dhow	Unknown	99·47	Unknown	Pemba	Unknown	Unknown	None	None	None	None	None	None	None	None	None	Dhow destroyed.	
May 18	Tongone Gap	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	118·06	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto.

“London,” at Zanzibar, May 31, 1876.

(Signed)

T. B. M. SULLIVAN, Captain.

No. 391.

Captain Sullivan to Rear-Admiral Macdonald.

Sir,

"London," at Zanzibar, August 2, 1876.

I HAVE the honour to report the following captures made by the boats of Her Majesty's ship "London" under my command.

On the 1st July, when Lieutenant Ede W. Speck was cruising in the Pemba Channel for the suppression of the Slave Trade, intelligence was brought to him by two natives of Foondoo Island that there were a number of raw slaves in the jungle which had been brought across from the mainland of Africa. He landed and seized 18 of these slaves in the jungle; they stated that they were M'Guiga slaves who had been brought over that month, in chains, from the mainland of Africa, and, when landed, succeeded in making their escape into the bush on Foondoo Island, and that they had lived there on roots and food supplied by fishermen until captured.

Case No. 25 of 1876. Dhow named "Kikukwa;" 98·78 tons.—On the 8th July, when in the Pemba Channel, Sub-Lieutenant James R. Simpson, in one of the boats of this ship, sighted at daylight the dhow named making for Pemba. He chased her, and on going on board found she had neither colours nor papers. A search was made, slave-irons found, the dhow detained with the nakoda and crew, who were taken in to his boat.

The dhow was then taken to Foondoo Gap and anchored. On the night of the 9th July, during a heavy squall, the dhow broke away from her moorings, and being in a leaky condition, sank into deep water shortly after. During the night the nakoda and one of the crew jumped overboard and succeeded in escaping.

Case No. 26 of 1876; 67 slaves.—On the 19th July, 1876, when in command of the boats of this ship off Pemba, cruising in the launch "Helena," Lieutenant Henry E. O'Neill communicated with the "Victoria" launch, then in charge of Richard Bath, coxswain of launch, who reported that on Monday, the 17th July, when beating down between the outlying islands of Kotsota and Funzi, he observed a man beckoning to him from the shore of Kotsota, upon which he landed his interpreter, who learnt that a dhow had landed a cargo of between 60 and 70 slaves upon the island at 1 o'clock that morning, and that they were still upon the island awaiting transit to Pemba.

Upon this he landed with his crew, and succeeded in finding 17 of them on the 17th July. On continuing his search on the 18th he discovered 37 more, and on the 19th an additional 13 were taken, the total of which formed, according to the evidence of the slaves themselves, with the exception of a few women, the whole of the cargo. A slight resistance was made by the Arab owners and two shots were fired by them; but the night being dark and the bush thick, they were able to effect their escape. Many of the slaves were discovered with chains upon their necks; and as the evidence of all corroborated the statement of the informer, Lieutenant O'Neill decided to send them down to Zanzibar for adjudication.

These cases have been tried before Her Majesty's Consul-General at this port, and decrees of condemnation given in all three captures.

I would beg most respectfully to bring to your notice, for the favourable consideration of the Lords Commissioners of the Admiralty, the conduct of Richard Bath, coxswain of launch, on this occasion, by whose intelligence and perseverance 67 people were rescued from the horrors of slavery; and that although the search for these slaves was going on for three days and nights, so good were measures taken by placing a cordon of sentries round the island that no attempts to take them away on the part of the Arabs succeeded.

I would also take this opportunity of bringing to your notice, for the favourable consideration of the Lords Commissioners of the Admiralty, the zealous manner in which the very arduous duties connected with the suppression of the Slave Trade in the Pemba Channel have been carried out by Lieutenants O'Neill, Matthews, and Lang, while under my command, during which time tonnage to the amount of 1,700 has been captured, and 450 slaves released. Although constantly brought into contact with the Arab slave-owners at Pemba, who have suffered these losses, such has been the tact shown by these officers that in no case has friendly intercourse between them been affected.

I have, &c.

(Signed) T. B. M. SULLIVAN.

Inclosure in No. 391.

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 Infracts 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 July 8	Foondoo Island, near Pemba	Kikukwa	Juna	... Ali bin Namer, of Pemba	None	Dhow	Un- known	98	78	Taugate	Pemba.	Not known	1876 July 7	None	...	None	None	None	None	Zanzibar	... Dhow leaky and destroyed.

“London,” at Zanzibar, July 31, 1876.

(Signed)

T. B. M. SULLIVAN, Captain.

No. 392.

Rear-Admiral Macdonald to the Secretary to the Admiralty.

(Extract.)

“Undaunted,” at Mozambique, August 28, 1876.

WITH reference to your letter of the 23rd December, 1875, transmitting copy of a despatch from the Under-Secretary of State for Foreign Affairs, dated 20th December, 1875, and its inclosure, 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 instructing me to make a representation to the Hova Government, conjointly with Mr. Consul Pakenham, on the subject, I have the honour to request you will inform the Lords Commissioners of the Admiralty that I anchored off Tamatave in my flag ship on the 10th August, and immediately placed myself in communication with Mr. Pakenham.

I found that a strict cordon of quarantine had been recently established round the capital, and applying its restrictions equally to myself as to any other person wishing to visit Antananarivo (there being no points at issue rendering it necessary for me to have an interview with Her Majesty), I did not think it advisable to urge that this prohibition to enter the capital from Tamatave should in my case be removed, as I certainly should have done, had there existed any necessity for my proceeding to Antananarivo, believing as I do, from the very few cases of small-pox known to exist at Tamatave or on the coast, the quarantine to have been instituted more for political than for sanitary purposes. Under these circumstances, I acquainted the Prime Minister and Commander-in-chief of my arrival, through Her Britannic Majesty's Consul, and on the 20th instant received letters in reply expressive of good feeling and friendship, on the part of his Queen and Government, towards Her Britannic Majesty and her Government, and containing assurances of hospitable intentions towards myself in the event of circumstances permitting my visiting the capital on some future occasion.

Copies of these letters are forwarded herewith, also copy of a letter I addressed to his Excellency in reply, which letter I submitted in draft for the concurrence of Mr. Pakenham before transmitting; and with reference to paragraph 3 thereof, I may point out to their Lordships that many matters of comparatively trifling importance had been long pending between Her Majesty's Consul and the Hova Government, a fact Mr. Pakenham begged me to notice in my letter to the Prime Minister.

The Governor and the Government officials at Tamatave received me with cordiality, and extended their hospitality to my flag captain, my staff, and numerous officers of the “Undaunted.” In return, I entertained his Excellency and suite on board my flag ship.

From what I learned, not only from Her Majesty's Consul, but also from the Consul of the French Republic, I have reason to believe that the appearance and stay in the waters of Madagascar of a vessel of such importance as my flag ship will have the most beneficial effects on the bearing of the Hova Government.

Her Majesty's ship “Philomel” was at Tamatave on my arrival at that port, and I having on the 14th instant placed her services entirely at the disposal of Her Majesty's Consul, she was, on my leaving Madagascar, on the 21st August, about to proceed, the following day, to convey Mr. Pakenham on his official visit to the west coast ports of the Island.

Inclosure 1 in No. 392.

The Prime Minister of Madagascar to Rear-Admiral Macdonald.

(Translation.)

Your Excellency,

Antananarivo, August 16, 1876.

I AM in receipt of a letter from T. C. Pakenham, Esq., Her Britannic Majesty's Consul for Madagascar, at Tamatave, of the 12th instant, informing me of your Excellency's arrival at that port, and of your desire that he should convey to me your good wishes and friendship towards Her Majesty, myself, and our Government. In accordance therewith, I have laid before your Majesty your Excellency's friendly communication, which has given Her Majesty very great pleasure, as also myself and our Government.

I have also to inform your Excellency that the most sincere desire of Her Majesty, myself, and our Government, is to be in good friendship with Her Britannic Majesty, and

her Government, and thus conduce to the welfare of both nations as to learning and commerce.

I visit you by this letter, and hope you are well. May God bless you.

I have, &c.
(Signed) RAINILAIARIVONY.

Inclosure 2 in No. 392.

The Prime Minister of Madagascar to Rear-Admiral Macdonald.

(Translation.)

Your Excellency,

Antananarivo, August 16, 1876.

I HAVE received a letter from his Excellency the Governor of Tamatave, informing me of your Excellency's arrival there; also of your friendly inquiries after the health of Her Majesty and myself, as also of the welfare of the kingdom. Further, he informs me of your intention to come up to the capital on some future occasion.

I have had the honour to lay before Her Majesty your Excellency's kind inquiries after her health, and have the pleasure of informing you that Her Majesty at present enjoys excellent health, and desires me to say that she hopes you also enjoy the same. I am happy to say that I also am enjoying good health at present, and hope you also are well.

Your Excellency's intention to come up to the capital on some future occasion fills me with great pleasure, and for the reason that, should your intention be fulfilled, I can assure you of a most hearty welcome, according to our good friendship.

I have also to assure your Excellency that your arrival here in the capital will give great pleasure to Her Majesty and the Government.

I have, &c.
(Signed) RAINILAIARIVONY.

Inclosure 3 in No. 392.

Rear-Admiral Macdonald to the Prime Minister of Madagascar.

(Extract.)

"Undaunted," Tamatave, Madagascar, August 21, 1876.

IT is with pleasure that I have the honour to acknowledge the receipt of your Excellency's kind and cordial letter dated 16th August, and to avail myself of the same opportunity of tendering to you my sincere and hearty thanks for your assurance of hospitable intentions towards me on any future occasion when circumstances may permit me the honour of visiting your capital.

2. I can assure your Excellency that Her Britannic Majesty's Government have the kindest feelings towards the Government of which you are the head.

3. I venture to point out to your Excellency that dispatch in all matters pertaining to public business is now considered the first essential by strong Governments, and I would submit for your consideration that it would be well if many matters now pending between your Excellency and Her Britannic Majesty's Consul met with immediate attention, and were not permitted to continue unsettled, from no other cause, apparently, than a wish to procrastinate difficulties which must eventually be met and dealt with in one way or another.

4. I trust you will be good enough to present my dutiful respects to the Queen, assuring Her Majesty I feel greatly honoured by the message she has authorized your Excellency to send to me, and with the wish that all good may attend you,

No. 393.

Rear-Admiral Macdonald to the Secretary to the Admiralty.

Sir, *"Undaunted," at Mozambique, August 29, 1876.*

WITH reference to my letter to you of the 29th December, 1875, on the subject of certain operations in the Mossumbelava River, Madagascar, in latitude 16° 35'

south, and longitude $44^{\circ} 31'$ east, by the boats of Her Majesty's ships "Thetis" and "Flying Fish" against armed Sakilavas who had fired upon the boats of the first-named ship, I have the honour to inclose, to be laid before the Lords Commissioners of the Admiralty, a letter I have received from Captain Wood, of Her Majesty's ship "Thetis," detailing the particulars of a second visit made by him to Mossumbelava, by which it appears that good results have attended the prompt and judicious measures adopted by him on that occasion.

2. I also beg to inclose, for their Lordships' information, copy of a letter forwarded to me for perusal by Her Majesty's Consul in Madagascar from the Chief Secretary of State of that island, expressing the pleasure of the Hova Government at the proceedings of Captain Ward on the first-mentioned occasion.

I have, &c.
(Signed) R. J. MACDONALD.

Inclosure 1 in No. 393.

Captain Ward to Rear-Admiral Macdonald.

*"Thetis," at Sea, Lat. $16^{\circ} 47' S.$, Long. $40^{\circ} 51' E.$,
July 27, 1876.*

Sir,

AS the Mossumbelava River had not been visited by our boats since the occasion on which they were fired upon by the natives, on the 7th October last, I thought it advisable to make another expedition to this river, with the object, in the first place, of making it apparent to these people, who are mere savages, that their hostile attitude did not result in freeing their river from the presence of the white men; and, secondly, of obtaining, if possible, an interview with the Chief who had formerly attacked us, and thereby placing our relations on a more satisfactory footing than the late interchange of rifle-shots had left them.

2. On the evening of the 21st July the "Flying Fish" and "Thetis" anchored in the bay and the next morning moved in to an anchorage about two miles outside the bar of the river.

By 2 P.M., after some considerable delay caused by the boats getting aground, the flotilla, consisting of the cruising launch and two cutters, and steam-cutter, under the Senior Lieutenant and two other Lieutenants of "Thetis," and the "Flying Fish's" cutter and steam-cutter, with Commander Crohan and Navigating Lieutenant and Sub-Lieutenant from that ship, and 100 blue-jackets and marines, had arrived inside the mouth of the river.

3. Commander Crohan and myself, accompanied by the "Flying Fish's" interpreter, who happened to belong to the place, landed immediately at the first village we came to with the hope of finding some of the natives who had not taken flight. In this we were not disappointed, although the bulk of the inhabitants, including all the women and children, had disappeared. On our walking up towards the village, three or four men crept out, musket in hand, from behind the huts, and after a short conversation with the interpreter, confidence was so far established that one of them offered to take us to a village where an old Chief lived, though we were informed that the Chief whom we were in search of had gone up the river that morning. Having proceeded to the next village, we obtained an interview with the old Chief, who, after some palaver, offered to introduce us to the Chief we sought, that is to say, the one who had formerly fired upon the boats. We accordingly steamed up the river, accompanied by this man, and at sunset anchored opposite a small opening in the mangroves, where canoes were hauled up, indicating a landing-place. Here we landed, taking a small guard of blue-jackets with us, and after a walk of about a mile, reached a place where the hum of voices and the sound of goats and poultry made us aware of the proximity of a village, though the surrounding trees hid it from view. Here the old Chief left us to announce our arrival, and after a long delay he returned with three soldiers—very fine specimens, one of them fully $6\frac{1}{2}$ feet high—whom the Chief had sent as a deputation to receive us; but we were informed that the Chief himself could not be prevailed upon to meet us; he had fought with us, and could not understand what we could possibly want with him except to take him prisoner; so, to remove all cause of apprehension, I offered to meet him alone with the interpreters, and this, after a time, was agreed to.

4. It was dark when I entered the village square, where a number of nearly naked men, each armed with spear and musket, were assembled, and after a short delay the Chief made his appearance very penitent, and making many protestations of friendship,

assuring me that anything our boats required should always be supplied to them, and that he would never allow a shot to be fired at them again. In answer to the question why he had fired upon our boats, he replied that when he saw the white men come up the River his heart was afraid, but he added that the people who had fired upon the boat on the first occasion were not his men.

I told him that I was willing to accept this as an excuse for this time, and reminded him that after he had fired upon us we landed at his village and found it deserted, and might, if we had wanted revenge, have burnt it; but we wished to show him and his people that we wanted to be friends, and so left it untouched; but he must understand that we could only remain friends as long as he and his people behaved in a friendly way to us, and any repetition of the sort of reception which we had met with on our former visit would cause the destruction of his villages. After renewed assurances of a desire on his part to remain on friendly terms, I took my leave, and our party having re-embarked the boats proceeded down to the mouth of the river, where we anchored for the night, and in the morning returned to the ships.

5. Taken in connection with the severe lesson which was taught by the rockets and rifles of the former Expedition, I hope we have succeeded in proving to these people that while we possess the power to hurt, we are anxious to be on friendly terms, and that so long as they behave civilly to us they need fear nothing from us.

Such an understanding as this will probably be of more value to us in any future dealings we may have with them than the severest punishment we could have inflicted upon them.

6. The bar of the Mossumbellava River is shoal and somewhat difficult of access, but the river itself, when once inside, is broad and deep, our anchorage at the highest point we reached, probably ten miles from the mouth, having six fathoms close to the banks. About six miles from the entrance the river divides into two branches, only one of which we explored, and this had no features of interest, traversing a low clay country, perfectly flat with thick mangroves, the roots of which are flooded at low tide, growing all along the banks. One bend of the river near the mouth is the only exception to this general description; here the banks are higher, and the country apparently more open, and the trees, which are of a larger description than the mangrove, more scattered. It was behind these, on the occasion of our former visit, that our assailants found shelter.

The other branch, we were informed, was frequented by small coasting dhows, which went up there for bananas and rice. One of these we saw going up the river as we entered.

I have, &c.
(Signed) T. LE H. WARD.

No. 394.

Captain Ward to Rear-Admiral Macdonald.

(Extract.)

"Thetis," at Zanzibar, August 23, 1876.

THE recent proclamations prohibiting the carrying of slaves by the land route being calculated to raise a considerable amount of opposition on the coast, I thought it desirable to go to Kilwa Kivingi, the head-quarters of the land route, to which all the caravans from the interior converge, and from which the slaves, after changing owners, depart again on their march to the Pemba Channel and the northern provinces.

On my arrival I found the Governor in considerable alarm, in anticipation of an attack on the town by the Chiefs of the surrounding district, who, with their dependants, are so far interested in the maintenance of the Slave Trade that they may be said to depend for their subsistence upon nothing else. They levy large contributions upon all native merchandise which passes through their country on its way to Kilwa, and in return for this the caravans are lodged and protected, and the leader assisted in his bartering transactions with the Banians of Kilwa.

Two native Chiefs in the town of Kilwa had been in correspondence with the Chiefs outside, and the Governor had been informed that the attack was decided upon for the 16th, the intentions of the attacking party being to sack the Banians' houses and the Custom-house, tear down the offending Proclamations, and pack the Governor and his soldiers and the Custom-house officials off in a dhow for Zanzibar. As the Governor only had 30 soldiers, and these people could have brought 200 or 300 not worse armed men into the field, their project appeared feasible enough.

I informed the Governor that I had come here to protect the lives and property

of the Banians, which could only be done by quelling insurrection, which I was prepared to do, and that since this trouble was brought about by the Sultan's endeavours to put down the Slave Trade, I was more especially bound to support his authority; that he must inform the disaffected Chiefs within the town that the Sultan was determined to carry out the Proclamations, and that any attempt on their part to resist by force would be futile, and could only lead to their own complete discomfiture, together with the confiscation of all their property.

I was satisfied, however, that no attack would now take place; while, at the same time, to guard against the possibility of such a thing, I arranged with the Governor that he should fire a gun in the event of his requiring assistance, upon which, at any time day or night, I should be prepared to land a sufficient force for his protection. All passed off quietly, and though, a few nights afterwards, in consequence of some firing on shore, I landed the Marines and small-arm men, it was only to find when we reached the shore that the firing was occasioned by a wedding and not by war.

On the 23rd, one of the Sultan's steamers arrived with Dr. Kirk on board, and some 200 soldiers, which was an ample force to put down any disaffection.

The inhabitants of the coast and country immediately behind it being all strongly interested in the continuance of the Slave Traffic, and the Sultan's Governors having decided predilections in the same direction, and, consequently, acting against them only on compulsion, while the soldiers are neutral, and being miserably paid, are, of course, open to bribery, it can hardly be expected that means will not be found to evade the Proclamations, at all events for a considerable time to come.

Notwithstanding this, it is difficult to overrate the importance of the measure, and the strong feeling evinced in the country against it, is in itself an evidence of this. That other sources of trade will arise when the Slave Traffic is cut off cannot be doubted, and the prognostication of ruin to those who have hitherto been dependent on the Slave Trade cannot be realized in a country, the commercial importance of which is rapidly on the increase.

No. 395.

Rear-Admiral Macdonald to the Secretary to the Admiralty.

(Extract.)

"Undaunted," at Zanzibar, September 20, 1876.

I HAVE the honour to request you will inform the Lords Commissioners of the Admiralty that, shortly after my arrival at this port on the 9th instant, I waited upon His Highness the Sultan of Zanzibar, accompanied by Dr. Kirk, Her Majesty's Political Agent and Consul-General, and attended by my staff and the Captains of Her Majesty's ships then in port.

2. His Highness paid me the distinguished honour of lining the streets with his soldiery, and receiving me with a guard of honour composed of his Persian body guard, and himself met and greeted me on foot at some considerable distance from his palace gates.

3. My reception by His Highness was most cordial and gratifying, and his expressions of good-will were repeated and emphatic.

4. On the day but one following, the Sultan honoured me by a visit to my flagship, when he was received with the honours and ceremony due to his position; and, subsequently, His Highness entertained me and the Captains and many officers of Her Majesty's ships present at a banquet at his palace, which was illuminated for the occasion.

5. The Slave Trade in the Sultan's dominions has of a surety of late received a very serious blow, but whether the check be only temporary, and whether the slave-dealers in the interior may not still discover and work out new land routes and ports of shipment where His Highness' Arab Governors are not now established, are questions which are yet to be determined; but, under any circumstances, His Highness has, by his late Proclamations, made a noble sacrifice to uphold in their integrity the terms of his Treaties with Great Britain.

No. 396.

Rear-Admiral Macdonald to the Secretary to the Admiralty.

(Extract.)

"Undaunted," at Zanzibar, September 21, 1876.

THE Slave Traffic in the Pemba Channel has been unusually slack of late, owing to the recent Proclamations issued by the Sultan putting a stop to the transit of slaves by the land route, and the prohibition of the fitting-out of slave caravans. It is said that the slave caravans marching from the interior towards the coast have been turned back at a distance of several days' journey from Kilwa, and that such of the slaves as have arrived in the vicinity of the coast have been sold for as little as two dollars a-head.

Her Majesty's ship "Philomel" has conveyed Her Britannic Majesty's Consul in Madagascar to the towns of Passandava, Amoronsanga, and Majunga. Commander Garforth reports that the two former appear to have a large population of Arabs, with a Hova Governor and a few officials, who, he considers, would be almost powerless to act in suppressing the importation of slaves.

No. 397.

Captain Sullivan to Rear-Admiral Macdonald.

Sir,

"London," at Zanzibar, October 6, 1876.

I HAVE the honour to make the following report of captures made by the boats of Her Majesty's ship under my command.

On the 29th September, 1876, Lieutenant O'Neill returned to the ground of Pemba from Zanzibar, and upon communicating with the gig, William Wilkinson, coxswain, reported to him that, shortly after sunrise of that day, being anchored off Mesal Island, he despatched two of his crew to the southward of the Island to discover if anything could be seen of the steam pinnace, which was hourly expected.

Case No. 32 of 1876, Dhow, name unknown, 82·13 tons.—These two men, Matthew Callaghan and Henry Prior, upon rounding a point half a mile from the gig, observed a dhow close to the shore. Seeing only one man in her, Matthew Callaghan went on board to find out what they were doing at the island, it being uninhabited, and dhows' crews rarely landed there.

Finding he could not make himself understood, he was turning to leave the dhow, when he observed some slave irons half concealed under a bag of cloves in the bottom of the vessel. Upon this he called the coxswain of the gig, who had then come up, and reported what he had found. The coxswain and the remaining hands then attempted to secure two of the crew of the dhow who at that moment came out of the bush, but seeing that their vessel had been boarded, turned and fled. Further attempts were made to secure some of the crew, but they were unsuccessful.

Upon Lieutenant O'Neill examining the nakoda, he made no attempt to deny the presence of the slave-irons in his dhow, nor could he give any explanation of his crew refusing to return to their vessel, but stated that he had bought the irons at Inshuka, and supposed the crew were afraid of our men. Upon the finding of these slave fittings and the suspicious behaviour of the crew, Lieutenant O'Neill decided to detain the dhow.

2. *Case No. 33 of 1876, dhow named "Mabruke" 116·16 tons.*—On the same day (29th September) when Sub-Lieutenant Arthur C. Woods was cruising off Koondoo Gap, in temporary charge of the "London's" boats during the absence of Lieutenant O'Neill at Zanzibar, Richard Bath, petty officer, 1st class, in charge of the launch "Victoria," stationed in George's Gap, detained and sent to him a dhow under the following circumstances:

That on the morning of the 29th September, at daylight, he observed a dhow standing in for the land, he immediately gave chase; the dhow on seeing this altered course and ran to the northward; a rifle shot was fired across her bows, and on a second shot being fired, she lowered her sail; the wind falling before he could come up with the chase, he boarded her in the dingy, and on finding several passengers on board, took her into George's Gap, and ordered her to be searched. An able seaman, named George Weymouth, discovered a connecting link of a neck iron when searching forward; this roused his suspicions, and on searching her throughout, found in a water-tank about two fathoms of slave-chain. The nakoda on seeing this took the chain, and in the presence of Richard Bath and three seamen showed them how he secured his anchor with it, by

reeving it through the ring of the anchor, and then trying to reeve one link through another, which he could not do.

On Sub-Lieutenant Woods examining the nakoda, he also informed him that the chain was used for securing his anchor, which appeared to be an untruth, as it was found in a tank, the hole of which was only large enough to insert a boiler, and which caused considerable trouble to the man who got the chain out.

About a quarter of an hour after Mr. Woods examining the nakoda, one of the crew of the dhow named Hamine came aft and told Pharos, interpreter, that he saw one of the English sailors put the chain into the tank; upon this the nakoda immediately denied all knowledge of the chain. Mr. Woods then determined on detaining the dhow.

These cases were tried before Her Majesty's Consul-General at this port on the 30th September and 6th October, 1876, and decrees of condemnation pronounced in both cases.

I have, &c.
(Signed) T. B. M. SULIVAN.

Inclosure 1 in No. 397.

Case No. 32 of 1876.

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 Seizing 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 Sept. 29	Off Menai Island, Pemba	Unknown	M'bao ...	M'bao, Zanzibar	Dhow	Un- known	None	88-13	Unknown	Zanzibar	Cloves	Owners, by Decree	Unknown	Unknown				Zanzibar	... Dhow crazy; de- stroyed.

"London," Zanzibar, September 30, 1876.

(Signed) **T. B. M. SULLIVAN, Captain.**

Inclosure 2 in No. 397.

Case No. 33 of 1876.

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 Seizing 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 Sept. 29	George's Gap, Pemba	Mabinki	Jumah ...	Abdullah- bin-Salem- bin-Abdul- lah	Dhow	Un- known	None	116-16	Unknown	Pemba	Zanzibar	None	Unknown	Unknown				Dhow unfit for sending to Zan- zibar for adju- dication	Dhow leaky; de- stroyed.

"London," Zanzibar, September 30, 1876.

(Signed) **T. B. M. SULLIVAN, Captain.**

No. 398.

Commander Dawson to the Secretary to the Admiralty.

Sir.

"Dwarf," at Suez, October 19, 1876.

WITH reference to my recent visit to the Ports of Hodeidah and Jeddah in the Red Sea, I beg to lay before you the following information, chiefly on the subject of the Slave Trade, procured during my stay there.

Hodeidah is a place of 14,000 inhabitants, of whom 150 are said to be British subjects, chiefly natives of India.

The total number of Christians (mostly Greeks) is about fifty, and between these and the natives the best possible feeling exists at present.

The garrison consists of 600 Turkish troops, and a monthly communication with Constantinople is kept up for the purpose of furnishing the necessary supplies and reinforcements.

The slave market at Hodeidah is supplied from Massowa and other ports on the Coast of Abyssinia and Nubia, the slaves being generally kidnapped and brought over in dhows, fifty or sixty at a time, the value of a slave here, as at Jeddah, varying from 40 dollars to 200 dollars.

A small trade in slaves exists between Hodeidah and the Persian Gulf; two cargoes shortly previous to my arrival.

At Jeddah the slaves are procured in a similar manner from Suakin and other ports, on the opposite coasts, the larger portion, as far as came under my observation, being natives of Nubia.

It is universally stated, and I have no doubt whatever that the statement is correct, that the slaves when once bought, are well-clothed, well-fed, and well-cared for generally by their owners.

They are lightly worked and said to be contented, cases of runaway slaves being comparatively rare, and however much the existence of slavery is to be deplored, they are probably in far superior conditions and circumstances than they were previous to their deportation and enslavement.

I am, &c.
(Signed) E. DAWSON.
