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CORRESPONDENCE RELATIVE TO THE SLAVE TRADE
[1878 [C.2139] VOL LXVII]

Slave Trade 56

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

Slave Trade

56



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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.
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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. Mathew.

Sir,

Foreign Office, February 7, 1877.

WITH reference to my despatch of the 23rd of December last, I transmit to you herewith copies of a despatch and its inclosure from Her Majesty's Ambassador at Paris,* respecting the transportation of slaves in French vessels from one port to another in Brazil; and I have to request that you will, as suggested by the Duc Decazes, place yourself in communication with the French Minister at Rio, with a view to an understanding being come to with the Brazilian authorities respecting the regulations under which persons of colour and slaves are allowed to travel on board the coasting vessels.

I am, &c.
(Signed) DERBY.

No. 2.

Mr. Mathew to the Earl of Derby.—(Received May 15.)

My Lord,

Petropolis, April 19, 1877.

I HAVE the honour to acknowledge your Lordship's despatch of the 7th of February, with copies of a despatch and of its inclosures from Her Majesty's Ambassador at Paris, respecting the transportation of slaves from one port to another in Brazil, and in pursuance of your Lordship's instructions, I have placed myself in communication with the French Minister at this Court, as suggested by the Duc Decazes.

I apprehend, however, that the Duc Decazes was not aware that the existing Brazilian laws already enforce the necessity of a distinct passport in the case of slaves "a entregar," that is for delivery to the persons authorized to receive them, from that which is necessary when the slave is taken as a servant in company with his master.

In the latter case he is so described by the police of the port where he embarks, and in the journals of Rio de Janeiro on arrival, as your Lordship will perceive from the enclosed slips from the daily papers during the past week.

In the former case, not only a special licence of embarkation is required, but as "a entregar," is generally understood to mean "for sale," a provincial head tax, which at Bahia is a heavy one, is levied. The slaves on arrival are in charge of the police of the port until claimed.

* No. 180.

Under these circumstances my colleague, the Minister of France, has concurred with me in the opinion that it is not necessary or advisable to take any steps on the subject towards the Brazilian Government.

I may further express my conviction that any representations tending to impede Brazilian right of action on slave questions would be ill received by the present administration.

I apprehend that public attention was first called to this subject by the Rev. Mr. Vanorden, a North American missionary, on his return to the United States from Brazil, and it is unquestionable that the steamships of Messrs. Garrison & Co., of New York, were in the habit of bringing a large number of slaves from the Northern ports to Rio de Janeiro 'a entregar.'

The "Ontario," on one occasion, entered with fifty-seven slaves "a entregar," and on her next voyage with one hundred and six, as I perceive from the papers.

The steam-vessels of all other countries (to a very limited extent, however), fell into the same habit, until my attention was called to the question by your Lordship's despatch of July 21st, 1876, when I communicated with my colleagues, and the matter was put a stop to. The French cases, I should add, were very few, though occasionally occurring.

Some of the agents of the Companies in the Northern ports attempted, I am told, to excuse themselves by stating that only domestic slaves were embarked, which was notoriously untrue and impossible, when they were designated "a entregar," and one, it is said, asserted that slaves were sometimes allowed by their masters to proceed to Rio in search of employment, a proceeding wholly unheard of in Brazil, although formerly of partial occurrence in the south of the United States.

I have &c.

(Signed) GEORGE BUCKLEY MATHEW.

Inclosure in No. 2.

RELACÃO dos passageiros vindos dos portos do norte no paquete "Espírito-Santo":—

Desembargador Lourenço Francisco de Almeida Catanho e 1 *escravo*, Orlando Baptista Roquete, capitão Theophilo Cardoso, José Maria Pereira dos Santos, Lourenço Paulino Junior Lucinda da Silva, Moncel da Silva Reis, José da Silva Reis, Dr. José Francisco Janffret, Antonio José dos Passos, Mendes de Souza, capitão Victor da Silva Araujo Antonio Telem co Ferreira Lima Verde e 2 *escravos*, D. Maria Cecilia de Lemos Braga, 1º tenente Francisco Xavier Rodrigues Pinheiro, sua mulher e 1 *escrava*, D. A. de Arruda, Fabricio Gomes Pedrosa, Vasco da Gama Lobo, José Joaquim Gonçalves de Barros, Vicente Brandão, D. Genoveva de Paula Rodrigues, João Pereira Duarte, Antonio da Costa Silvino, José Martins da Costa, Dr. Eutichio da Soledade, sua mulher, 1 filha menor, 2 criados e 1 *escravo*, 1 cadete, 37 praças de marinha e guerra; os francezes Gradein Joseph Francisco Hypolito, Dulias Joseph, Felice Giuseppe, Baudino Antonio, Quitano Jaques, Potier Charles, Joseph Brandet, Vicente Hypolite, sua mulher e 2 filhos menores, Eduardo Garibaldi, Joseph Cuniumo; o inglez Thomas Bernes; o allemão J. Oyfferman, 2 pretos libertos, 2 emigrantes francezes e 78 *escravos a entregar*.

April 12.

Relação dos passageiros entrados hontem dos portos do norte no paquete "Ceara":—

Dr. João Paulo Dias Carneiro, Miguel dos Santos Bernardino José dos Santos, José Francisco das Chagas, Manoel Saraiva, Francisco Silveira Varella e 1 *escravo*, 1º tenente Rodrigo Nunes da Costa e sua mulher, Francisco Gonçalves Bastos, Dr. Bernardo Lindolpho de Mendonça e 2 *escravos*, coronel Domingos Alves Matheus, 1 filho, 3 *escravos* e 1 menor liberto, Francisco de Paula Corrêa de Araujo, José de Barros de Albuquerque Luz, Dr. Cypriano Fenelon Guedes Alcophorado e 1 *escravo*, capitão de fragata Domingos Manhães Barreto e 1 criado, Barão de Anadia e sua familia; Dr. Bernardo Antonio de Mendonça e 1 criado, Dr. Francisco Pedro da Costa Moura, Francisco Gonçalves Lopes de Souza, Eduardo da Silva, 1 cadete, 10 praças do exercito, 2 ditas de marinha; os Portuguezes Francisco José Lopes, Francisco Moreira Malafaia Junior; o Inglez Walter John Millett; o Hespanhol Manoel Demio e 51 *escravos a entregar*

Dia 2.

Relação dos passageiros entrados hontem dos portos do Norte pelo paquete "Ceara":—

Dr. João Paulo Dias Carneiro, Miguel dos Santos Bernardino José dos Santo, José Francisco das Chagas, Manoel Saraiva, Francisco Silveira Varella e 1 *escravo*, 1° tenente Rodrigo Nunes da Costa e sua mulher, Francisco Gonçalves Bastos, Dr. Bernardo Lindolpho de Mendonça e 2 *escravos*, coronel Domingos Alves Matheus, 1 filho, 3 *escravos* e 1 menor livre, Francisco de Paula Correia de Araujo, José de Barros de Albuquerque Luz, Dr. Cypriano Finelon Guedes Alcophorado e 1 *escravo*, capitão de fragata Domingos Manhães Barreto e 1 criado, barão de Anadia e sua familia, Dr. Bernardo Antonio de Mendonça e 1 criado, Dr. Francisco Pedro da Costa Moura, Francisco Gonçalves Lopes de Souza, Eduardo da Silva, 1 cadete e 10 praças do exercito, 2 ditas de marinha; es portugueze, Francisco José Lopes, Francisco Moreira Malafaia Junior; o inglez Walter John Millett; o hespanhol Manoel Denia e 51 *escravos a entregar*.

Relação dos passageiros sabidos hontem para imberiba no vapor "Bezerra de Menezes":—

José Soares Pereira, Manoel José Rodrigues de Araujo, Ulysses Patroco dos Santos Braga, José Joaquim de Souza Motta, sua sobrinha, 2 filhos e 1 criada; Manoel Francisco, Casimiro Corrêa Monteiro, Manoel Pereira de Mello, Francisco Pereira, Dr. Francisco Portella, D. Izabel Portella, D. Amelia Teixeira, D. Maria Teixeira, D. Estefania Teixeira, Antonio José de Freitas Arantes, Joaquim Ferreira Saturnino Braga, Francisco Saturnino Rodrigues de Brito, Joaquim Coelho de Amorim, Ignacio Teixeira Lopes Guimarães, 16 *escravos* e 1 ingenno, Antonio José Bastos de Castro, Eduardo Martins da Silva, Guilherme Mignot, Lidia Maria da Conceição, Narcizo Mendes dos Santos, Antonio Pereira Leite, Francisco de Moraes Sodré, Nicoláo Barcellos, Mathias Guimarães, Domingos José Vieira, José Joaquim Almeida Alves Cunha, Luiz Russo, Antonio Carlos Coelho da Rocha; o Inglez George Leopold Morton; o Italiano Guiseppe Palogano, e 1 *escravo a entregar*.

Bahia, Maceió e Pernambuco—6 ds., (4 ds. au Bahia), vapor "America," comm. Manoel de Araujo Castro, equip. 45: c. varios generos a Companhia de Navegação Paulista; passags. Dr. Antonio Antunes Guimarães sua mulher, José Rodrigues Monclar, sua mulher e sua cunhada, Joaquim José de Araujo Franco, D. Lucas da Silva, 1 *escrava* e 2 *crias*, capitão Antonio Alves de Oliveira Braga, João José Steple, José Maria da Costa Videira, José Bernardo Dias, Joaquim Lima, Justino Meroz Ferreira, Manoel, Joaquim da Rocha, Graciliano Francisco de Assis, Antonio Baptista dos Santos e 67 *escravos a entregar*.

Campos—2 d., hiate "Presidente," 96 tons.; m, Manoel Pereira dos Santos. equip. 6; c. aguardente e assucar à Companhia Espirito Santo e Campos.

(All Brazilian vessels.)

BRAZIL. (*Consular*)—*Bahia*.

No. 3.

Consul Morgan to the Earl of Derby.—(Received February 2, 1877.)

My Lord,

Bahia, December 31, 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. 3.

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

Description.	Half-year ending June 30, 1876.		Half-year ending December 31, 1876.					
	Currency.		Sterling.		Currency.		Sterling.	
	Milreis.	Milreis.	£	£	Milreis.	Milreis.	£ s. d.	£ s. d.
African, males	900	to 1,000	90	to 100	1,200	to 1,600	125 10 0	to 166 13 4
„ females	750	—	75	—	800	900	83 6 8	93 15 0
Creole, males	750	1,200	75	120	1,200	1,600	125 0 0	166 15 0
„ females	750	—	75	—	800	900	83 6 8	93 15 0
„ males, with profession	1,600	1,800	160	180	1,800	2,000	187 10 0	208 6 8

N.B.—Notwithstanding the heavy duty imposed by the province on the export of slaves, the demand from Rio de Janeiro for slave labour continues, and prices have taken a considerable upward tendency.

(Signed) JOHN MORGAN, *Her Majesty's Consul.*
British Consulate, Bahia, December 31, 1876.

BRAZIL. (*Consular*)—*Rio.*

No. 4.

Consul Austin to the Earl of Derby.—(Received June 4.)

My Lord,

Rio de Janeiro, May 8, 1877.

SENATOR TEIXEIRA, Junior, has moved for the passing of a law to prohibit the sale of slaves between the provinces.

The project, of which I have the honour to inclose a translation, is founded on a former proposition, submitted as far back as 1854 to the Chambers by Deputy, to-day Senator Wanderley, or Baron de Cotegipe, Minister of Finance.

Senhor Teixeira bases his application on the urgent necessity of putting a stop to the drafting of slaves from the northern to the southern markets occasioned by the high prices they command in the latter, but which, he adds, is the cause of agricultural ruin to the north.

He considers the cessation of this exportation traffic between the provinces of the empire a necessary complement of the Emancipation Act of September 28, 1871, and, moreover, that if, in 1854, it was an useful, it to-day becomes an indispensable measure, having regard to the terrible consequences that have arisen through neglect to adopt adequate and timely precautions in this matter, instances of which are not wanting in the history of the empire.

I have, &c.
(Signed) R. AUSTIN.

Inclosure in No. 4.

Project of Law submitted by Senator Teixeira, Junior.

(Translation.)

Article 1. The traffic and transport of slaves between one province and another is prohibited. Save only such as travel in company of their masters under limitations fixed by Government regulations.

Paragraph 1. Any slaves that shall be transported from one province to another under conditions other than those fixed by law, shall be considered free.

Paragraph 2. All persons who combine to violate the law shall be subject to the penalties of law, No. 581, of September 4, 1850. (Contraband of Slaves.)

Article 2. All dispositions to the contrary to be revoked.

(Signed) TEIXEIRA, JUNIOR.

No. 5.

Sir J. Pauncefote to Consul Austin.

Sir,

Foreign Office, June 15, 1877.

LORD DERBY has received your despatch of the 8th ultimo, relative to a project of law submitted by Senator Teixeira, Junior, to the Brazilian Senate, to prohibit the sale of slaves between the provinces.

Her Majesty's Government will be glad to learn the result of this project.

(Signed) J. PAUNCEFOTE.

EGYPT.

No. 6.

Memorandum on Red Sea Slave Trade.

SINCE the re-establishment of the Jeddah Consulate in 1874, a great deal of attention has been given to the subject of the Slave Trade and its working thoroughly examined and traced. The facilities offered for watching its movements at Jeddah and Hodeidah are numerous, and the utter disregard of secrecy employed at the latter port makes it an easy task for a resident in the Red Sea to become acquainted with the magnitude of the trade.

The first act of the Consular authorities at Jeddah was to point out to the governor of the town the disgrace of allowing the slave market, situated in the centre of the bazaar, to be open—a proclamation as issued by the Indian Government, warning British Indian subjects of the risk and penalties they incurred by dealing in or owning slaves caused some few to be brought to the Consulate by their masters for liberation, and it was from these Indian subjects that the first idea was formed of the magnitude of the traffic, and the notion that only a few were imported for domestic purposes disabused.

The Governor of Jeddah at once closed the market, as it was evidently his intention to prevent as little being known as possible, and the sale of slaves was then and now is carried on in private houses. The officials at Jeddah are all cognisant of what is going on. To commence with the quarantine authorities, they and their domestics levy fees on the slaves, under the title of passengers. The harbour and port authorities are cognisant of it, because the slaves are landed in open daylight, under the guns of the Turkish men-of-war. The Custom-house officials pass them into the town, and the governor has repeatedly said he cannot put a stop to the trade, and he knows that it goes on.

Jeddah being a walled town, access to it is not easy from the sea front, and on the land side the walls are too high to scale; therefore the slaves must pass through the gates, where there are representatives of both the Government and Custom-house. To say that the number of slaves that annually come to Jeddah, pass without the knowledge and connivance of the authorities, is absurd.

The known markets for slaves on the Arabian side are Yembo, Jeddah, Leat, Confidah, Lohenkah, and Hodeidah; from these places they find their way to Medina and Mecca and Sauna, the chief town of the Yemen province.

Besides being used for domestic purposes, they are employed in the date gardens of Medina and Northern Hedjaz, the coffee plantations of Yemen, in the mother-o'-pearl trade; and many of the males after having undergone complete and semi-mutilation are sent off to Constantinople by Austrian, Lloyd's, and Turkish steamers.

The largest and best market for the female slaves is Hodeidah; the majority of them come from Abyssinia, as this tribe is most esteemed for their good looks.

From reliable information received from Mecca it would appear that numbers of slaves leave by the caravans that go back to Nejd with merchandise and pilgrims, and from there find their way by the recognised trade routes to the Persian Gulf, were the value of the slaves has increased, now the direct trade with Zanzibar has been put a stop to by Her Majesty's cruisers.

To estimate the number of slaves annually imported at Jeddah alone is impossible. The question arises, where do these slaves come from. It is known that they do not come in any numbers through the Straits of Perim; they belong to the different Abyssinian castes—Baris, Galas, and Souahelis—besides inhabitants of many other districts. The boats that bring them are not Zanzibar craft, but from ports on the Arabian coast; they are not large buglas but sambucks, and are not fitted for long voyages. The owners are known, and the very short time that they are away from the port they belong to, denote that they can only come from the opposite side, the littoral nearest to the countries where the slaves are inhabitants of.

Information has already been sent to our Foreign Office, from a trustworthy source, shewing that the Governor who was at Souakim last spring was aware of the exportation of slaves. While there last February, the Governor was asked whether the Slave Trade existed, and denied the fact; while noted slave "zareebas" existed within a few miles of the town, and the shipment of them could be watched from the town of Souakim itself. A sambuck was loading slaves at the time, and two others were waiting for cargoes. The former arrived in Jeddah twenty-four hours after her departure from Souakim, and landed her cargo safely. The run across is 174 miles only.

Enough evidence can be produced to prove the vast extent of the Slave Trade in the Red Sea, and implicate the officials on the Arabian side with conniving and benefiting by the trade; to say that all the authorities on the Egyptian coast are ignorant of the matter is easy, but should they be exonerated from complicity, it must either show a laxness of observation and knowledge of what is going on, or a culpable neglect of duty that cannot well be understood, as the traffic is patent to a casual visitor at the ports.

The description and colours of the boats employed in the trade can be furnished, with the names of the captains and their agents on the Arabian side, with proof that they have been interested and make this business their own peculiar calling.

The slave merchants are not traders in other goods, they do not ship their slaves from the towns on the Egyptian coast, but so near to them, that with any common care on the part of the officials the shipment would be impossible. To pass near the military posts on the roads from the interior of Egypt and the Nile is a thing of ease; a detour being only required, or a small present to the sentry in charge ample.

To deny that the slaves do not come from the environs of Cosire, Souakim, Massowah, Zula and Berbera is impossible, as the proofs exist that arrivals take place from these ports at Jeddah alone, the only place on the Arabian coast where there is a Consular establishment of Her Majesty.

(Signed) A. B. WYLDE.

Cairo, November 25, 1876.

No. 7.

Mr. Vivian to the Earl of Derby.—(Received January 6, 1877.)

My Lord,

Cairo, December 27, 1876.

I HAVE spoken to the Khedive strongly about the Slave Trade in the Equator Provinces, and from the Egyptian ports in the Red Sea.

I repeated to him all that Colonel Gordon told me of the slave trading and slave hunting practices in the Soudan, saying that I placed implicit faith in Colonel Gordon's statements, the more so that he had been loyally reluctant, as the Viceroy's officer, to say anything to injure his Highness, I told the Khedive that provinces which he was supposed to be opening up to civilisation were really being depopulated and laid waste by his authorities, and that a negro's liberty was only safe in the one province governed by an Englishman. I acquitted His Highness of a direct knowledge of these acts, but I said that the orders he had given and the bounty he offered for recruits for his army in Central Africa were open to misconstruction, and had led to serious abuses and to slave hunting on a large scale carried on under his authority. I urged him to take steps to put an end to a state of things which, when it became known, would certainly alienate all sympathy with the extension of his jurisdiction in Central Africa.

His Highness did not attempt to deny these statements. Indeed, he admitted that he had heard them with regret from Colonel Gordon, and believed them. His only excuse was that he had been deceived in the character of the man whom he had specially selected as Governor of the Soudan Provinces, on account of his European education and sympathies; but he hoped that Colonel Gordon would not abandon the important command he held, for he should find it difficult, if not impossible, to find an officer to fill his place, and he was ready, if he returned, to give him such extended powers as he might require to make his authority paramount.

With respect to the Red Sea Slave Trade, the Khedive said he was sending out Captain McKillop to organize a special service of surveillance.

Captain McKillop tells me that he is under orders to proceed to the Red Sea to stop the slave trade with two or three ships, which he proposes to officer with Englishmen.

He asserts that many of the slave vessels hoist the English flag; and he asked me what he should do if he found a suspected slaver under English colours. I said that in the absence of a Slave Trade Convention with Egypt, I could not authorise him to seize her, but that he had better put himself in communication with the Commanders of the "Fawn" and "Teaser," who, I believed, were in the Red Sea, and with Her Majesty's Consul at Jeddah, with the view of securing their co-operation, and that I would inform Her Majesty's Government of the fact in case they wished to send any special instructions on this point to the officers in question.

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

No. 8.

Mr. Vivian to the Earl of Derby.—(Received January 6, 1877.)

(Extract.)

Cairo, December 30, 1876.

IN compliance with the instructions conveyed in your Lordship's despatch of the 19th instant, I have to-day thanked the Khedive in the name of Her Majesty's Government for the measures he has promised to take with the view of suppressing the Slave Trade from Egyptian ports in the Red Sea.

No. 9.

Mr. Vivian to the Earl of Derby.—(Received January 13, 1877.)

My Lord,

Cairo, January 6, 1877.

EARLY in the morning of the 30th ultimo, two white Circassian female slaves, of considerable personal attractions, named Adar Kar, and Deelbair escaped from the harem of the late Hassan Pacha El Taweel and sought refuge at this agency. They complained that, their master being dead, their mistress ill-treated them, and intended to re-sell them into slavery.

I sent them under the charge of my janissary to Mr. Wallis, Her Majesty's Legal Vice-Consul, with instructions to take care that the slaves were really, and not only ostensibly liberated.

I have since received a report from Mr. Wallis, stating that the authorities have behaved exceedingly well in this instance; that they interposed none of the difficulties in the shape of counter-charges usually put forward in such cases, and that the women received their manumission certificates in the presence of the Interpreter of the Consulate, and are now staying of their own free will in the harem of a British Indian subject.

I should be glad to be authorized to thank the authorities for their behaviour in this case.

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

No. 10.

Sir J. Pauncefote to Mr. Vivian.

Sir,

Foreign Office, January 18, 1877.

I AM directed by the Earl of Derby to express to you his Lordship's approval of the steps taken by you to obtain the manumission of the two female Circassian slaves, whose case is reported in your despatch of the 6th instant; and I am to instruct you to convey the thanks of Her Majesty's Government to the Egyptian authorities for so promptly acceding to the application made to them in this case.

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

No. 11.

Sir J. Pauncefote to Mr. Vivian.

Sir, *Foreign Office, January 23, 1877.*
 THIS despatch will be delivered to you by Mr. J. R. Streeter, whom the Committee of the Church Missionary Society are sending out to their station on the East African Coast at Mombasa, as Industrial Agent, and who hopes to develop as a branch of industry the culture of cotton. To aid Mr. Streeter in acquiring information on this subject, the Committee wish him to see something of the system of cultivation in Egypt, and he will, therefore, make a short stay there on his way out; and I am directed by the Earl of Derby, in compliance with the wish of the Committee to request that you will afford him your good offices towards acquiring the information he desires.

I have, &c.
 (Signed) J. PAUNCEFOTE.

No. 12.

Mr. Vivian to the Earl of Derby.

(Extract.) *Cairo, January 23, 1877.*
 CAPTAIN WHARTON confirms previous reports of the existence of a large trade in slaves in the neighbourhood of Massowah, which could not be carried on without the cognizance of the Government officials.

No. 13.

The Earl of Derby to Mr. Vivian.

Sir, *Foreign Office, January 25, 1877.*
 I HAVE received your despatch of the 27th ultimo, reporting what passed at a conversation which you had with the Khedive on the subject of the Slave Trade carried on in the Egyptian Equatorial Provinces and from the Egyptian ports of the Red Sea; and I have to acquaint you that I entirely approve your proceedings, and the language held by you to the Khedive and to McKillop Pasha, as reported in your despatch.

I have, &c.
 (Signed) DERBY.

No. 14.

Sir J. Pauncefote to Mr. Vivian.

Sir, *Foreign Office, January 30, 1877.*
 I AM directed by the Earl of Derby to state to you that he has been informed by the Lords of the Admiralty that Her Majesty's ship "Vulture" is about to proceed to the East Coast of Africa, through the Suez Canal, and will call at Suakim and Massowah on her way.

Lord Derby has further suggested that she should be instructed to visit Jeddah also.

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

Mr. Vivian to the Earl of Derby.—(Received February 25.)

(Extract.)

Cairo, February 18, 1877.

I HAVE the honour to inclose a copy of a letter that I have received from Colonel Gordon, informing me of his appointment by the Khedive as Governor-General of all the Soudan and Equatorial Provinces—his jurisdiction including the whole littoral of the Red Sea.

The Khedive has authorised Colonel Gordon to stop at Massowah on his way to his post, and to place himself in communication with the king, with the view to treating with him for peace, upon the bases of a great reduction of customs dues at the ports through which trade with Abyssinia would pass, and a proper demarcation of the frontier between Egypt and Abyssinia. I have also given Colonel Gordon a letter to the king, of which I have the honour to inclose a copy.

It is unnecessary for me to dwell upon the strong evidence of sincerity and good faith which the Khedive has given, in intrusting so great and important a command, with all its independent authority, to Colonel Gordon. I can only say that the Khedive has made this choice spontaneously, without any pressure on my part. I simply warned His Highness, that he would find no sympathy in England with the extension of his territory in Central Africa, so long as slave-hunting and slave-trading practices were carried on in the provinces that he was annexing. His answer to my remonstrance is the selection of the Englishman who had denounced these practices for the government, with almost independent authority, of the provinces where the Slave Trade has its source; and I cannot but submit that this concession of the Khedive, which is all the more valuable, because it is spontaneous, is deserving of the highest praise.

Colonel Gordon, who leaves Cairo for his new post to-day, assures me that if health and strength are granted to him to complete his task, he is confident of being able, with the great powers and authority given to him by His Highness, gradually but completely to suppress the enormous Slave Trade hitherto carried on in the vast provinces now placed under his control.

Inclosure 1 in No. 15.

Gordon Pasha to Mr. Vivian.

Sir,

Cairo, February 16, 1877.

I HAVE the honour to inform you that His Highness the Khedive has appointed me Governor-General of the Soudan. His Highness has given me full powers over the finances, &c., of the province.

I have no hesitation in stating to you that this most splendid concession has been obtained from the good will of His Highness, on your straightforward representations to him. I thank you, therefore, most cordially for the able way in which you have assisted me, and thereby placed me in a position in which, if I live and God prospers me, I can look with certain confidence to the total suppression of Slave Trade in and the opening out of these vast countries.

It increases my gratitude towards you to know that you have obtained this concession without any undue pressure on His Highness; you kindly placed before him the facts, and His Highness at once acceded to my nomination.

No one could possibly have imagined that such powers as His Highness has confided to me would be so full and complete as those I have had given me; and I say that from henceforth I alone ought to be considered responsible, if the hunting of slaves does not cease.

You will, of course, consider that I need some time in order to remedy the present state of affairs, and that it would be injudicious on my part, in the face of the astounding authority His Highness has invested in me, to attempt any violent or sudden course of action. His Highness has, throughout my intercourse with him, shown himself perfectly sincere; in no way am I trammelled, and I fear no intrigues.

Again thanking you for your kind and able support, I have, &c.

(Signed)

C. E. GORDON.

Inclosure 2 in No. 15.

Mr. Vivian to King Johannes.

Sir,

Cairo, February 18, 1877.

HIS Excellency Gordon Pasha, a distinguished officer in the army of the Queen my Sovereign, and recently appointed by the Khedive of Egypt, Governor-General of his Soudan provinces, will stop at Massowah on his way to the Soudan, to propose in the Khedive's name to treat for peace with your Highness.

Your Highness is aware how sincerely England desires to see relations of peace and friendship re-established between Egypt and Abyssinia as the only means of developing the real progress and prosperity of your Highness's dominions, by placing them in commercial relations with Europe; and when your Highness's Envoy, to whom I was able to be of service here, left Cairo to return to Abyssinia, I entrusted a letter to him to this effect, which I hope your Highness received in safety.

I feel that no better Envoy could have been selected by the Khedive for this mission than the distinguished officer to whom he has entrusted it, and I look upon his selection as a striking proof of the sincerity of the Khedive's wish to make peace with your Highness; for Gordon Pasha is an Englishman, and as he will govern in the Khedive's name all the provinces that border on your Highness's dominions, including the littoral of the Red Sea, he naturally desires to be on friendly terms with his neighbours.

I therefore strongly recommend your Highness to listen favourably to the friendly overtures that Gordon Pasha will address to you, and I earnestly hope that the important mission with which he is entrusted may be successful, and that it may be the means of securing the blessings of peace to both Egypt and Abyssinia.

I am, &c.

(Signed) C. VIVIAN.

Her Britannic Majesty's Agent and Consul-General in Egypt.

No. 16.

The Earl of Derby to Mr. Vivian.

Sir,

Foreign Office, March 9, 1877.

I HAVE to acknowledge the receipt of your despatch of the 18th ultimo, reporting that the Khedive of Egypt has conferred upon Colonel Gordon the fullest powers and jurisdiction over all the Soudan and Equatorial provinces of Africa which have been brought under Egyptian rule, with the title of Governor-General.

In reply, I have to instruct you to state to the Khedive that Her Majesty's Government have learnt with pleasure the step taken by His Highness in conferring these very ample powers upon Colonel Gordon, and that they gladly acknowledge in this spontaneous act a sincere desire, upon the part of His Highness, to put a stop to the Slave Trade and to the slave-hunting expeditions which have been so extensively carried on, doubtless in violation of His Highness's orders, within Egyptian territory.

I have further to express to you my entire approval of your conduct in this question, and of the letter addressed by you to King John of Abyssinia, urging upon him to take the opportunity of Colonel Gordon's application to negotiate a solid peace with Egypt.

I have, &c.

(Signed) DERBY.

No. 17.

Mr. Vivian to the Earl of Derby.-(Received March 12.)

(Extract)

Cairo, March 2, 1877.

I HAVE the honour to inform your Lordship that in consequence of the illness of Captain MacKillop, Captain Morice, R.N., who is also in the service of the Khedive, with the consent of Her Majesty's Government, has been appointed by His Highness to the command of the expedition that he is sending out to suppress the Slave Trade in the Red Sea.

Captain Morice is a much younger man than Captain MacKillop, and he is an able and energetic officer, in whom the Khedive has great confidence.

No. 18.

Sir J. Pauncefote to Mr. Vivian.

Sir,

Foreign Office, March 16, 1877.

WITH reference to your despatch of the 27th of December last, I am directed by the Earl of Derby to state to you that the Resident at Aden has been desired to report whether there is any foundation for the statement that a traffic in slaves is carried on in the Red Sea by vessels under British colours, so far as native vessels sailing from Aden are concerned.

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

No. 19.

*The Earl of Derby to Mr. Vivian.**Foreign Office, March 21, 1877.*

A LETTER from Captain Kennedy, R.N., dated Cairo, March 3, of which the following is an extract, appeared in the "Army and Navy Gazette" of the 17th instant.

A few days ago an Egyptian man-of-war was sent down the Red Sea for suppression of the Slave Trade. At the same time some 300 women were sold in this town. I understand they fetched about 50*l.* to 60*l.* apiece.

Should any one doubt these facts they can easily ascertain the truth of them. Telegraph what foundation there is for above report.

No. 20.

Mr. Vivian to the Earl of Derby.—(Received March 26, 6.25 P.M.)

(Telegraphic.)

Cairo, March 26, 1877.

AFTER making most minute and careful inquiry, I can discover nothing whatever to substantiate Captain Kennedy's statement of the sale of 300 slaves here during February; such a large sale could not have taken place without becoming known, and he probably refers to the private sale of the female slaves of the late Monfettish. Places still exist here where families purchase slaves as we sometimes hire servants, but a large public sale of slaves is impossible, and the authorities frequently capture and release small batches sought to be smuggled into Cairo; they now have about thirty thus captured; surely travellers would do better to communicate such information to their authorities for immediate investigation than to write to the newspapers.

No. 21.

The Earl of Derby to Mr. Vivian.

Sir,

Foreign Office, March 29, 1877.

I TRANSMIT to you herewith copies of two memorials which have been addressed to me, one by a meeting of influential persons interested in the welfare of Central Africa, headed by the Archbishop of Canterbury; the other by the Anti-Slavery and Aboriginal Protection Societies, praying that Her Majesty's Government will use their influence with the Egyptian Government to prevent the Khedive from extending his dominion over the regions in Central Africa in the neighbourhood of the Lakes Victoria and Albert Nyanza, a proceeding which the memorialists represent cannot be carried out without involving the Egyptians in hostilities with King Mtesa, and which they point out is, for the reasons set forth in their memorials, earnestly to be deprecated.

I should be glad, before replying to these memorials, to learn whether there is any foundation for the rumours that the Khedive contemplates the acquisition of the territories in question, and I have therefore to request that you will take such steps as you may deem best calculated for procuring the information required.

I should be glad also to receive any observations which you may have to offer on the memorials in question.

I am, &c.
(Signed) DERBY.

Inclosure 1 in No. 21.

The Church Missionary Society to the Earl of Derby.

My Lord, 16, *Salisbury Square, Fleet Street, March 13, 1877.*

I AM requested to inform your Lordship that, at a meeting of gentlemen and ladies interested in the welfare of Central Africa, held at the house of the Baroness Burdett Coutts on the 27th of February last, at which there were present his Grace the Archbishop of Canterbury, the Baroness Burdett Coutts, and other ladies, Sir T. Fowell Buxton, Sir Robert Anstruther, M.P., Arthur Mills, Esq., M.P., W. Holmes, Esq., M.P., J. W. Pease, Esq., the Hon. Arthur Kinnaird, the Bishop of Edinburgh, and other gentlemen, it was resolved that a memorial be prepared to Her Majesty's Government with regard to the scheme of annexation attributed to the Khedive of Egypt.

The accompanying draft memorial has accordingly been prepared and approved of by the Committee, and I am requested to forward it to your Lordship, and to ask your Lordship's permission to wait upon you with a deputation to present the memorial.

The memorial will be fully signed, but it would, with your Lordship's permission, be presented by a few gentlemen interested in the welfare of Africa, and thoroughly acquainted with the subject.

I understand that similar memorials are about to be presented from other bodies.

I have, &c.
(Signed) EDW. HUTCHINSON,
Secretary Church Missionary Society.

Draft of proposed Memorial to the Earl of Derby.

The Memorial of the Undersigned sheweth that—

YOUR Memorialists have, for some time past, taken an especial interest both in the suppression of the East African Slave Trade, and also as aiding in that cause in introducing into Central Africa higher forms of civilization, and improved arrangements for commerce.

The interest generally felt in this country in Central Africa is mainly due to the great geographical discoveries of our countrymen, Captains Burton and Speke, Colonel Grant, Sir Samuel Baker, Dr. Livingstone, Colonel Gordon, Captain Cameron, and the very interesting information they, and also Mr. Stanley, the American traveller, have afforded as to the countries and people of Central Africa.

More especially has that interest been aroused in connection with the country and people of the ancient kingdom of Kittara, now divided into the kingdoms of Unyoro, Uganda, Karague, and Uzinza. These kingdoms lie on the northern, western, and southern shores of the great lake discovered by Captain Speke in 1856, and named by him "Victoria Nyanza," after Her Most Gracious Majesty the Queen. These countries are described by the travellers as lying at a considerable elevation above the sea, with moderate and equable temperature; as being fertile, and productive of all necessaries for sustaining European life, and affording pasturage for large quantities of cattle.

The inhabitants are mainly of two races, the Aboriginal tribes and the Dominant; these latter are called Wahuma, are a true race of men, and evidently of Abyssinian origin. In Uganda and Karague there exists a strong settled form of government, under Wahuma kings, who are intelligent men, revered by their people, anxious to improve their kingdoms, and quite alive to the importance of civilization.

Your Memorialists feel that the efforts made by Mtesa, King of Uganda, at Sir Samuel Baker's request, to communicate with and relieve Dr. Livingstone, in the course of which his messengers delivered a letter, addressed by Sir Samuel Baker from the third degree of north latitude to Dr. Livingstone, into the hands of Lieutenant Cameron at Unyanyembe, in the fifth degree of south latitude, and returned with a reply to Gondokoro, in the fifth degree of north latitude, are evidences of the extended power and sway of King Mtesa, and at the same time proofs of his goodwill, while the hospitality and protection shown by him in voluntarily providing Speke, Grant, and Stanley with escorts, and his cordial desire to enter into friendly relations with this country, entitle him to the sympathy and interest of the English people; and your Memorialists are glad to believe there does exist a very wide-spread interest in this country in the prosperity and welfare of the kingdoms of Uganda and Karague.

As an evidence of this, your memorialists would call attention to the fact, that upon the reports reaching this country from Mr. Stanley, that King Mtesa desired the presence of those who would teach him and his people the Christian religion, and help to improve their condition, no less a sum than £15,000 was, in a short time, placed in the hands of the Church Missionary Society to undertake a mission to Uganda and Karague.

That Mission left Zanzibar last August for Uganda, and on the 2nd of December last were about 100 miles south of the Lake.

Your Memorialists would also refer to the efforts which are now being made to improve the means of communication with the great Lakes, in view of their importance as centres of commerce, and thereby to develop the existing traffic which now comes down from those regions through the territory of the Sultan of Zanzibar

Your Memorialists have already stated it to be their belief that in the development of this commerce, and in substituting for the present rude, expensive, and insecure system, a more speedy and economical method of transport, lie the best means of entirely suppressing that Slave Trade which this country has expressed its determination to destroy, and they therefore express a hope that every aid may be given to the efforts now being made to open up free communication with the great Lakes, and to preserve them and the adjoining countries free and open to the introduction of English commerce industry, and civilization.

It is therefore with much apprehension that your Memorialists have watched the progress of the operations of the Khedive of Egypt towards the northern shores of the Victoria Nyanza.

So far as those operations tended to the suppression of the trade in slaves carried on between Egypt and the countries of the Upper Nile, they received the assent of this country. The position now reached by Egypt is sufficient for the purpose of that undertaking; she has subjugated the wild tribes to the south of Gondokoro, and is now on the borders of a people as civilized, according to the account of travellers, as many portions of Egypt.

The attention of your Memorialists has been drawn to a telegram in the "Times" newspaper of February , which, in speaking of the authority conferred upon Colonel Gordon, states that it would extend to the equator in the south; and in connection therewith, your Memorialists have now reason to believe that the Khedive of Egypt is not content with the position he holds, but is desirous of extending his dominions and monopoly of trade, so as to include therein the whole of the Victoria Nyanza, in addition to the Albert Lake already annexed, in which case that Lake would also become Egyptian water, to the probable exclusion of all other nations from its trade.

The annexation of Victoria Lake by Egypt would, as your Memorialists are informed, to a certainty necessitate hostile measures against King Mtesa, who is opposed to the further passage south of the Egyptian forces. Such hostilities would not only be fatal to all effort to civilize and improve those regions, they would, as your Memorialists believe, lead to the ruin of King Mtesa and his dominions, and would in all probability be seriously detrimental to the best interests of Egypt.

Your Memorialists would also refer to the fact, that when Sir Samuel Baker was supposed to be in great peril, King Mtesa sent an army of about 6,000 men to his assistance, and received from Sir Samuel Baker, as the representative of Egypt, the assurance that the independence of his kingdom should always be recognized.

Your Memorialists feel assured, from the intelligence shown by King Mtesa, that if he is treated as a friendly independent Ruler, he would be ready to give every facility for the development of legitimate commerce from his dominions.

In view of all these considerations, your Memorialists feel that King Mtesa is entitled to an assurance from Egypt that the independence of his kingdom and

sovereignty will be respected, and the neutrality of, and free trade on, the Victoria Lake be secured.

Your Memorialists would therefore ask that Her Majesty's Government would use its kind influence in representing the views set forth in this Memorial to His Highness the Khedive of Egypt.

Inclosure 2 in No. 21.

Memorial.

To the Right Honorable the Earl of Derby, Her Majesty's Principal Secretary of State for Foreign Affairs.

WE beg respectfully to address your Lordship on the subject of the announcement recently made by the Egyptian Government of its intention to extend its authority to the Equator, and consequently to annex the independent native States which exist on the shores, or in the neighbourhood of the Victoria Nyanza, as well as of the adjacent great lake.

2. The recent appointment of Colonel Gordon to the supreme government of the Soudan, together with the indefinite powers over the countries southward with which he has been invested, may be regarded as an earnest that military operations will be conducted with skill and vigour, and a campaign once undertaken, there can be no doubt that the countries which are threatened with absorption will be able to offer only a feeble resistance to the advance of an invading army.

3. We venture to submit that the territories whose forcible annexation the Khedive has decided to attempt, are eminently deserving of your Lordship's protection. They were discovered chiefly by the enterprise of Captain Speke, Sir Samuel Baker, and other English travellers, who have acquired in them an influence which legitimately belongs to England and not to Egypt. Unyoro, Uganda, and Karague are fertile and prosperous kingdoms, ruled in conformity with well-established laws, and inhabited by a people whose social and industrial condition gives them a foremost place among the nations of Africa. The readiness with which King Mtesa, of Uganda, complied with Sir S. Baker's request that he should communicate with Dr. Livingstone, and still more the facilities he is now spontaneously offering for the establishment, under the auspices of the Church Missionary Society, of a Mission station in his country, are evidences of his anxiety to cultivate friendly intercourse with England, and at the same to promote the well-being of his own subjects. It is our strong conviction that upon grounds of policy, no less than of justice, we should give our best moral support as a nation to the maintenance of these States. Whatever excuse may be urged for the conquest by Egypt of the barbarous tribes inhabiting the country between Gondokoro and Ungora, no such reasons can apply to the intelligent natives whose territories are now declared by the Khedive to form part of his dominions. With better roads and more efficient means of transport, improvements which may be confidently anticipated if the countries in question should come, as they promise to do, under English influence, commercial advantages of a mutually beneficial character could not fail to spring up.

4. In the interests of humanity, we are anxious that the African race should be spared the bloodshed and misery which must inevitably result from a war of conquest. We feel sure that your Lordship will lend no countenance to an undertaking which would inflict upon an innocent and a helpless people enormous suffering, and could hardly dispose them to regard with favour a civilization which approached them in so barbarous a guise.

5. As an illustration of our meaning, we would refer to an expedition, which, by order of the Egyptian Government, Colonel C. Chadle Long some time ago conducted against the Yamburi tribe, in concert with certain "allies" of the Khedive, who appear to have banquetted upon their vanquished foes. Colonel Long, in describing the principal battle, says, that when night came, "the smoke and flame seemed to envelope the whole valley around the plateau for miles in a cordon of fire," and that when the troops returned the next day they had burnt at least "twenty villages." We find it impossible to believe that the civilization of Africa can be promoted by expeditions composed of troops which are hardly removed from the savage state, or by the influence of a Government whose path towards the Equator is lighted by the flames of burning villages.

6. We desire earnestly to protest against the attempt to make the abolition of the Slave Trade a pretext for these schemes of aggrandizement. While Colonel Gordon's

character is a pledge of his personal hostility to the traffic, we think it would be a grave mistake to suppose that the removal of the scourge is likely to be secured by the extension of the authority of a purely slave-holding Government like that of Egypt into the countries now threatened with invasion. It appears to us that if the Government of the Khedive is really anxious to abolish the Slave Trade, the means of doing so are entirely in its own hands. If slave-dealers, instead of being allowed in the most open manner to sell their slaves, were subjected to judicial punishment, and the ports of the Red Sea were closed against the traffic, which is now notoriously carried on at those places with the connivance, if not the active assistance, of the authorities, an effective blow would at once be struck against the nefarious commerce. On the other hand, with the light of a painful experience to guide us, we think it is only too probable that whatever Colonel Gordon's own wishes may be, a policy of annexation will ultimately have the effect of increasing the area over which both slavery and the Slave Trade will become firmly established.

7. For these reasons, we beg to express our earnest hope that your Lordship will employ your official influence to discourage and oppose the aggrandizing projects of the Government of Egypt in Equatorial Africa.

Signed on behalf of the British and Foreign
Anti-Slavery Society.

Signed on behalf of the Aborigines' Protec-
tion Society.

We have, &c.,
JOSEPH COOPER,
EDMUND STURGE,
Hon. Secretaries.
AARON BUZACOTT,
Secretary.
SAMUEL GURNEY,
President.
R. N. FOWLER,
Treasurer, per F. W. C.
F. W. CHESSON,
Secretary.
P. BENSON MAXWELL,
Member of Committee.

Inclosure 3 in No. 21.

Mr. Chesson to the Earl of Derby.

17, King William Street, Strand, W.C.,
March 22, 1877.

My Lord,

ON behalf of the Committee of the Aborigines' Protection and Anti-Slavery Societies, I beg respectfully to ask your Lordship's kind consideration to the foregoing Memorial, having reference to the Khedive's policy in Central Africa.

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

No. 22.

Sir J. Pouncefote to Mr. Vivian.

Sir,

Foreign Office, March 30, 1877.

WITH reference to previous correspondence on the subject of the Slave Trade in the Red Sea, I am directed by the Earl of Derby to transmit to you a copy of a recent report on that subject by the Commander of Her Majesty's ship "Ringdove,"* and I am to instruct you to bring its substance to the notice of the Egyptian Government.

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

No. 23.

Mr. Vivian to the Earl of Derby.—(Received March 19.)

(Extract).

Cairo, March 31, 1877.

IN compliance with the instructions contained in your Lordship's despatch of the 9th instant, I stated to the Khedive to-day that Her Majesty's Government had learnt with pleasure the steps taken by His Highness, in conferring upon Colonel Gordon such ample powers and jurisdiction over all the Soudan and Equatorial Provinces of Africa that have been brought under Egyptian control, and that Her Majesty's Government gladly acknowledge in this spontaneous act a sincere desire upon the part of His Highness to put a stop to the Slave Trade, and to the slave-hunting expeditions which have been so extensively carried on, doubtless in violation of His Highness's orders, within Egyptian territory.

The Khedive appeared extremely gratified at this communication, and informed me that, although the destruction of the "Lateef" was a great blow to the naval expedition which he had sent out to the Red Sea to assist in the suppression of the Slave Trade, he had immediately ordered another vessel to be got ready and commissioned in her place.

No. 24.

The Earl of Derby to Mr. Vivian.

Sir,

Foreign Office, April 19, 1877.

I TRANSMIT to you herewith extracts from reports received from Her Majesty's Agent and Consul-General at Zanzibar,* showing the extent to which the Slave Trade is still carried on in the Red Sea.

You will bring the substance of this information to the notice of the Khedive.

I am, &c.

(Signed) DERBY.

No. 25.

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

My Lord,

Cairo, April 9, 1877.

IN compliance with the instructions conveyed to me in your Lordship's despatch of the 30th ultimo, I have addressed to Chérif Pasha the note of which I have the honour to inclose a copy, calling his attention to the facts respecting the Slave Trade in the Red Sea, reported to Her Majesty's Government by the Commander of Her Majesty's ship "Ringdove."

I have said nothing in my note respecting the alleged conveyance of slaves to Constantinople in the steamers of the Austrian Lloyds Company, as these steamers probably pick up the slaves as passengers with their masters, at ports on the Arabian coast where the Egyptian Government have no jurisdiction; and in any case it would be most difficult for their Government to attempt to interfere with the conveyance of domestic slaves as passengers who, as Commander Singleton says, "being well clothed and cared for, with little or nothing to do, do not care for their liberty," more especially when they are carried in the steamers of a foreign Company belonging to one of the great Powers; and I would suggest that it is rather to the Government of Austria-Hungary that we should look to check these practices as far as they can.

I am, &c.

(Signed) C. VIVIAN.

* No. 255.

Inclosure in No. 25.

Mr. Vivian to Chérif Pasha.

M. le Ministre,

Cairo, April 8, 1877.

I HAVE received instructions from Her Majesty's Government to bring to the notice of the Egyptian Government, the following facts respecting the Slave Trade that have been reported to them by the Commander of one of Her Majesty's Ships of War now cruising in the Red Sea.

At Hodeidah the Commander learnt that the Slave Trade was being carried on there with the greatest activity, it being the principal port in the Red Sea from which the coast of Arabia is supplied with slaves, and several thousand slaves were said to be brought over there annually from the African coast, and thence transhipped to Jeddah and Constantinople.

The Commander also learnt that the efforts of an Egyptian cruiser to arrest this trade, had been completely frustrated by the slave traders, who watched the movements of the ship, and took every opportunity to run their slaves when she was off another part of the coast; while he feared that the Egyptian expedition now employed under Morice Bey in the Red Sea would not be able to do much good, as the publicity that had been given to the despatch of the expedition had given the slave traders timely warning, and they would be on their guard.

I venture to suggest to your Excellency that the above information might be usefully conveyed to Morice Bey for his guidance.

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

No. 26.

The Earl of Derby to Mr. Vivian.

Sir,

Foreign Office, May 2, 1877.

WITH reference to your despatch of the 9th ultimo, I have to acquaint you that I approve the note which you have addressed to Chérif Pasha, calling his attention to the facts respecting the Slave Trade in the Red Sea, reported to Her Majesty's Government by the Commander of Her Majesty's ship "Ringdove."

I am, &c.
(Signed) DERBY.

No. 27.

The Earl of Derby to Mr. Vivian.

Sir,

Foreign Office, May 7, 1877.

I TRANSMIT herewith, for your information, a copy of a letter which the Lords of the Admiralty have received from the Commander of Her Majesty's ship "Vulture," reporting on his visit to certain ports in the Red Sea, and on the Slave Trade as carried on there.*

I am, &c.
(Signed) (For Lord Derby)
JULIAN PAUNCEFOTE.

No. 28.

Mr. Vivian to the Earl of Derby.—(Received May 12.)

My Lord,

Cairo, April 30, 1877.

I HAVE the honour to inclose a copy of a note which, in obedience to the instructions contained in your Lordship's despatch of the 19th instant, I have addressed to Chérif

Pasha upon the subject of the active Slave Trade said to be carried on between the African and Arabian coasts.

A glance at the map of north-east Africa, will show your Lordship that between Massowah and the Straits of Bab-el-Mandeb, the African and Arabian coasts trend sharply towards each other, and the channel becomes so narrow that crossing from one side to the other is a very easy matter. Between Massowah and Tajurrah, the Egyptians have no port, and the African coast line is occupied by a Mussulman tribe, the Danakils, who, I have no doubt, are inveterate slave-traders, and I daresay that many of the slaves are exported from creeks and bays along this coast.

But when Captain Morice's expedition returns, and we are in possession of all the facts he has collected on the spot, the Egyptian Government will be better able to deal with this question with the additional advantage of his advice and experience; while Colonel Gordon, whose jurisdiction extends over the whole littoral, will, I feel sure, co-operate energetically to put an end to the present state of things, and when we sign our Anti-Slave Trade Convention with Egypt, Her Majesty's Government will also be in a position to interfere more efficiently in the matter.

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

Inclosure in No. 28.

Mr. Vivian to Cherif Pasha.

M. le Ministre,

Cairo, April 30, 1877.

I HAVE again received instructions from Her Majesty's Government to bring to the serious notice of the Khedive, the reports that reach them from all quarters of the very large Slave Trade that is openly carried on between the Egyptian coast of the Red Sea, and Jeddah, Hodeidah and Makullah on the Arabian coast, and I regret to say, as it is reported, with the connivance of the Egyptian officials.

I am aware that the expedition that his Highness lately sent to the Red Sea, under the command of Morice Bey, to inquire into this subject, is shortly expected to return here, and I feel sure that His Highness and the Egyptian Government will then thoroughly investigate the matter, and with the advantage of the information acquired by Morice Bey, devise, in concert with the Governor General of the Soudan, such energetic measures as they may deem best calculated to give real effect to His Highness' promises regarding the African Slave Trade, and before all punish any officials who have been guilty of thus disobeying His Highness' orders.

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

No. 29.

Sir J. Pauncefote to Mr. Vivian.

Sir,

Foreign Office, May 19, 1877.

WITH reference to my despatch of the 7th instant, I am directed by the Earl of Derby to transmit to you a copy of a letter from the Commander of Her Majesty's ship "Vestal" to the Commander-in-chief on the East Indies Station, which has been communicated to me by the Lords of the Admiralty, containing a report on the Slave Trade carried on in the Red Sea.*

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

Mr. Vivian to the Earl of Derby.—(Received March 21.)

My Lord,

Cairo, May 13, 1877.

CAPTAIN MORICE BEY, R.N., has just returned from the expedition with which he was entrusted in the Red Sea to inquire into the facts of the Slave Trade, said to be so actively carried on between the African and Arabian coasts.

I gather that his report will, in a great measure, confirm the accounts that Her Majesty's Government have received from other quarters upon this subject, although he seems to think that the number of slaves said to be exported annually is exaggerated.

I hope his report will throw light upon the manner in which this Slave Trade is carried on upon so large a scale, and I shall not fail to press the Egyptian Government to punish such of their authorities as may be shown to have connived at it.

I fancy that Abou Bekr, Sheikh of Zeila, is one of the oldest and most prominent offenders, and if it turns out that it is so, I shall represent to the Khedive the propriety of dismissing him from his post.

I will not fail to report to your Lordship further when I have seen Captain Morice's report.

Captain Morice reports that Bullar and Berbera are unrestrictedly open to trade, and that no complaints of any kind were made to him of any difficulties at those ports.

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

No. 31.

The Earl of Derby to Mr. Vivian.

Sir,

Foreign Office May, 22, 1877.

WITH reference to my despatch of the 15th of March, I transmit to you extracts of a letter from the India Office, on the subject of the alleged slave-trading by British dhows in the Red Sea.

I am, &c.
(Signed) DERBY.

Inclosure in No. 31.

Brigadier-General Schneider to the Marquis of Salisbury.

(Extract.)

Aden Residency, March 27, 1877.

I HAVE the honour to acknowledge the receipt of India Office letter dated London, the 8th March, 1877, with accompaniments, desiring me to report on Captain McKillop's assertion that many of the slave-vessels in the Red Sea hoist the English flag, and in particular to inform your Lordship whether there is any reason to suppose that native vessels from Aden flying the British flag clandestinely engage in slave traffic.

2. I would beg to state that there are only thirteen country craft registered under Act X of 1841 at this port, as British vessels, which are engaged in trade between Aden and African ports in the Red Sea, and up to the present time, there have been no grounds to suspect that they engage clandestinely in slave traffic. The matter will, however, have my close attention.

3. Of course I am unable to hazard even a conjecture, whether the British flag is hoisted clandestinely by dhows in the Red Sea; but the probabilities against such a proceeding are great, since it is well known to nacodas of native craft that they are safe under the Turkish or Egyptian flag, if engaged in carrying slaves; and I cannot see what object such persons would have in hoisting the English flag.

5. It may interest your Lordship to learn in connection with this subject, that I recently received two telegrams from the Resident at Bushire, copies of which are annexed, in which he brought to notice that the Austrian Lloyd's steamer "Dido," and the British steamer "Koina" were suspected of carrying slaves to the Persian Gulf, purchased at Jeddah, on the Arabian or Turkish littoral of the Red Sea. This is a

matter that should require vigilance on the part of the Consuls at that port. It would be extremely difficult to deal with it at Aden, where slaves of both sexes would probably be designated either as servants or domestic slaves, and if females, would be secluded. The "Dido" had no passengers at all on board when she last touched at Aden, and the "Koina" passed the port without entering it, about the 15th instant.

6. Copy of this despatch will be forwarded to the Governor of Bombay.

(Signed) T. W. SCHNEIDER.

From Bushire to Resident, Aden.

I have good grounds for believing that the last Austrian Lloyd's steamer "Dido" landed some slaves in the Gulf, and that the next steamer will also bring some, if she has not already, to Aden, it might be possible to ascertain the fact; proofs are difficult here, and slaves once landed, traces are soon lost. Slaves are Abyssinians from Jeddah and Hodeida.

Resident from Bushire to Resident, Aden.

March 17, 1877.

Please inform me if steam-ship "Koina" has passed Aden yet. I have good grounds for believing that a female slave purchased at Jedda, is on board, and there are probably others.

No. 32.

The Earl of Derby to Mr. Vivian.

Sir,

I APPROVE the note which you have addressed to Chérif Pasha upon the subject of the Slave Trade, stated to be carried on between the African and Arabian coasts, a copy of which is inclosed in your despatch of the 30th ultimo.

I am, &c.
(Signed) DERBY.

No. 33.

Mr. Vivian to the Earl of Derby.—(Received June 4.)

My Lord,

Cairo, May 26, 1877.

I HAVE the honour to inclose, for your Lordship's information, copies and extracts of reports made by Commander Morice Bey, R.N., to the Egyptian Government upon the subject of the Slave Trade in the Red Sea, that have been communicated to me by order of the Khedive.

Commander Morice is the officer who was sent in charge of the expedition which the Khedive lately despatched to the Red Sea to inquire into the Slave Trade there, and in the event of our anti-Slave Trade Convention with Egypt being signed, the information he has collected may prove of great service to Her Majesty's Government.

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

Inclosure 1 in No. 33.

Commander Morice Bey to Khairey Pasha.

Excellency,

"Torr," Massowah, March 9, 1877.

I BEG to report to you, for the information of His Highness the Khedive, my arrival at this port to-day from Souakin.

On my passage from Suez to Souakin I examined closely the coast line to Souakin, and also on to here.

On making inquiries when at Souakin, I find that the exportation of slaves to a large extent is carried on from the coast north and south of Souakin, and not actually from the port.

These slaves are collected up country by agents who are in connection with other agents residing in Jeddah and Souakin.

They are collected on the River Nile on the east side, from the basins of the Blue Nile from Jallabat and the country south, principally from the tribes about. They are then marched to Katarif and Cassala, from which place they keep some distance, for fear of detection, then parallel to the post route to Toka, when they go on to the sea coast.

On the west side they come from the countries to the west and south of Darfour and Khordofan. They march usually to Dongola, or Branch off at Berber, where they follow the post route to near Souakin, and then go on to the sea coast.

I find that embarkations take place from sheltered inlets (alone adapted for boats of light draught of water) from between the latitudes of 18° to 21°. The time that the embarkation of slaves to the greatest extent takes place is about the latter part of the Mecca pilgrimage.

The slaves are embarked in boats from Souakin, Jeddah, and Suez, secret notice being given by the different agents, and the places of embarkation being agreed upon.

I find that, during the season (slave), many Sambooks come to Souakin. They clear out in ballast, and having obtained their papers, proceed along the coast, ship a cargo of slaves, and land them at Jeddah, where I hear it is openly done without any opposition from the authorities there.

I find also that the particulars of this traffic must have been well known to the local authorities at Souakin, and that the matter has been officially brought to their notice.

The price of slaves ranges from 15 to 45 dollars. I find the below mentioned residents in Souakin are known to be engaged in this infamous traffic, viz. :—

Mahomet Schems Mughraby, Chief, and who corresponds with many agents.

Mahomet Tenerary, Egyptian subject.

Dafallah Effendi, ditto.

Adrone, ditto.

El Sheik Moussa Khamis, ditto.

El Hadi Morsal, slave broker.

Saiöd Casein, from Jeddah.

Aassan Abu Hassan, ditto.

Ahmet Nadi, ditto.

These men transact business on their own account, and for other dealers in Jeddah.

Ahmet Bassoudan Had-drame and Said Allahme Elsaiffe Had-drame are wholesale merchants. All the Jeddah and Had-dramote merchants at Souakin deal in slaves to a greater or less extent.

I found, on the examination of the mainland near Souakin, from 2,000 to 3,000 blacks encamped, and as the trade of Souakin cannot possibly afford the means of employment for 1,000 of them, it is my opinion that many of these people are dealers with slaves waiting to be sold and exported.

Gordon Pasha having telegraphed to me to join him at Massowah, prevented my obtaining the requisite amount of information necessary to permit my making an official report on the state of the commerce of Souakin, and the best modes of improving it. This information I propose giving on my return voyage, as I propose going in again to that port.

I have telegraphed my arrival, and on my departure I shall do the same.

I trust that my report may meet with His Highness' approbation.

I am, &c.
(Signed) G. MORICE.

Inclosure 2 in No. 33.

Commander Morice Bey to Khairey Pasha.

(Extract.)

Massowah, March 18, 1877.

I FORGOT to mention in my last despatch that, although examining the coast closely between Souakin and this port, we could see no buildings or places for slaves, neither did we meet any sambooks engaged in this trade.

Routes.—The routes followed by the caravans from here into Abyssinia are, first, to Harkiko, south, then from Harkiko, south-west.

There are two other routes, viz., one from Sahargouma to Asmara, and the other from Yangous to Kiakor.

There is only one route from Soudan, viz., from Cassala to Sunheit.

Slaves.—Those merchants who deal in slaves have or keep no regular route, passing over the mountains and keeping from the regular paths. The slave commerce or traffic at Massowah does not exist, owing to the stringent Government regulations being carried out; but slaves are shipped on the coast north and south of Massowah, beyond the outposts, from small sheltered indentations in the coast. The prices of slaves range from 40 to 70 dollars.

Slavery.—The slaves are nearly all brought from the Gallas. To what extent the slave traffic is carried on I have been unable to discover; but the late differences between the Government of His Highness the Khedive and the Abyssinians must have put a great check on this infamous traffic.

The sambooks here, as at Souakin, clear out from here in ballast, and then proceeding along the coast, pick up slaves at points agreed upon, and carry them over to the Yemen coast.

General Remarks.—To increase trade and give confidence to those coming from the interior, I would, as I before stated, if possible reduce the rates of freight and Custom dues; if practicable, insure that all people coming into the place be treated in a humane and just manner, irrespective of creed or nationality; should this not be done, and confidence given, trade will never be properly developed.

Slavery.—With regard to the traffic in slaves, I am of opinion that if a proper supervision be kept by the local authorities on shore, no movement of any number of slaves can take place without the local authorities' knowledge, and they ought to have the means of seizing them before they can gain the sea coast.

Inclosure 3 in No. 33.

Commander Morice Bey to Khairy Pasha.

(Extract.)

Berbera, April 4, 1877.

I BEG to report, for the information of His Highness the Khedive, my arrival at this port.

From the little information I could gather on shore, I find there is little or no trade here, one of the leading men of the village being a son of Abu Bekr Pasha.

The commander of the Saika (Hassan Bey), from his experience here, I find that there is little or no trade, and that no dues are levied. From other information, gathered since leaving, I am of opinion that this place and Obokh, at the entrance of the Gulf, are connected with Zeyla in carrying on Slave Traffic.

I proceeded into the country a short distance, and through the village, which seems very poor, the people all being armed, but seem quiet and inoffensive.

I caused the sambooks leaving and entering here to be examined, but could find nothing. It appears that our visit and intentions along the coast have been expected and well known for some time.

We left Tajura on Tuesday, the 27th ultimo, arriving the same afternoon at Zeyla.

I proceeded on shore with Antoine Frederigo Bey, passing through the villages, and calling on the Governor. He informed me that no slavery went on here; but from information gained at Zeyla, and from other private sources, I am inclined to believe that there is a large number of slaves exported from here coming from the Gallas and negro tribes south of Abyssinia, and also from the frontiers of Abyssinia, and are landed at Mocha, Hodeida, and Jeddah.

The routes used by the caravans are, one through Harrar and another through Hamfeilah.

I find the principal articles of commerce coming from the interior consist of hides, coffee, herbs (yellow stuff), camels, myrrh, white gum, butter, and sheep.

Imports consist of cotton stuffs, beads, rice, sugar, &c.

I find that no restrictions are placed on Europeans wishing to trade, there being no distinction between them and natives.

The village of Zeyla is a very poor place, and there seems no doubt that slaves are openly exported from here. The authorities must be perfectly alive to this, and report

says are greatly interested in this traffic. At Zeyla our visit and intentions were well known and quite expected, and it has, no doubt, for the time put a check to any exportation of slaves.

I recommended to the Governor that buoys should be placed to mark the channels from seaward to Zeyla, and he has promised to do this.

We left Zeyla on the evening of the 24th ultimo, arriving next morning at Berbera.

I communicated with Raduan Pasha, and paid him a visit in the evening.

This is a very fine harbour, well sheltered, plenty of room, and good anchorage. I visited the Governor's house, hospital, mosques, Government offices, &c., and was most astonished and greatly pleased at the well-constructed buildings, and the good order and cleanliness that everywhere existed, reflecting the greatest credit on the Governor, Raduan Pasha.

The new jetty for which His Highness directed me to make the contract is just finished, having at its head a depth of 20 feet.

Other works are in course of construction by Raduan Pasha—bakeries, houses for grinding and storing the corn and biscuit, and they have now commenced to bake the bread, which will prove of great advantage and economy to the service.

In a short time Berbera will eclipse, certainly in its buildings and cleanliness, all other ports, and I see no reason why it will not do so in point of commerce, especially if under the present Governor.

I find that the gracious orders of His Highness' Cabinet have been fully carried out, no dues being collected on imports or exports. Merchants of all nationalities enjoy the same freedom from taxation, and their lives and property are fully protected by the Government troops.

The roads of Bulhar are perfectly free and open to all, no ships or guards being stationed there to prevent or oppose landing or trading. The owners of trading vessels have at last seen that a good and safe anchorage, where every protection to life and property given by the troops of His Highness the Khedive, is far to be preferred to an open and dangerous roadstead, and where, when on shore, there is no protection to life or property. To this cause alone can the desertion of the Bulhar roads be attributed.

I am convinced that no exportation or traffic in slaves exist here.

In conclusion, I beg to state that I find no cause for complaint from people here, or subjects of other countries. The place is governed well and justly, the people seem to become more civilized, and certainly are becoming more and more contented with the happy changes effected since the Egyptian Government have taken possession here.

No. 34.

Mr. Vivian to the Earl of Derby.—(Received June 10.)

My Lord,

Cairo, June 1, 1877.

I HAVE the honour to state to your Lordship that I have received a despatch from Her Majesty's Consul at Jeddah, inclosing a report from Vice-Consul Wylde upon the Slave Trade now carried on in the Red Sea.

Mr. Wylde's remarks go, I think, to show the great necessity of our acquiring as soon as possible a treaty right to capture vessels engaged in this traffic, which will never be effectually stopped by the Egyptians, and when once this right is acquired by us, with Colonel Gordon at the source of the Slave Trade in the Soudan, and an energetic British Consul on the African coast, I think that the operations of the slave-traders will be materially crippled.

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

No. 35.

Mr. Vivian to the Earl of Derby.—(Received June 13.)

My Lord,

Cairo, June 4, 1877.

WITH reference to your Lordship's despatches of the 7th and 19th instant, I have the honour to submit for your Lordship's approval a copy of a note that I have addressed

to Chérif Pasha, warning him of the nature of the reports so constantly received from the Commanders of Her Majesty's cruisers, of the existence of an extensive Slave Trade between the Egyptian and Arabian coasts of the Red Sea, and calling upon the Egyptian Government to take action to arrest the evil.

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

Inclosure in No. 35.

Mr. Vivian to Chérif Pasha.

M. le Ministre,

Cairo, June 4, 1877.

I HAVE had on several occasions since my appointment to this post, to call the serious attention of the Egyptian Government to reports of the extensive Slave Trade that is carried on from the Egyptian to the Arabian coasts of the Red Sea; this information has been furnished by the commanders of Her Majesty's ships cruising in the Red Sea, who have received general orders to watch and report upon this traffic, which has attracted public attention in England; and there is not one commander that returns from the Red Sea without confirming the fact that the Slave Trade is carried on upon a very large scale from the Egyptian coast, and that it could not be done without the connivance of the Egyptian authorities.

Morice Bey's reports, which your Excellency has been good enough to communicate to me, tend to confirm the information thus furnished by the commanders of Her Majesty's cruisers.

Your Excellency will readily admit that the export of slaves from Egypt with the connivance of Egyptian officials, is clearly in contradiction of the Khedive's promises and instructions; and as the facts cannot be controverted, although the number of slaves exported is said to be exaggerated, His Highness ought surely to prove his sincerity by taking immediate action to arrest the evil.

It appears to me that this could best be done by making Gordon Pasha, whose jurisdiction, I believe, extends over the littoral of the Red Sea, acquainted with all the facts of the case and with Morice Bey's reports; I feel convinced that he would be able to suggest means for checking so flagrant a violation of His Highness' orders. But I venture to point out that all will depend upon the support he receives from the Khedive and the Egyptian Government, and that two or three striking examples by the dismissal of officials, however highly placed, for connivance at the Slave Trade, would do more than anything else to prove that His Highness and the Egyptian Government are sincere in their desire to enforce obedience to their orders.

I would especially indicate the Governors of Zeila and Suakin as officers to whom all reports particularly point as being responsible for the violation of His Highness' instructions.

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

No. 36.

Mr. Vivian to the Earl of Derby.—(Received June 18.)

My Lord,

Cairo, June 7, 1877.

WITH reference to my despatch of the 4th instant, I have the honour to inclose, for your Lordship's information, a copy of the reply that I have received from the Egyptian Government, to my representation of the extensive Slave Trade carried on between the African and Arabian Coasts of the Red Sea.

I believe that in taking such an uncompromising enemy of the Slave Trade as Gordon Pasha into their councils, the Egyptian Government are taking a step in the right direction.

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

Inclosure in No. 36.

Chérif Pasha to Mr. Vivian.

M. l'Agent et Consul-Général,

Caire, 6 Juin, 1877.

J'AI eu l'honneur de recevoir et de soumettre au Khédive la communication que vous avez bien voulu m'adresser dernièrement, à propos de certains faits relatifs à la traite des nègres ou Abyssins, sur le littoral de la Mer Rouge.

Comme vous le savez déjà, M. l'Agent et Consul-Général, Morice Bey a été spécialement envoyé sur les lieux, pour y procéder à une inspection sérieuse du véritable état des choses.

A la suite de ses rapports, dont les originaux vous ont été communiqués, j'ai reçu du Khédive l'ordre d'en transmettre copie à Gordon Pacha, afin que ce dernier prenne les mesures les plus propres à mettre fin aux faits signalés, relativement à cette partie du littoral de la Mer Rouge qui rentre dans sa compétence.

Gordon Pacha a, d'ailleurs, plein pouvoir, en vertu des instructions qui lui ont été données, de punir, de changer même s'il le faut, tout agent de l'autorité qui ne remplirait point strictement ses devoirs à ce sujet.

Je pense, M. l'Agent et Consul-Général, que ces dispositions répondent entièrement au but de votre dernière communication, et en vous priant de vouloir bien me renvoyer les rapports de Morice Bey, qui doivent servir à ce but, je vous renouvelle, &c.

(Signed) CHERIF.

No. 37.

Sir J. Panncefote to Mr. Vivian.

Sir,

Foreign Office, June 23, 1877.

I AM directed by the Earl of Derby to convey to you his Lordship's approval of the note which you addressed to Chérif Pasha respecting the Slave Trade which exists between the Egyptian and Arabian Coasts of the Red Sea, a copy of which was inclosed in your despatch of the 4th instant.

I am, &c.
(Signed) DERBY.

No. 38.

Mr. Vivian to the Earl of Derby.—(Received July 2.)

My Lord,

Alexandria, June 19, 1877.

WITH reference to my despatch of the 7th instant, I have the honour to inclose a copy of a letter from the Khedive to Colonel Gordon, sending him copies of Captain Morice's reports upon the Slave Trade in the Red Sea, and authorizing him to take vigorous measures to repress it, and to punish or dismiss any Egyptian official implicated in it.

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

Inclosure in No. 38.

His Highness the Khedive to Gordon Pasha.

Mon cher Gordon Pasha,

VOUS connaissez toutes les dispositions déjà prises par mon Gouvernement pour mettre fin au trafic des esclaves nègres ou Abyssins sur les territoire Egyptien et ses dépendances. Cependant certains faits, contraires aux ordres que j'ai donnés, m'ont été signalés sur différents points du littoral de la Mer Rouge.

D'un autre côté, le Gouvernement de Sa Majesté Britannique, sur les rapports de ses agents et des commandants de ses croiseurs dans cette partie de l'Afrique, s'est plaint lui-même de ces faits, en demandant qu'ils fussent énergiquement poursuivis et réprimés.

Non moins désireux que lui d'en finir avec ce honteux trafic, et de me conformer scrupuleusement à l'entente déjà établie entre lui et moi, j'ai pensé que le meilleur moyen d'atteindre le but était d'envoyer sur les lieux un homme sûr et expérimenté, muni d'instructions précises, qui, après une inspection sérieuse et impartiale, pût me rendre un compte exact du véritable état des choses.

J'ai, en conséquence, donné cette mission à Morice Bey, officier de la Marine Anglaise, attaché depuis assez longtemps au service des ports et phares Egyptiens.

Fidèle à ses instructions, Morice Bey, qui s'est d'ailleurs rencontré avec vous à Massawa, a parcouru toute la partie du littoral suspect, voyant tout, examinant tout avec soin, et consignait ses observations dans un rapport précis et très circonstancié.

J'ai chargé Chérif Pasha de vous envoyer une copie de ce rapport.

Il contient, je le crois, des indications très-propres à s'éclairer sur la situation, tout en suggérant les mesures qu'elle peut comporter.

La partie du littoral en question dépendant du territoire dont l'administration vous est confiée, il convient que l'application des dispositions que vous jugerez opportuns soit laissée à vos soins.

Je n'ai pas besoin, mon Cher Gordon Pasha, de vous rappeler que je suis en parfaite communauté d'idées avec le Gouvernement de Sa Majesté Britannique sur cette importante question humanitaire, et bien déterminé à contribuer, de tout mon pouvoir, à l'abolition de la traite, qu'il poursuit avec une si louable persévérance.

Sachant que vous êtes dévoué vous-même à cet œuvre d'humanité et de civilisation, je ne doute point que vous ne secondiez, de tous vos efforts, nos communes intentions, et que vous n'en assuriez la réalisation par le concours de votre expérience et de votre énergie.

A cet effet vous êtes autorisé, mon Cher Gordon Pasha, à user de tous les pouvoirs que je vous ai conférés ; à appliquer toutes les dispositions que vous croirez utiles et possibles, pour arriver au but ; et, dans les termes de mes ordres antérieurs, à punir, changer ou révoquer tout agent de l'autorité, tout fonctionnaire quelconque qui tendrait à dévier de ce but.

Je serai heureux d'apprendre le résultat des mesures par vous adoptées, et j'ai le ferme espoir qu'elles réussiront.

Caire, le 17 Juin, 1877.

Croyez, &c.
(Signé) ISMAIL.

No. 39.

Mr. Vivian to the Earl of Derby.—(Received July 23.)

My Lord,

Cairo, June 23, 1877.

I HAVE the honour to transmit to your Lordship herewith, a despatch which I have received under flying seal from Her Majesty's Consul at Jeddah, respecting the embarkation there of certain slaves on board the British ships "Rokeby" and "Koina," who were subsequently seized at Muscat by Her Majesty's ship "Rifleman."*

I am, &c.

(Signed) C. VIVIAN.

No. 40.

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

My Lord,

Alexandria, June 30, 1877.

THE following pleading, which was put in by a member of the "Parquet" of the Government in a case tried before the tribunals of the Reform ("La Croix versus Ramasso Chiani") speaks for itself as to the sentiments entertained here with respect to slavery.

"Vu que la cession faite par le dit Chiani de certains effets et bijoux est faite à une negresse qui habite avec Chiani, et que cette femme était une esclave, et que conséquemment tout ce qu'elle possède appartient à son maître, il faut vendre tous les biens et effets de la dite negresse, et *tous les vêtements, et l'esclave même*; et l'argent, profit de la vente, devait être divisé entre les créanciers du dit Chiani."

I have, &c.

(Signed) C. VIVIAN.

* See "Slave Trade No. 4 (1877)."

Mr. Vivian to the Earl of Derby.—(Received August 11.)

(Extract.)

Alexandria, August 4, 1877.

I HAVE received private letters from Colonel Gordon, dated from Darfur, the 22nd of June, reporting that he was then engaged in putting down the revolution in that country, which he says had been brought about by misgovernment and by the exactions of the Bashi-Bazouks, whose cruelties Colonel Gordon describes as sickening.

He had received news from Abyssinia that King John had made peace with Memelek, King of Shoa, and that if Walad-el-Michael carried out his threat of attacking Abyssinian territory, it was very possible that it might bring on war again. Colonel Gordon speaks very highly of the cordial support he has received from the Khedive throughout, but he seems to be in serious want of assistance upon which he can rely.

I inclose a copy of Colonel Gordon's memorandum upon the Slave Trade in Central Africa, and the means he proposes to adopt to suppress it.

Inclosure 1 in No. 41.

Colonel Gordon to Mr. Vivian.

Oomchanga, Darfur, June 19, 1877.

I CAN now form a pretty good idea of the state of the Slave Trade, and the efforts of the Government to check it.

Having been one of those who rather doubted the inability of the Cairo Government to prevent this trade, I must now confess that I was wrong in my doubts; the suppression of the Slave Trade is a problem which would much exercise any Government.

Before I begin, I must premise that in my position as Governor-General, I am able to get at the truth in a manner no other person could, and besides which, I have with me the same secretary as my three predecessors had, and who is therefore able to place me *au courant* with all the past affairs and orders from Cairo for the last eight or ten years.

I will only speak of the Slave Trade in the districts I have been over, saying nought of Zeyla, Berberah, &c., and you will understand that by Slave Trade I mean slave razzias and caravans, I do not touch on the question of domestic slavery. Domestic slavery can be extirpated by three means:—

1. Compensating slaveholders.
2. A *coup-de-force*, requiring armed force, which armed force must be itself averse to slave holding.
3. Allowing a term of years, after which the holding of slaves will be illegal.

The last means is the only practical solution in these countries.

Taking the Slave Trade caravans coming from Gallabat and that direction, I do not think it will be very difficult to prevent them; the slave merchants can be found out, and punished, so that they will give up the traffic; but bear in mind that this will not procure me much love from the people of Jeddah, and from the wild Bedouin tribes who inhabit the country between Abyssinia and the Galla tribes. So far for the east of the Nile; now for the west of the Nile, Kordofan and Shaka and Darfur. For time immemorial these countries have been the great sources of slavery; the Sultans of Darfur, Waidai, &c., have raided on the negro tribes to their south, and of later years the merchants of Obeid have on their own account directed expeditions against the same negro tribes.

Little by little, these merchants, seeing the feebleness of the Egyptian Government, took up a semi-independent position beyond the Egyptian frontier at Shaka, the head of these merchants being Sebehr Rohoma, now Sebehr Pasha. At Shaka this Sebehr collected, armed, and drilled slaves till he had a force of nearly 10,000 at his disposal, well armed; then, and only then, did the Egyptian Government see the danger, for Sebehr showed signs of throwing off his allegiance altogether; he, however, was persuaded to go to Cairo, and the danger was obviated. This was the state when I came to Obud, the capital of Kordofan; Shaka was held by Sebehr's son, who owned 10,000 armed slaves; these armed slaves raided the negro countries far and wide; by naming an

influential member of Sebehr's family Pasha and Governor of Thalia, we have got over the great difficulty, and have established the Government at Thalia; we have still to get rid of the 10,000 armed slaves, and this I propose to do by purchasing them from their owners and enrolling them in the Egyptian army. I thus rid the Government of the danger of their presence, and by getting them from the slave merchants prevent the means of further aggression on the part of these men on the negro tribes. I therefore conclude that the large slave caravans will cease; and though I feel sure that there will be small parties of slaves still sent down, the Slave Trade may be considered to be put an end to. That a trade of centuries should cease entirely in a year is not to be expected. Waidai and the other settlements will always be ready to send down slaves, and it will only be when registration already alluded to comes into force, that people will cease purchasing slaves.

(Signed) GORDON.

P.S. I feel quite convinced that His Highness has for four or five years done his best to stop the Slave Trade up here, but I say it has been beyond his power with the employés in league, as they all were, with Sebehr, and with such a force at his disposal as he had. No one has dared grapple with this question of Sebehr Pasha, which was indeed the Slave Trade question, and no native would have ever dared act as I have done, for Obud was full of Sebehr's friends, some of whom could put 1,000 men in the field. I entirely acquit His Highness of encouraging this trade. I consider, and know he did his best to stop it, and not only that, but I believe my predecessor, seeing the danger, would, had he dared, have stopped the trade.

It is against reason to suppose that either His Highness or his officers (superior) would willingly have let Sebehr grow into the power he did, if they could have helped it. The safety of the Soudan, I considered, was seriously compromised, and it was a providential thing that Sebehr was not here when I came up, for we could not have been able to stand against him.

(Signed) C. E. G.

Inclosure 2 in No. 41.

Memorandum respecting Sebehr Pasha.

Alexandria, August 18, 1877.

SEBEHR was formerly a slave-trader in the Bahr-el-Gazal; he thence extended his operations into Kordofan and Darfur, and eventually became a very important person. During the last four or five years the dangerous influence he was gradually acquiring was several times brought to the notice of the Egyptian Government.

This influence and importance increased until the Government determined to prevent his doing any serious mischief by taking him into their service, and the Khedive accordingly gave him the command of a military expedition to Darfur, and on his return made him a Pasha.

By the advice of his friends, Sebehr then went up to Cairo to thank the Khedive for this promotion. He has since constantly requested to be allowed to return to the Soudan to visit his family; but he has always been told that although every facility would be given to his family to visit him in Cairo, he could not be allowed to return to the Soudan.

He is now at Varna with the Egyptian Contingent.

No. 42.

Mr. Vivian to the Earl of Derby.—(Received August 11.)

(Extract.)

Alexandria, August 4, 1877.

I HAVE the honour to transmit to your Lordship herewith the Convention for the suppression of the Slave Trade in Egypt and her dependencies, which I have signed to-day with Chérif Pasha, the Minister for Foreign Affairs. We have embodied in this Convention the important right of capturing within the maritime zone of Egypt and Her dependencies Egyptian vessels engaged in the Slave Trade. This advantage

should materially assist the operations of our cruisers in the narrow parts of the Red Sea, where slavers might easily escape within the sanctuary of the Egyptian territorial zone.

The operation of the Convention in Upper Africa and on the shores of the Red Sea is postponed for three months from the date of its signature ; it seemed to me only fair to allow proper time for the notification of its provisions in the more distant provinces of Egypt.

Inclosure in No. 42.

Convention between the British and Egyptian Governments for the Suppression of the Slave Trade.

THE Government of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and the Government of His Highness, the Khedive of Egypt, being mutually animated by a sincere desire to co-operate for the extinction of the Traffic in Slaves, and having resolved to conclude a Convention for the purpose of attaining this object, the Undersigned, duly authorised for this purpose, have agreed upon the following Articles :—

ARTICLE I.

The Government of His Highness the Khedive having already promulgated a law forbidding the trade in slaves (negroes or Abyssinians) within the country under His Highness' Authority, engages to prohibit absolutely from henceforward the importation of any slaves (negroes or Abyssinians) into any part of the territory of Egypt or her dependencies, or their transit through her territories, whether by land or sea ; and to punish severely, in the manner provided by existing Egyptian law, or in such manner as may hereafter be determined, any person who may be found engaged, directly or indirectly, in the traffic in slaves (negroes or Abyssinians). The Government of His Highness the Khedive further engages to prohibit absolutely any negroes or Abyssinians from leaving the territory of Egypt or her dependencies, unless it be proved indubitably that such negroes or Abyssinians are free or manumitted.

It shall be stated in the certificate of manumission or passports which shall be delivered to them by the Egyptian authorities before their departure, that they may dispose of themselves without restriction or reserve.

ARTICLE II.

Any person who, either in Egypt or on the confines of Egypt and her dependencies towards the centre of Africa, may be found engaged in the traffic in slaves (negroes or Abyssinians), either directly or indirectly, shall, together with his accomplices, be consi-

LE Gouvernement de Sa Majesté la Renéi du Royaume Uni de la Grande Bretagne et d'Irlande, et le Gouvernement de Son Altesse le Khédivé d'Egypte, mutuellement animés du sincère désir de co-opérer à l'extinction du trafic des esclaves, et ayant résolu de conclure une Convention afin d'atteindre ce but, les Soussignés, dûment autorisés à cet effet, sont convenus des Articles suivants :—

ARTICLE I.

Le Gouvernement de Son Altesse le Khédivé ayant déjà édicté une loi à l'effet d'interdire dans les états soumis à son autorité la traite des esclaves nègres ou Abyssins, s'engage à prohiber dorénavant, d'une manière absolue, l'importation sur tout le territoire de l'Egypte et de ses dépendances, et le transit par voie de terre et par voie de mer à travers ce territoire, des esclaves nègres ou Abyssins ; et à punir sévèrement, d'après les lois Egyptiennes en vigueur ou selon qu'il sera fixé ci-après, toute personne qui sera trouvée se livrant directement ou indirectement à la traite des esclaves nègres ou Abyssins. Le Gouvernement de Son Altesse le Khédivé s'engage, en outre, à prohiber, d'une manière absolue, la sortie hors du territoire Egyptien ou de ces dépendances de tous nègres ou Abyssins quelconques, à moins qu'ils ne soit établi d'une manière certaine que ces nègres ou Abyssins sont libres ou affranchis.

Il sera constaté, dans les lettres d'affranchissement ou les passeports qui leur seront délivrés par l'autorité Egyptienne, avant leur départ, qu'ils pourront disposer d'eux-mêmes sans restriction ou réserve.

ARTICLE II.

Tout individu qui, sur le sol Egyptien ou sur les confins de l'Egypte et de ses dépendances, vers le centre de l'Afrique, sera trouvé se livrant directement ou indirectement au trafic des esclaves nègres ou Abyssins sera, ainsi que ces complices, con-

dered by the Government of the Khedive as guilty of "stealing with murder" ("vol avec meurtre"); if subject to Egyptian jurisdiction he shall be handed over for trial to a court-martial; if not he shall immediately be handed over for trial according to the laws of his country to the competent tribunals, with the depositions (*procès verbaux*) drawn up by the Egyptian superior authority of the place where the traffic has been proved, and all other documents or evidence ("éléments de conviction") handed over by the said authority, and destined to serve as proofs at the trial of the traders, so far as those laws may admit of such proof.

All slaves (negroes or Abyssinians) found in the possession of a dealer in slaves, shall be liberated and dealt with in conformity with the provisions of Article III. and of Annex (A) to the present Convention.

ARTICLE III.

Taking into consideration the impossibility of sending back to their homes slaves (negroes or Abyssinians) who may be captured from slave-dealers and liberated, without exposing them to the risk of perishing from fatigue or want, or of falling again into slavery, the Egyptian Government will continue to take and apply in their favour such measures as they have already adopted, and which are hereinafter enumerated in Annex (A) to the present Convention.

ARTICLE IV.

The Egyptian Government will exert all the influence it may possess among the tribes of Central Africa, with the view of preventing the wars which are carried on for the purpose of procuring and selling slaves.

It engages to pursue as murderers all persons who may be found engaged in the mutilation of or traffic in children; if such persons are amenable to Egyptian jurisdiction, they will be brought before a court martial; if not, they will be handed over to the competent tribunals to be dealt with according as the law of the country directs, together with the depositions (*procès verbaux*) and other documents or evidence ("éléments de conviction") as laid down in Article II.

ARTICLE V.

The Egyptian Government engages to publish a special Ordinance the text of which shall be annexed to the present Con-

sidéré par le Gouvernement du Khédive comme coupable de vol avec meurtre; s'il relève de la juridiction Egyptienne il sera traduit devant un conseil-de-guerre; dans le cas contraire il sera immédiatement déféré, pour être jugé, d'après les lois de son pays aux tribunaux compétents avec les procès-verbaux dressés par l'autorité supérieure Egyptienne du lieu où le trafic aura été constaté, et tous autres documents ou éléments de conviction remis par la dite autorité, et devant servir comme preuves au jugement des trafiquants, en tant que ces lois le permettent.

Tous les esclaves nègres ou Abyssins trouvés en possession d'un trafiquant seront mis en liberté et traités conformément aux provisions de l'Article III. ci-après, et de l'Annexe (A), qui fait partie de la présente Convention.

ARTICLE III.

Eu égard à l'impossibilité de renvoyer chez eux les esclaves nègres ou Abyssins délivrés des mains des trafiquants et affranchis, sans les exposer à succomber de fatigue ou de misère, ou bien à retomber en esclavage, le Gouvernement Egyptien continuera à prendre envers eux et à leur appliquer les mesures qu'il a déjà prises, et qui sont énumérées dans l'Annexe (A) susmentionnée.

ARTICLE IV.

Le Gouvernement Egyptien usera de toute l'influence qu'il pourrait avoir parmi les tribus de l'Afrique Centrale, dans le but d'empêcher les guerres qu'elles se font pour se procurer et pour vendre des esclaves.

Il s'engage à poursuivre comme assassins tous les individus qui seront trouvés se livrant soit à la mutilation, soit au trafic des enfants; si ces individus relèvent de la juridiction d'Egyptienne, ils seront traduits devant un conseil-de-guerre; dans le cas contraire ils seront déferés aux tribunaux compétents pour être jugés suivant les lois de leur pays, avec les procès-verbaux et autres documents ou éléments de conviction, comme il est dit à l'Article II.

ARTICLE V.

Le Gouvernement Egyptien s'engage à publier une Ordonnance spéciale, dont le texte sera annexé à la présente Conven-

vention, prohibiting altogether all traffic in slaves within Egyptian territories after a date to be specified in the Ordinance, and providing also for the punishment of persons guilty of violating the provisions of the Ordinance.

ARTICLE VI.

With the view to the more effectual suppression of the traffic in slaves (negroes or Abyssinians) in the Red Sea, the Egyptian Government agrees that British Cruisers may visit, search, and, if necessary, detain, in order to hand over to the nearest or most convenient Egyptian authority for trial, any Egyptian vessel which may be found engaged in the traffic in slaves (negroes or Abyssinians) as well as any Egyptian vessel which may fairly be suspected of being intended for that traffic, or which may have been engaged on it in the voyage during which she has been met with.

This right of visit and detention may be exercised in the Red Sea, in the Gulf of Aden, on the coast of Arabia, and on the East Coast of Africa, and in the maritime waters of Egypt and her dependencies.

All slaves (negroes or Abyssinians) captured by a British cruiser on board an Egyptian vessel shall be at the disposal of the British Government, who undertakes to adopt efficient measures for securing to them their freedom.

The vessel and her cargo, as well as the crew, shall be handed over for trial to the nearest or most convenient Egyptian authority.

Nevertheless, in all cases where it may not be possible for the commander of the cruiser making the capture to forward the captured slaves to a British dépôt, or where from any other circumstances it may appear desirable and in the interest of the captured slaves (negroes or Abyssinians) that they should be handed over to the Egyptian authorities, the Egyptian Government engages, on an application being made to them by the commander of the British cruiser, or by an officer deputed by him for that purpose, to take over charge of the captured negroes or Abyssinians, and to secure to them their freedom with all the other privileges stipulated for on behalf of negroes or Abyssinians captured by the Egyptian authorities.

The British Government, on its part, agrees that all vessels navigating under the British flag in the Red Sea, in the Gulf of Aden, along the coast of Arabia, and the East Coast of Africa, or in the inland waters of Egypt and her dependencies, which may be found engaged in the traffic

tion, interdisant entièrement tout trafic d'esclaves dans le territoire Egyptien à partir d'un date spécifié dans l'Ordonnance, et réglant la punition des personnes coupables de contravention aux dispositions de l'Ordonnance.

ARTICLE VI.

Dans le but de rendre plus efficace la répression de la traite des esclaves nègres ou Abyssins dans la Mer Rouge, le Gouvernement Egyptien consent à ce que les croiseurs Britanniques visitent, recherchent et, au besoin, détiennent, pour le remettre ensuite à l'autorité Egyptienne la plus rapprochée ou la plus convenable, afin qu'il soit jugé, tout bâtiment Egyptien qui sera trouvé se livrant à la traite des esclaves nègres ou Abyssins, de même que tout bâtiment Egyptien qui sera justement soupçonné d'être destiné à ce trafic, ou qui s'y sera livré pendant le voyage dans lequel il aura été rencontré.

Ce droit de visite ou de détention pourra être exercé dans la Mer Rouge, le Golfe d'Aden, le long de la côte d'Arabie, et de la Côte Orientale d'Afrique, et dans les eaux maritimes de l'Egypte et de ses dépendances.

Tous les esclaves nègres ou Abyssins capturés par un croiseur Britannique à bord d'un bâtiment Egyptien, resteront à la disposition du Gouvernement Britannique, qui s'engage à prendre des mesures efficaces dans le but d'assurer liberté.

Le bâtiment et la cargaison, ainsi que l'équipage, seront livrés, pour être jugés, à l'autorité Egyptienne la plus rapprochée ou la plus convenable.

Néanmoins, dans tous les cas où le commandant du croiseur qui aura effectué la capture se trouverait dans l'impossibilité de consigner à un dépôt Britannique les esclaves capturés, ou quand, sous d'autres circonstances, il paraîtrait être opportun et dans l'intérêt des esclaves nègres ou Abyssins capturés qu'ils soient remis aux autorités Egyptiennes, le Gouvernement Egyptien s'engage, sur la demande qui lui en sera faite par le commandant du croiseur Britannique ou par un officier député par lui à cet effet, à se charger des nègres ou Abyssins capturés et à assurer leur liberté, avec tous les autres privilèges réservés aux nègres ou Abyssins capturés par les autorités Egyptiennes.

Le Gouvernement Britannique, de son côté, consent à ce que tout bâtiment naviguant sous pavillon Britannique dans la Mer Rouge, dans le Golfe d'Aden, et le long de la côte d'Arabie, et de la côte Orientale d'Afrique, ou dans les eaux intérieures de l'Egypte et de ses dépendances, qui sera trouvé se

in slaves (negroes or Abyssinians), may be visited, seized, and detained by the Egyptian authorities; but it is agreed that the vessel and its cargo shall, together with its crew, be handed over to the nearest British authority for trial.

The captured slaves (negroes or Abyssinians) shall be released by the Egyptian Government, and shall remain at their disposal.

If the competent tribunals should decide that the seizure, detention, or prosecution was unfounded, the Government of the cruiser will be liable to pay to the Government of the prize a compensation appropriate to the circumstances of the case.

ARTICLE VII.

The present Convention shall come into operation from the date of the signature hereof for Egypt proper as far as Assouan, and within three months from the date of signature for the Egyptian possessions in Upper Africa and on the shores of the Red Sea.

In witness whereof the Undersigned have signed the present Convention, and have affixed thereto their seals.

Done at Alexandria, this fourth day of August, one thousand eight hundred and seventy-seven.

(L.S.) C. VIVIAN.
(L.S.) CHÉRIF.

livrant à la traite des esclaves nègres ou Abyssins, puisse être visité, saisi, et détenu par les autorités Egyptiennes; mais il est convenu que le bâtiment et sa cargaison, ainsi que l'équipage, seront livrés pour être jugés à l'autorité Anglaise la plus rapprochée.

Les esclaves nègres ou Abyssins capturés seront libérés par le Gouvernement Egyptien et resteront à sa disposition.

Si le tribunal compétent juge mal fondée a saisie, la détention, ou la poursuite, le Gouvernement du croiseur sera exposé à payer au Gouvernement du bâtiment adverse une compensation appropriée aux circonstances.

ARTICLE VII.

La présente Convention entrera en vigueur à partir du jour de la signature pour l'Egypte proprement dite jusqu'à Assouan et dans un délai de trois mois à dater de la signature pour les possessions Egyptiennes de la Haute Afrique et le littoral de la Mer Rouge.

En foi de quoi les Soussignés ont signé la présente Convention et y ont apposé leurs sceaux.

Fait à Alexandrie, le quatre Août, mil huit cent soixante dix-sept.

(L.S.) C. VIVIAN.
(L.S.) CHÉRIF.

Annexe (A) faisant partie de la Convention conclue entre le Gouvernement de la Grande Bretagne et le Gouvernement de l'Egypte, le 4 Août, 1877, pour la Suppression du Trafic des Esclaves.

LA police était jusqu'à présent chargée de tout ce qui concernait les esclaves, leur affranchissement, l'éducation des enfants, &c.

Désormais ce service sera confié à Alexandrie et au Caire à un bureau spécial établi au Gouvernorat respectif, qui pourvoira à tout ce qui regardera les esclaves et leur affranchissement.

Dans les provinces le bureau sera placé sous la direction des Inspecteurs-Généraux.

Il y aura dans ce bureau un registre destiné à la consignation de tous les détails intéressant l'esclave affranchi.

En cas de plaintes présentées par des autorités Consulaires ou par des particuliers, le bureau procédera à l'information nécessaire.

Si l'information établit la légitimité des plaintes présentées, l'affaire sera déférée à l'autorité compétente, afin qu'il soit pourvu à l'application des dispositions relatives à l'affranchissement.

Si les plaintes sont présentées par l'esclave lui-même, le bureau, après constatation, lui délivrera des lettres d'affranchissement détachées d'un livre à souche, spécialement affecté à cet usage.

Quiconque aura pris à un affranchi ses lettres d'affranchissement, ou bien l'aura privé ou aura contribué à le priver de sa liberté par des moyens subreptices ou violents, sera traité comme trafiquant d'esclaves.

Le Gouvernement pourvoira aux besoins des esclaves et des affranchis.

Les esclaves du sexe masculin seront employés, suivant les circonstances et à leur choix, au service domestique, agricole, ou militaire.

Les femmes auront une occupation domestique, soit dans des établissements, dépendant du Gouvernement, soit dans des maisons honnêtes.

Les enfants mâles continueront à être reçus dans les écoles ou ateliers du Gouvernement, et les filles dans les écoles destinées à leur sexe.

Au surplus tout ce qui concernera l'éducation de ces enfants sera spécialement confié à la direction des Gouverneurs d'Alexandrie et du Caire, qui se concerteront avec le Ministère de l'Instruction Publique, en vue de meilleures dispositions à adopter.

Pour les enfants du sexe masculin qui se trouveront dans les provinces, les Inspecteurs-Généraux les placeront dans les écoles des provinces. Quant aux filles, elles seront envoyées au Caire.

Au Soudan les esclaves libérés seront également employés, suivant les circonstances et à leur choix, au service agricole, domestique, ou militaire.

Ainsi fait à Alexandrie le 4 Août, 1877, pour être appliqué à partir de la même date que la susdite Convention.

Le Ministre des Affaires Etrangères,
(Signé) CHÉRIF.

Nous, Ismail, Khédive d'Egypte, vu l'Article 5 de la Convention passé entre les Gouvernements de la Grande Bretagne et d'Egypte, le 4 Août, 1877, pour la suppression de la Traite de Esclaves, avons ordonné et ordonnons ce qui suit :—

Article 1. La vente des esclaves nègres ou Abyssins, de famille à famille, sera et demeurera prohibée en Egypte d'une manière absolue, sur tout le territoire compris entre Alexandrie et Assouan. Cette prohibition aura effet dans sept ans, à partir de la signature de la dite Convention, dont la présente Ordonnance fera partie intégrante. La même prohibition s'étendra au Soudan et aux autres provinces Egyptiennes, mais seulement dans douze ans, à dater de la signature précitée.

Article 2. Toute infraction à cette prohibition de la part d'un individu quelconque, dépendant de la juridiction Egyptienne, sera punie de la peine des travaux forcés à temps, dont la durée pourra varier d'un minimum de cinq mois à un maximum de cinq ans, suivant la décision du tribunal compétent.

Article 3. Le trafic des esclaves blancs ou blanches sera et demeurera prohibé sur toute l'étendue du territoire Egyptien et dépendances. Cette prohibition prendra effet dans sept ans à dater de la signature de la Convention sus-rappelée. Toute infraction à la dite prohibition sera punie conformément aux dispositions de l'Article 2 qui précède.

Article 4. Notre Ministre de la Justice reste chargé de pourvoir en temps utile à l'exécution des présentes.

(Signé) ISMAIL.

Pour ampliation :
Le Ministre des Affaires Etrangères,
(Signé) CHÉRIF.
Alexandrie, le 4 Août, 1877.

No. 43.

The Earl of Derby to Mr. Vivian.

Sir,

Foreign Office, August 20, 1877.

I HAVE to state to you that Her Majesty's Government have approved the Convention for the suppression of the Egyptian Slave Trade, which was sent home in your despatch of the 4th instant, and I have now to express to you my satisfaction at the manner in which you have conducted the negotiations which have led to the signature of this Convention.

I have to instruct you to take an early opportunity to express to the Khedive the pleasure with which her Majesty's Government have received the proof of His Highness' earnestness in endeavouring to ameliorate the condition of his subjects, which the signature of this Convention affords.

Some arrangements will be necessary for the performance of the duties which will devolve upon Her Majesty's Government in regard to the execution of the Convention.

To facilitate these, I have to instruct you to report whether there are now procurable in Egypt any persons fitted and willing to act as interpreters on board Her Majesty's ships, which may be employed as cruisers in the Red Sea; and whether there is, in your opinion, any place more suitable than Aden for a depôt for slaves seized by British cruisers. You should also send home copies, with translations if in Arabic, of any papers with which Egyptian vessels engaged in legitimate commerce, are required to be furnished, and I should further be glad of any suggestions which may occur to you as likely to facilitate the execution by Her Majesty's Government of the duties they have undertaken in the Convention.

Copies of the Convention, as published in the "Gazette," are inclosed herewith for the archives of the Agency, and for distribution amongst the Consular officers under your jurisdiction.

I am, &c.
(Signed) DERBY.

No. 44.

Mr. Vivian to the Earl of Derby.—(Received August 31, 1877.)

My Lord,

Alexandria, August 22, 1877.

I HAVE the honour to submit for your Lordship's approval a copy of a Circular that I have addressed to Her Majesty's Consular officers in Egypt, accompanying the Convention for the suppression of the Slave Trade, which I signed with the Egyptian Government on the 4th instant.

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

Inclosure in No. 44.

Circular addressed to Her Majesty's Consular Officers in Egypt.

Sir,

Alexandria, August 22, 1877.

I BEG to transmit to you herewith copies of a Convention for the suppression of the Negro Slave Trade throughout Egypt and her dependencies, and for the punishment of persons guilty of mutilating or trafficking in children, which I signed with the Egyptian Government on the 4th instant, and which is actually in force in Egypt proper.

In directing your most careful attention to the provisions of this Convention, I request that you will scrupulously watch over their loyal fulfilment by the local authorities, pointing out to them any instance of their violation; and if you cannot obtain redress you will immediately report the matter to me.

I would also strongly recommend to you to combine a firm insistance upon the loyal and faithful execution of the Convention in all cases of slave trading, with prudence and tact in any proceedings you may have to take to enforce its stipulations, so as not needlessly or unreasonably to irritate or arouse Mussulman susceptibilities, which would do far more harm than good to the cause that England has so much at heart.

You should supply the Consular officers under your jurisdiction with a copy of the Convention as well as of this despatch.

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

No. 45.

Sir J. Pauncefote to Mr. Vivian.

Sir,

Foreign Office, September 5, 1877.

I AM directed to express to you his Lordship's approval of the Circular which you addressed to Her Majesty's Consular officers in Egypt, respecting the Convention recently concluded between Her Majesty's Government and the Khedive for the suppression of the Slave Trade, of which a copy was inclosed in your despatch of the 22nd ultimo.

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

Mr. Vivian to the Earl of Derby.—(Received September 6).

My Lord,

Alexandria, August 27, 1877.

WITH reference to my despatch of the 22nd instant, I have the honour to inclose a copy of a leading article, probably officially inspired, which has appeared in the newspaper "Phare d'Alexandrie" upon the subject of the Convention for the suppression of the Slave Trade, which I lately signed with the Egyptian Government.

Several of my colleagues have expressed to me very favourable opinions of the Convention.

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

Inclosure in No. 46.

Extract from the "Phare d'Alexandrie."

LA TRAITE DES ESCLAVES.—La Convention signée le 4 du courant, par les Représentants du Gouvernement Egyptien et du Gouvernement Britannique, touchant la suppression de la traite des esclaves, Convention que les lecteurs du "Phare" connaissent déjà, a été, nous annonce t-on, très-favorablement appréciée par la presse Anglaise.

Il ne pouvait pas en être autrement : le Khédive vient de prendre l'engagement le plus formel et le plus solennel vis-à-vis de la civilisation Européenne ; mais il a pris cet engagement avec autant de sagesse que de prévoyance.

Quelques-uns de nos amis nous ont exprimé leur étonnement de voir l'Angleterre traiter avec l'Egypte sur une question d'ordre général, comme si cette question devait l'intéresser exclusivement, au même point qu'une question ayant un intérêt purement Anglais. Cette appréciation n'est pas exacte. La Convention du 4 Août n'exclut pas d'autres Conventions avec la France, l'Allemagne ou l'Italie, ayant le même but et le même caractère ; tout aussi bien qu'une Convention Commerciale avec une de ces puissances n'exclut pas la stipulation de Conventions pareilles avec les autres. Dans celle-ci, le principe qu'on tendrait à affirmer serait naturellement celui du libre-échange. Dans les premières, le principe d'ordre général qui vient se poser est la suppression de la traite et de l'esclavage.

La raison d'être d'une Convention Anglo-Egyptienne, on la trouve dans les dispositions de l'Article sixième. Comme dans les Traités de Commerce, les parties contractantes ont pour but d'assurer le même traitement à leurs intérêts respectifs, de même dans la Convention dont il s'agit les deux parties contractantes ont pour but de s'assurer respectivement l'exercice des mêmes droits. Le grand principe que la civilisation et l'humanité imposent à tous indistinctement est l'abolition de l'esclavage : le Gouvernement Britannique et le Gouvernement Egyptien se sont entendus pour travailler d'un commun accord, et de la manière la plus efficace, à l'application de ce principe.

Aussi, le Gouvernement Egyptien consent à ce que les croiseurs Britanniques visitent, recherchent et, au besoin, retiennent, dans les conditions déterminées, tout bâtiment Egyptien qui sera justement soupçonné, ou qui sera trouvé se livrant à la traite des esclaves ; de même que le Gouvernement Britannique, de son côté, consent à ce que tout bâtiment naviguant sous pavillon Britannique, dans les mers indiquées par la Convention, et qui sera trouvé se livrant à la traite, puisse être visité, saisi et détenu par les autorités Egyptiennes. Il y a réciprocité parfaite, et cette réciprocité est le meilleur gage de succès.

Après avoir donné le texte de la Convention, il serait parfaitement inutile de répéter les dispositions que le Gouvernement du Khédive a cru devoir prendre pour la suppression de l'esclavage. Il a saisi avec empressement une occasion aussi solennelle pour affirmer son intention de poursuivre par tous les moyens en son pouvoir, cette honorable tâche. Personne ne pourra douter désormais de sa bonne volonté, aussi bien que de ses efforts énergiques pour atteindre le but.

Mais le Gouvernement Egyptien doit connaître mieux que tout autre que ce n'est pas par un trait de plume qu'on peut détruire des habitudes dont l'origine se confond avec les premiers âges de l'humanité, et des intérêts profondément enracinés au milieu des populations sauvages de l'intérieur de l'Afrique. Un législateur qui viendrait

imposer l'instruction obligatoire à des populations qui ne seraient point mûres pour une pareille réforme s'exposerait inévitablement à des mécomptes. Il en serait de même si une loi venait prohiber du jour au lendemain la vente des esclaves dans toute l'étendue des possessions Egyptiennes. L'Angleterre a lutté contre la plaie de l'esclavage pendant un siècle ; cette lutte, en passant par des phases diverses, a eu des chances plus ou moins heureuses.

C'est moins par la rigueur des *bills* que par la puissance de l'opinion publique qu'elle a pu enfin triompher d'une manière définitive. Les Anglais, esprits pratiques, étaient en même temps, par les leçons de leur propre histoire, en position de comprendre les difficultés contre lesquelles le Khédive avait à combattre, et d'apprécier toute la portée des nouvelles dispositions. Aussi la prohibition n'aura d'effet que dans sept ans pour le territoire compris entre Alexandrie et Assouan, et dans douze ans pour le Soudan et les autres provinces Egyptiennes, au sujet de la vente des esclaves nègres ou Abyssins de famille à famille ; et quant au trafic des esclaves blancs, dans sept ans sur toute l'étendue du territoire.

Dans ce laps de temps, il faut tout préparer pour le succès d'une si grande révolution dans les mœurs et les habitudes des populations. L'éducation doit être l'auxiliaire le plus efficace de la loi. Les moyens moraux auront ainsi plus de puissance que les moyens coercitifs dont s'était servi quelque fonctionnaire trop zélé, et dont Gordon Pacha a eu à constater les effets désastreux.

Ces délais, tout en étant une preuve de sagesse, sont aussi un nouveau gage de la part du Gouvernement du Khédive, qu'il entend poursuivre sérieusement et énergiquement cette œuvre éminemment civilisatrice et humanitaire. L'opinion publique de l'Angleterre et de l'Europe, loin donc de récrier sur la date adoptée, doit être satisfaite à tous les points de vue. Ce n'est pas un engagement pris à la légère ; en le formulant, on s'est rendu parfaitement compte de l'importance de la chose, et de l'intérêt qu'on y attachait au delà de la Méditerranée. Aussi, on a voulu prendre toutes les mesures nécessaires pour s'assurer d'un succès que tout le monde civilisé attend avec l'impatience la plus vive et la plus légitime.

No. 47.

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

My Lord,

Alexandria, August 31, 1877.

I HAVE the honour to inclose a copy of a note which, in execution of the instructions contained in your Lordship's despatch of the 20th instant, I have addressed to Chérif Pasha, conveying through his Excellency the sense of Her Majesty's Government of the Khedive's earnest desire to ameliorate the condition of his subjects, as proved by the signature of this Convention, and expressing my hope that the Egyptian Government are losing no time in completing their share of the necessary measures to carry out the provisions of the Convention. I also personally expressed to the Khedive to-day, the sense entertained by Her Majesty's Government of his conduct, in the terms of your Lordship's despatch.

His Highness was much gratified at the message, and begged me to thank Her Majesty's Government most sincerely for rightly interpreting the motives that had induced him to agree to the Convention.

I will not fail to forward a correct copy of the "Ordonnance" and the other papers your Lordship asks for, as soon as I receive them from the Egyptian Government, and I have invited Her Majesty's consuls at the Egyptian ports to send in the names of any persons who, to their knowledge, would be capable and willing to act as interpreters on board Her Majesty's cruisers in the Red Sea.

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

Inclosure in No. 47.

Mr. Vivian to Cherif Pasha.

M. le Ministre,

Alexandria, August 31, 1877.

IN forwarding to your Excellency a copy of the Convention for the suppression of the Slave Trade, as published in the official "London Gazette," of the 17th instant, I

take this opportunity, in fulfilment of the instructions of my Government, to express to the Khedive, and to the Egyptian Government, the sincere pleasure with which Her Majesty's Government have received the proof of His Highness' earnest desire to endeavour to ameliorate the condition of his subjects, which is afforded by the signature of this Convention.

Her Majesty's Government have also desired me, with the view of avoiding unnecessary interference with legal commerce, to send them copies of any papers or certificates with which Egyptian vessels engaged in legitimate trade are legally required to be furnished.

As Her Majesty's Government are thus taking prompt steps to carry out, so far as they are concerned, the provisions of the Convention without delay, I trust that the Egyptian Government are, on their side, losing no time in organizing their courts at the Red Sea ports, before which slavers captured by Her Majesty's cruisers may be brought, as well as the bureaux for the registration and protection of liberated slaves, contemplated by Annex (A) to the Convention.

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

No. 48.

Mr. Vivian to the Earl of Derby.—(Received September 14.)

My Lord,

Alexandria, September 6, 1877.

I HAVE been urging the Khedive and the Egyptian Government to lose no time in proceeding with the necessary organization at the ports of the Red Sea, to give effect to the Convention for the suppression of the Slave Trade before it comes into force there on the 4th of November. I have pointed out that it will be necessary to establish naval courts at convenient places along the coast for the trial of prizes taken by Her Majesty's cruisers, and that those courts should have proper rules and regulations laid down for the guidance of their conduct, such as are in force in our own Admiralty courts, so as to prevent any miscarriage or denial of justice which might lead to disagreeable consequences.

The Khedive is anxious to do everything he can, but it is hardly to be wondered at that the Egyptian Government should be ignorant in all such matters, and I think it would be advisable to furnish them with the Slave Trade rules which guide our courts at Aden and on the east coast of Africa, more especially as regards the proofs generally accepted (where no slaves are found on board) as evidence of a vessel being engaged in the Slave Trade.

The Khedive himself is supervising the preparation of the necessary instructions to Colonel Gordon upon all these points, as it is he who is charged with the direction of the organization; but His Highness has earnestly begged me to apply to Her Majesty's Government for the loan of a naval officer of standing and position, and experienced in Slave Trade matters, who could organize along the Red Sea coast a system of police against the Slave Trade, as well as the naval courts before which Slave Trade cases will be tried.

His Highness leaves it to Her Majesty's Government to fix the salary which this officer should receive; all he asks is that he should be an able and experienced officer of a rank in Her Majesty's Navy which would give him weight and authority with the local governors. He would have the independent organization of the whole of this service under the control of Colonel Gordon, Governor-General of the Soudan Provinces.

From what I hear, it seems very probable that Italy and other Powers will shortly follow our lead by concluding similar Conventions to ours with Egypt.

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

No. 49.

Mr. Vivian to the Earl of Derby.—(Received September 14, 1877.)

My Lord,

Alexandria, September 7, 1877.

WITH reference to your Lordship's despatch of the 20th ultimo, I have the honour to inclose a copy of a despatch from Her Majesty's Consul at Suez, reporting that

he has found three persons within his Consular district, whom he believes to be capable and willing to serve as interpreters to Her Majesty's cruisers in the Red Sea, and stating his opinion (in which I concur) that, for the present at least, Aden is the only proper place to serve as a depôt for liberated negroes captured from slavers in the Red Sea.

The rest of Her Majesty's Consuls in Egypt have reported to me that when the pay and allowances of the interpreters are known, they will be better able to say if they can recommend capable persons for these appointments.

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

Inclosure in No. 49.

Consul West to Mr. Vivian.

(Extract.)

Suez, September 5, 1877.

I HAVE the honour to acknowledge the receipt of your despatch of the 31st ultimo, referring to your previous despatch dated 22nd ultimo, with copy of the Convention signed by you with the Egyptian Government for the suppression of the Slave Trade.

I have made inquiries with the view of ascertaining whether there are any persons in the Consular district of Suez, capable and willing to act as interpreters on board Her Majesty's cruisers in the Red Sea, and find that there are several persons willing so to act, their capability of doing so, however, being limited to a certain knowledge of English and their ability to speak Arabic more or less fluently, none of them being able to write it, which will not, I imagine, be required of them.

I have little doubt that by giving a short notice other applicants would come forward, mostly Maltese.

Referring to the last paragraph of your despatch, respecting the most suitable place for a depôt for slaves seized by Her Majesty's cruisers in the Red Sea, my impression is that Aden is the only port where arrangements could be satisfactorily made for their reception and subsequent employment as they would, unless owned by somebody whose interest it would be to provide for them, be either allowed to starve or be driven to seek the protection of a master by returning to slavery in any Mussulman port.

No. 50.

The Earl of Derby to Mr. Vivian.

Sir,

Foreign Office, September 14, 1877.

I APPROVE the note which you addressed to the Egyptian Government on the subject of the Anti-Slave Trade Convention recently concluded between Her Majesty's Government and the Government of Egypt, of which a copy was inclosed in your despatch of the 31st ultimo.

I am, &c.
(Signed) DERBY.

No. 51.

Mr. Vivian to the Earl of Derby.—(Received September 21.)

My Lord,

Alexandria, September 13, 1877.

WITH reference to my despatch of the 6th instant, I have the honour to inclose a copy of an official application that I have received from the Egyptian Government, asking Her Majesty's Government to recommend to them an English naval officer to organize and superintend the Egyptian police service against the Slave Trade in the Red Sea, the Gulf of Aden, and the coast of Arabia.

The Khedive has again reminded me of the importance he attaches to the compliance of Her Majesty's Government with this request.

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

Inclosure in No. 51.

Chérif Pasha to Mr. Vivian.

M. l'Agent and Consul-Général,

Le Caire, le 11 Septembre, 1877.

DANS le but de bien assurer le service important de surveillance dans la Mer Rouge, Golfe d'Aden, Côtes Orientales de l'Arabie, &c., pour le mouvement de la traite d'esclaves conformément au Traité du 4 Août dernier, Son Altesse le Khédivé désire confier cette branche de service à un officier de la marine Anglaise, qui par ses connaissances et son intelligence serait à même de bien remplir cette importante mission.

Il est évident que l'effet utile et le résultat efficace de la Convention sur la traite ne peuvent être obtenus qu'en exerçant d'une manière intelligente et active sur le mouvement des trafiquants une surveillance très-sévère qui seule pourrait, avec le temps, assurer la disposition du trafic dans ces parages.

Son Altesse vous prie donc, M. l'Agent et Consul-Général, de vouloir bien faire part au Gouvernement de Sa Majesté des désirs de son Gouvernement. Son Altesse attend des sentiments de toute bienveillance du Gouvernement de Sa Majesté une réponse satisfaisante, et ce, dans l'intérêt du but que les deux Gouvernements cherchent à atteindre.

Veillez, &c.
(Signed) CHERIF.

No. 52.

Sir J. Pauncefote to Mr. Vivian.

Sir,

Foreign Office, September 26, 1877.

I AM directed by the Earl of Derby to transmit to you the accompanying copy of a despatch from Her Majesty's Consul at Benghazi,* commenting upon the effect which the recent Anti-Slave Convention with Egypt is likely to produce upon the Wadai Slave Trade, and inclosing a sketch map of the routes now followed by the slave caravans.

Lord Derby has communicated a copy of Consul Henderson's despatch to Her Majesty's Ambassador at Constantinople, with instructions to urge the Porte to take steps to prevent a continuance of the trade in question; and I am to instruct you to furnish the Egyptian Government with a copy of the map which is therein contained.

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

No. 53.

Mr. Vivian to the Earl of Derby.—(Received October 4, 1877.)

My Lord,

Alexandria, September 27, 1877.

I HAVE the honour to submit, for your Lordship's consideration, copies of my correspondence with Mr. Borg, the Acting British Vice-Consul at Cairo, respecting a runaway female negro slave who escaped to him to avoid being sold against her will; and as to whether the case could be held to come within the penal clauses of Article II of the Convention of the 4th of August last.

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

Inclosure 1 in No. 53.

Mr. Borg to Mr. Vivian.

Sir,

Cairo, September 18, 1877.

I HAVE the honour to report to you that a female slave, Kadam Kheir, sought my assistance in order to obtain her manumission. From the declaration, of which I beg to inclose a translation, it appears that having been purchased by a certain Sid

Ahmed El Rashash about twenty-five years ago, she elected to live with his divorced wife some five years since, and on the latter's death, went to live with the sister of the deceased, who is married to a jeweller of the name of Seyed Ameen El Danaf. She lately found that the latter, with the consent of his wife, was preparing to sell her, and she sought refuge at her former master's house. It seems that last Saturday Seyed Ameen El Danaf, during the absence of his brother-in-law, went to his house with a slave dealer and another person (supposed to be the chief of the Quarter) for the purpose of forcibly removing Kadam Kheir, but owing to the outcry raised by the people of the house, and the appearance of neighbours, they desisted. Mr. Sacrong, by my direction, accompanied the slave to the Governor of Cairo, and demanded her manumission. He also delivered a copy of the declaration made by the woman, and asked that under the provisions of the Khedive's decree of the 4th of August last, Seyed Ameen El Danaf and the two persons who were aiding and abetting him, should be brought to justice.

His Excellency, as appears from Mr. Sacrong's report, of which I beg to inclose a copy, gave orders that a certificate of manumission should be forthwith given to the slave by the prefect of police, but with reference to the proceedings against Seyed Ameen El Danaf and his accomplices, he said that he had neither received the Convention and the Khedivial decree, nor any instructions on the subject.

He, however, sent the copy of the declaration to the prefect of police, with whom, he said, he would confer about it.

My janissary then accompanied the slave to the prefect's office, and there it was at first said that she was married, and therefore free. This having been strenuously denied by the woman, a certificate was given to her, and, at her own request, she was sent to the house of Seyed Ahmed El Rashash.

The prefect ordered, however, that the latter should bind himself to produce her at the Zaptieh, to answer a charge for theft which Seyed Ameen El Danaf has laid against her.

I have, &c.
(Signed) R. BORG.

Inclosure 2 in No. 53.

Declaration of Kadam Kheir.

(Translation.)

ON Monday the 17th day of September, 1877, appeared in Her Britannic Majesty's Consulate at Cairo, Kadam Kheir, a negro slave, and declared as follows:—

My name is Kadam Kheir, my master's name is Sid Ahmed El Rashash. He bought me twenty-five years ago. I remained in his service twenty and a-half years. When he divorced his wife, he gave me the choice either to remain with him or go with his divorced wife, telling me that I was free. I selected to go with his wife, with whom I lived in a separate house for three years. She died, and her sister took me in her service. After serving one year and a-half in the latter's house, I found, one day, that both she and her husband Sayed Ameen El Danaf, a jeweller, were trying to sell me. I fled from them and went to the house of my former master, Sid Ahmed El Rashash, who had returned from Syria. The day before yesterday, after my master, Sid Ahmed El Rashash, had gone to his business, Sayed Ameen El Danaf, accompanied by a slave dealer and by another person, whom I presume to be the chief Quaiter (Sheh El Hara) came into my said master's house and tried to take me from there by force. I refused to go with them, and on my master's family crying and shrieking, the neighbours came to our assistance, and they were obliged to go away. Fearing a repetition of the attempt on their part, I escaped yesterday from my master's house, and came to the Consulate.

her
KADAM X KHEIR.
mark.

Declared by the said Kadam Kheir and the mark affixed thereto by her, this 17th day of September, 1877. Before me

(L.S.)

(Signed)

RAPH. BORG,
Cancr. Acting Legal Vice-Consul.

Inclosure 3 in No. 53.

Mr. Sacrong to Mr. Borg.

Sir,

Cairo, September 18, 1877.

IN pursuance of your instructions I called yesterday afternoon upon the Governor of Cairo, and having delivered to him a copy of the declaration made by the slave Kadam Kheir, I asked first that a certificate of manumission should be given to her, and secondly that Sayed Emin El Danaf, the person who attempted to sell the said slave, and also his accomplices, should be dealt with according to the tenour of the Convention and its appendices. His Excellency answered that he had not received the Convention nor any instructions with reference thereto.

He, however, sent the slave with the officer to the police, and said that after getting her certificate of manumission she is at liberty to go where she pleases. Our janissary, Rasheed Aga Saied, went with the slave and the officer to the Zaptieh. On my repeating the demand to the Governor about the proceedings that should be taken against the persons who tried to sell the slave, his Excellency called back the officer, gave him the copy of the woman's declaration, and told him to deliver it to the Prefect of the Police, and inform him that he (the Governor) would afterwards speak to him about it.

I have, &c.
(Signed) S. SACRONG.

Inclosure 4 in No. 53.

Mr. Vivian to Mr. Borg.

Sir,

Alexandria, September 22, 1877.

I HAVE received your despatch of the 18th instant, reporting the circumstances under which a female slave named Kadam Kheir had sought your protection, and the steps you had taken in consequence, from which it appears that the recent Convention with the Egyptian Government had not then been communicated to the local authorities, and that consequently the only redress you had been able to obtain was the liberation of the slave.

I have reason to hope that by this time the Convention and its annexes will have been communicated to the local authorities at Cairo, as they have been at Alexandria, but with respect to the criminal proceedings that you have demanded should be taken against Seyed Ameer El Danaf and his accomplices for attempting to sell the slave, of whom I presume he was the recognized owner, I doubt if the case comes within the provisions of the IIInd Article of the Convention, which is actually in force, and which I presume is the article on which you rely in support of your views; or whether it would not rather come under the terms of the Khedive's prohibition of the sale of domestic slaves between family and family, which is only to come into operation in seven years in Egypt proper.

Upon this point I should require further information from you before I can support your demand for criminal proceedings against the master of the slave, should the local authorities refuse to entertain it.

I need hardly add that I entirely approve your proceedings in procuring the liberation of the slave.

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

Inclosure 5 in No. 53.

Mr. Borg to Mr. Vivian.

Sir,

Cairo, September 26, 1877.

I HAVE the honour to acknowledge the receipt of your despatch of the 22nd instant, by which you express a doubt whether the case of the slave Kadham Kheir does come within the provisions of the IIInd Article of the Convention, or whether it would not rather come under the terms of the Khedive's prohibition of the sale of domestic slaves between family and family, and you request further information from me on the subject.

I beg, in the first place, to clear up a point that does not seem to be sufficiently explicit, the ownership in the slave when the attempt to sell her was made.

From her declaration, which establishes a *prima facie* case, it appears that under the option given her by her master Sid Amed El Rashash, and consequently with his implied consent, she elected to live with his divorced wife, and it seems that of her own accord she went into the family of El Danaf after the death of her mistress.

The fact of her having gone to live in his family could not, in the absence of a consideration to, or of an acquiescence by her former master, create a right of property in the slave in favour of El Danaf. It does not appear from her declaration that such consideration or acquiescence were given, and the declaration leads one to infer that El Rashash did exercise his vested right in her by keeping her at his house when she was threatened with sale by El Danaf.

Everything, therefore, tends to show that when she sought my protection she was the slave of El Rashash and not El Danaf.

Even, however, had she been the slave of the latter, it seems to me that the manner in which he attempted to sell her renders him amenable to Article II of the Convention. In my humble opinion that Convention consists of two parts, the Convention itself, that deals with the traffic proper, and the Decree, which has reference to domestic slavery.

I beg to be allowed, for the purpose of convenience, to examine in the first place the Decree, in order to see how far it would apply to the case in question. Articles 1 and 3, to my reading, recognize the existence of domestic slavery; but, admitting by implication the difficulty of abolishing it at one stroke, they sanction a continuation of the *status quo* for a period of seven and twelve years, under the express condition, however, to my mind *sine quâ non*, that purchases and sales during those periods shall take place only "de famille en famille."

The *prima facie* evidence in this case is to the effect that El Danaf, who, as we have seen, had no right in the slave, attempted to sell her to a slave dealer, and by that fact alone he has forfeited the benefit which, had he been the real owner of the slave, he would have been entitled to under Article 1, because the condition required by that article did not exist.

With reference to the Convention proper, I beg to state that by Article 2 it is enacted that "any person who . . . may be found engaged in the traffic in slaves . . . either directly or indirectly, shall, together with his accomplices, be considered, &c."

Neither the Convention nor its annexes regulate the procedure that should be followed in cases of complaint, hence I infer that the onus of proof to the contrary would lie with the accused party, that being the criminal procedure at present in force in Egypt. In this case the only data thus far before me is the declaration made by the slave, and as it is not rendered inadmissible, it must be taken as the formal charge against El Danaf.

From that declaration it appears that he attempted to sell her to a slave dealer, and that he tried to coerce her to go with the would-be purchaser.

It does not appear, it is true, that El Danaf himself is a slave dealer by trade, but the fact above mentioned, to my mind, brings him within the scope and meaning of the word "indirectly" inserted in the said Article 2, because he was indirectly taking part in the nefarious trade by attempting to supply a slave to the dealer, thus enabling the latter to carry on his traffic and meet the demands of the market. Assuming, however, that he could not be regarded as principal in the offence, it seems to me that on those facts it could not be maintained that he was not aiding and abetting the slave dealer by attempting to procure a slave for traffic, and that therefore he did not become amenable to the provisions of the said article under the phrase "ainsi que ses complices."

I have not yet been able to see the Governor on the subject, as his Excellency is unwell, but I trust that when I lay the case before him, he will not refuse my demand. Indeed, it does not seem to me that the Governor could refuse to entertain it, as being addressed to him in his administrative capacity; his duty is simply to receive and forward it for examination to the judicial authority created *ad hoc* by the Convention, the court-martial, which alone is competent to deal with the case on its merits.

Before concluding this despatch, I beg to be permitted to submit for your consideration the reasons why I lay stress upon the present case, without wishing, however, to influence your decision.

My long residence in Egypt has proved to me that, except perhaps in cases where a special object of interest to the Government has to be gained, no pains are taken to render public the laws or decrees passed from time to time, and the population are for the most part entirely ignorant thereof.

The Convention has not, to my knowledge, received any publication, save in the European papers, which are seldom, if ever, read by the natives, and the object that would have been attained by publication, that of inducing the natives to regard the suppression of slavery as an accomplished fact, and gradually to train themselves to act accordingly, is therefore lost. In the absence of that, and to obtain the same effect, it became necessary to put before them examples, but here it should be borne in mind that the authorities are loath to establish precedents in matters that are not conducive to their interests, and that are not viewed favourably.

Slavery is an institution based upon personal convenience, and as such it has taken deep root, and large sums of money have been, and perhaps are still lavished in the purchase of slaves, sums that must ultimately be lost under the new state of things. Interest, therefore, from every point of view, militates against its suppression; and I do not think that under the circumstances it could well be denied that a thorough revolution in a system to which they have been accustomed for centuries can, at first, be regarded with anything but disfavour.

I think, therefore, that it would be of much importance that the first cases that do occur should be referred to the competent judicial authority, in order to secure the required examples, and I trust I will be pardoned in expressing a fear that unless we demonstrate firmness in maintaining the Convention, it may become nugatory, in so far, at least, as concerns the prosecution of offenders.

I have, &c.
(Signed) R. BORG.

Inclosure 6 in No 53.

Mr. Vivian to Mr. Borg.

Sir,

Alexandria, September 27, 1877.

I HAVE had under my consideration your despatch, dated yesterday, explaining why you consider that the proceedings of El Danaf towards the slave Kadam Kheir, who escaped to you for protection, have rendered him liable to a criminal prosecution, under the provisions of Article 2 of the Convention of the 4th of August, for having engaged, either directly or indirectly, as an accomplice, in the traffic in slaves in Egypt, and why the case cannot be considered as being in the nature of a sale "de famille à famille."

My first hesitation arose from my anxiety that the first case of prosecution under the new Convention should not break down; but the further explanation you give upon the point of the ownership of the slave satisfies me, and I think the arguments by which you support your views sufficiently warrant the representation you propose to make to the Governor of Cairo upon the subject, at whose office the manumission of the slave, with all the facts relating to it, should be properly registered, and your complaint lodged, in accordance with the provisions of Annex A to the Convention. I will also refer the case by this mail to Her Majesty's Secretary of State for Foreign Affairs.

With reference to what you say about the natives' ignorance of the Convention, I must remark that Chérif Pasha has positively assured me that full publicity would be given to it in all parts of Egypt, for which purpose it was being translated into Arabic; and I shall certainly insist upon his assurance being kept.

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

No. 54.

Mr. Vivian to the Earl of Derby.—(Received October 4.)

My Lord,

Alexandria, September 28, 1877.

WITH reference to your Lordship's despatch of the 20th ultimo, I have the honour to inclose a copy of a note that I have addressed to Chérif Pasha, warning him of the probable consequences of further delay in furnishing Her Majesty's Government with copies of the papers or certificates supplied to Egyptian trading vessels in the Red Sea, and pointing out the necessity of publishing Arabic translations of the Convention for the information of the natives in all parts of Egypt.

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

Inclosure in No. 54.

Mr. Vivian to Cherif Pasha.

M. le Ministre,

Alexandria, September 27, 1877.

ON the 31st ultimo I asked your Excellency, by instructions from Her Majesty's Government, to be good enough to send me copies of the papers or certificates with which Egyptian vessels engaged in legal commerce were furnished, to serve as a guide to Her Majesty's cruisers in the Red Sea, in their operations against the Slave Trade under the provisions of the Convention of the 4th of August.

As your Excellency has not yet sent me copies of these papers, I would remind your Excellency that the right of search which the Convention gives to Her Majesty's cruisers will come into force, and will, in all probability, be exercised from the 4th of November next, that is, in five weeks' time, and that it will not be the fault of Her Majesty's Government if, in enforcing this right, the absence of all information as to the papers supplied to honest traders should entail unnecessary injury to Egyptian commerce.

I also hope that the Convention is being properly brought to the knowledge of the natives by its publication in Arabic in all parts of Egypt, so that any action taken in accordance with its penal clauses may not take them by surprise; I say this, because I am informed that the Convention has hitherto only been published in the European, and not in the native papers.

I have, &c.

(Signed) C. VIVIAN.

No. 55.

Mr. Vivian to the Earl of Derby.—(Received October 11.)

My Lord,

Alexandria, October 1, 1877.

I HAVE received interesting private letters from Colonel Gordon, dated from Dara, in Darfur, up to the 3rd of August last.

He was still at Dara, waiting for the arrival of El Nour, the friendly chief whom he meant to set up as Governor at Dara. He then intended to attack a place called Shaka, a nest of pirates and slave-hunters, where the son of Siebehr Pasha was at the head of a force of about 4,000 armed slaves, who were employed in raids upon the negroes. He hoped by breaking up this nest of man-hunters to stop the slave raids entirely; and, in case of success, he intended to hand over the son of Siebehr Pasha and his chief accomplices to a court-martial, which would probably order them to be shot. A stern example, Gordon says, in this case was absolutely necessary, as these men were not only rebels, but miscreants who, by their atrocities, had brought about indescribable misery and suffering. With the capture of Shaka and the rebel chiefs there, Gordon hoped to completely break up the slave raiding bands.

Meanwhile the rebel Sultan Haroun had been attacked and defeated by a portion of Gordon's forces, and wounded in two places, but had not yet been captured.

Gordon eloquently describes the enormous difficulties with which he is contending.

First, with a very insufficient and unreliable force he has to break up the enormous bands of armed slaves which the slave hunters have gradually formed to carry on their raids upon the negroes, and to increase his force he is reluctantly compelled to make soldiers of the slaves he releases; secondly, he is at a loss how to dispose of the accumulation of slaves whom, in charge of slave-dealers, he has stopped on their way to the coast. If he were to seize and release them (which, indeed, he dare not yet do), the slaves would probably perish from want, as the country is completely devastated, and almost famine-stricken, and he would increase the number of his enemies, as the merchants would resent their property being taken from them; if he were to make difficulties about the slaves proceeding to the coast, the traders would take them round by unfrequented and circuitous routes, entailing fearful privations upon them, and a probable sacrifice of 50 per cent. of life. He has therefore determined, as the most humane and practical measure, to allow them to proceed to the coast by the usual routes, although he fears that public opinion in England may blame him.

He speaks strongly of his conviction of the Khedive's thorough and sincere desire to put down these slave raids, a desire which must evidently be dictated by self-interest, if by no more humane motives. He says, "Her Majesty's Government will be very

unwise if they do not pay attention to this point. What earthly use is it to urge the Khedive to put down the slave caravans while matters remain as they are? If His Highness could do it, would he not willingly crush all these vermin? What has he to gain by them but rebellion? No news could be so agreeable to him as to hear that Shaka has fallen; no Anti-Slavery Society could more ardently wish these razzias to cease than His Highness. His mistake has been in concealing this difficulty. Had he told Vivian of it, I feel sure Vivian would have seen justice done to him. This, however is not to be done by praise of me, for praise of me in this matter is a slur on His Highness which would not benefit me, and would be unjust to the Khedive, who, by his loyal support, has enabled me so far to succeed. He supported my predecessors, but for various reasons they could not act; it has fallen to me to have both the will and the power. But how on earth are the slaves of all these Bedouin tribes to be freed in twelve years? Who is to free them? Will Great Britain? When the trees hear my voice and obey me, then the tribes will free their slaves. Meanwhile all the Government can do is to prevent their getting fresh ones."

Gordon concludes his interesting letter by saying that he has determined, as his best policy, to revert to the old state of affairs before the conquest of Darfur, and to leave a cordon of semi-independent Arab tribes along the frontier of the negroes, who would pay tribute to Egypt, and never allow the slave hunters to penetrate their lines or attack the negroes. By this policy he expects to save the expense of a garrison, to create a revenue by the tribute, and to avoid quarrels between the garrison and the powerful Bedouin tribes, which might culminate in war and its attendant expenses.

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

P.S., *Cairo, October 2.*—The Khedive informs me that he has just received a telegram from Colonel Gordon, reporting his arrival at Dongola, which means that he has succeeded in settling affairs in Darfur.

C. V.

No. 56.

Mr. Vivian to the Earl of Derby.—(Received October 11, 1877.)

My Lord,

Cairo, October 2, 1877.

THE Khedive informs me that he has appointed the officers of the special "bureaux" for the liberation and protection of slaves contemplated by Annex (A) to our Convention for the suppression of the Slave Trade, and public report speaks well of his nominees as being honest, active, and intelligent, and acquainted with European languages, although they are naturally utterly inexperienced in their new duties.

There will be four of these offices—one at Cairo, one at Alexandria, and one at each seat of Government in Upper and Lower Egypt—Siout and Tantah. They will take cognizance of all matters relating to the liberation and protection of slaves.

Elaborate rules, setting forth in minute detail the duties devolving upon Egyptian officials under the Convention, have been drawn up for their guidance, and will be distributed to each department.

The form of papers to be supplied to Egyptian vessels engaged in legal commerce has been agreed upon (they have hitherto had none, and were only known by numbers), and the form will be forwarded shortly to your Lordship, while the Khedive assures me that all publicity is being given to the Convention.

All this proves, I think, that the Khedive and his Government are showing a laudable desire to carry out the Convention in good faith, and to the best of their ability, and His Highness again most earnestly begged me to remind Her Majesty's Government of his urgent request that they should recommend to him a British naval officer with administrative experience, for the general organization and superintendence, under the direction of Colonel Gordon, of the whole Anti-Slave Trade Police Service along the Egyptian coast of the Red Sea. His Highness has chosen Massowah as the new tribunal for the trial of slavers captured by Her Majesty's cruisers. He is anxious to have copies of the rules and regulations which guide our Admiralty and Consular Courts in Slave Trade matters, in order that the procedure of the new Egyptian tribunals may be assimilated to them. At present there are no laws or rules of any sort to guide these tribunals, and they are utterly ignorant of the nature of the

evidence usually accepted as proofs of complicity in the Slave Trade, and they are fearful lest there should be some miscarriage of justice which might bring them into collision with Her Majesty's Government.

Your Lordship can easily understand how new and strange all this must be to the Egyptian Government, and that they find the greatest difficulty in creating the organization required to carry out the Convention, which indeed they could never do without our assistance; and I feel sure Her Majesty's Government will make due allowance for these difficulties, so long as the Egyptian Government continue to act in thorough good faith.

I should add that I mentioned to the Khedive the case of the slave Kadam Kheir, referred to in my despatch of the 27th ultimo, and that on hearing the details His Highness entirely concurred in my view that the case came within the penal clauses, of the Convention, and in the necessity for a criminal prosecution of the offenders, as having engaged in the traffic in slaves.

On the whole, I am very well satisfied with the good disposition shown by the Khedive and his Government in their endeavours to carry out the Convention in good faith.

I am, &c.

C. VIVIAN.

No. 57.

Sir J. Pauncefote to Mr. Cookson.

Sir, *Foreign Office, October 16, 1877.*

WITH reference to Mr. Vivian's despatch of the 27th ultimo, respecting the case of a female slave named Kadam Kheir, who sought refuge at Her Majesty's Consulate at Cairo, I am directed by the Earl of Derby to state to you that although there may be some doubt whether the parties who attempted to seize and sell the slave in question, are amenable to the provisions of the 2nd Article of the Convention recently concluded between Her Majesty's Government and the Government of the Khedive for the suppression of the Slave Trade, it will nevertheless be right that the case should be referred for the decision of the tribunal appointed to take cognizance of cases of this nature, and Lord Derby therefore approves Mr. Borg's intention to make a representation upon the subject to the Government of Cairo.

You will not fail to report the result of the proceedings which may be adopted in the Egyptian Court in this case, and you will also inform Lord Derby of the measures which may be taken by the Egyptian Government for giving adequate publicity to the Egyptian population of the terms of the Convention of the 4th of August last.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 58.

Sir J. Pauncefote to Mr. Cookson.

Sir, *Foreign Office, October 16, 1877.*

I AM directed by the Earl of Derby to acquaint you that his Lordship approves the note addressed by Mr. Vivian to Cherif Pasha, on the 27th ultimo, a copy of which was inclosed in his despatch of the 27th ultimo, pointing out the measures which it was incumbent on the Egyptian Government to take, with the view to give effect to the provisions of the Convention of the 4th of August last, between this country and Egypt, for the suppression of the Slave Trade.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 59.

Sir J. Pauncefote to Mr. Cookson.

Sir, *Foreign Office, October 18, 1877.*

WITH reference to the correspondence which has passed between this Department and Mr. Vivian, on the subject of the Anti-Slave Trade Convention with Egypt, I am

directed by the Earl of Derby to instruct you to acquaint the Egyptian Government that the "Diamond" and "Vestal," of Her Majesty's Navy, will be in the Red Sea on the 4th of November, for the purpose of co-operating with the Egyptian authorities in the suppression of the Red Sea Slave Traffic.

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

No. 60.

Mr. Vivian to Lord Tenterden.—(Received October 25.)

My Lord,

Vaynol, Bangor, North Wales, October 23, 1877.

I HAVE just received a telegram, of which extract is inclosed, from Chérif Pasha, expressing the hope of the Egyptian Government that Her Majesty's Government will consent to delay enforcing the right of seizure of slavers in the Red Sea, given to them by the VIth Article of the Slave Trade Convention of the 4th of August, until the end of the year, to give time for the establishment of proper tribunals for the trial of captured slavers, and for the organization of their Anti-Slave Trade police.

I have already stated my opinion that this is a concession which might fairly be made to the Egyptian Government, and that it would be unwise to commence our crusade against slavers in the Red Sea, before proper tribunals are established for their trial, more especially as the Egyptian Government seem to be doing their best to carry out the Convention, and that they really cannot make the necessary preliminary arrangements without assistance from Her Majesty's Government.

Should your Lordship concur in this opinion, I venture to suggest that Mr. Cookson might be immediately instructed by telegraph to inform Chérif Pasha that Her Majesty's Government are prepared to give the Egyptian Government sufficient time to make their necessary preliminary arrangements, such as the organization of their special tribunals.

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

Inclosure in No. 60.

Chérif Pasha to Mr. Vivian.

(Télégraphique.)

LES dépêches de Londres annoncent la mise immédiate en vigueur par le Gouvernement de la Reine de l'Article VI de la Convention du 4 Août sur la Mer Rouge et les côtes de l'Afrique Central. Gordon Pacha depuis quatre jours est à Khartoum: il arrive de Darfour, où il a rétabli l'ordre et la tranquillité. "Haroun,"* l'unique prétendant, est actuellement poursuivi par l'autorité Egyptienne. Les mesures pour la mise en vigueur des clauses de la Convention en ce qui concerne la navigation ne peuvent être convenablement prises que par Gordon Pacha à son retour à Massawah; il s'y rendra bientôt; d'un autre côté les papiers de bord qui doivent être délivrés à nos bâtiments marchands s'occupant de commerce honnêtement sont préparés par MacKillop Pacha: ils seront expédiés à Massawah dans quatre ou cinq jours par Morice Bey.

Son Excellence Lord Derby ne peut-il pas nous accorder une prolongation de délai jusqu'à la fin de l'année? Le temps sera employé à la formation d'un tribunal correctionnel de prise, à l'exploration des textes de la loi Anglaise relative à la matière, à la mise, en disposition et rapport, la plus opportune de ces textes avec notre législation en conseil privé. Pendant ce temps aussi les deux officiers envoyés, l'un pour le commandement de nos croiseurs dans la Mer Rouge, et l'autre comme Gouverneur de Massawah, seraient arrivés; la réunion de ces officiers avec Gordon Pacha à Massawah, pour organiser convenablement à notre limite le fonctionnement régulier d'un si important service, est essentielle. Il est nécessaire que la mise en vigueur de la Convention dans toutes ces parties soit faite régulièrement et avec tous les éléments qui doivent en assurer l'entière exécution et en faire apprécier l'importance par le public; ce sont les considérations majeures qui déterminent le Gouvernement de Son Altesse le Khédive à demander le délai dont il s'agit.

(Signé) CHERIF.

* Pretender to the throne of Darfour.

No. 61.

Sir J. Pauncefote to Mr. Vivian.

Sir, *Foreign Office, October 31, 1877.*
 I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 23rd instant, inclosing a telegram from Cherif Pasha expressing the hope of the Egyptian Government that Her Majesty's Government will consent to delay enforcing the right of seizure of slavers in the Red Sea, given to them by the VIth Article of the Convention with Egypt of the 4th of August last, for the suppression of the Slave Trade in Egyptian territories, until the end of the present year; and in reply, I am to acquaint you that for the reasons set forth in your despatch and in the Egyptian Minister's telegram, Lord Derby is of opinion that the wishes of the Egyptian Government in this matter should be acceded to, and his Lordship has accordingly requested the Lords of the Admiralty to issue instructions to the Commanders of Her Majesty's cruisers destined to act for the suppression of slave traffic in the Red Sea, directing them to defer until the 1st of January next, taking any steps for giving effect to the provisions of the VIth Article of the Convention with Egypt for the suppression of the Slave Trade.

I am to add that Mr. Cookson has been instructed, by telegraph, to inform Chérif Pasha of the decision of Her Majesty's Government in this matter.

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

No. 62.

Sir J. Pauncefote to Mr. Cookson.

Sir, *Foreign Office, October 31, 1877.*
 BY the Earl of Derby's direction I instructed you, by telegraph, this day, to inform Cherif Pasha, in reply to his telegram to Mr. Vivian, that Her Majesty's Government consent to defer enforcing clauses of VIth Article of Anti-Slave Trade Convention with Egypt until the 1st of January next.

I am now to instruct you further to inform Chérif Pasha that Her Majesty's Government have consented to this delay in giving effect to the provisions of the Anti-Slave Trade Convention with Egypt, in order the better to enable the Egyptian Government to organize the special tribunals, and to make the other necessary arrangements for dealing with Slave Trade cases which may arise.

A collection of papers which may be of use to the Egyptian Government, in framing the regulations for the courts destined to deal with Slave Trade cases, will also be forwarded for communication to Chérif Pasha, with as little delay as possible.

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

No. 63.

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

My Lord, *Alexandria, November 3, 1877.*
 WITH reference to the instructions contained in Mr. Lister's despatch of 16th October last, respecting the case of the refugee slave Khadam Kheir, that I should inform your Lordship of the measures taken by the Egyptian Government for giving publicity among the Egyptian population to the terms of the Convention of 4th August last, I have the honour to transmit a copy of a despatch which I have received from Chérif Pasha in reply to the inquiries which I addressed to him on this subject.

From his Excellency's despatch it appears that the Convention, with the Khedive's decree confirming it, has been published in the various local journals; that the offices contemplated by Annex (A) have been created, and functionaries appointed to them, and

that detailed regulations for carrying out the terms of the Convention, have been framed for the use of the local authorities.

I will not fail to report to your Lordship the result of the criminal inquiry, arising out of the refugee Khadam Kheir, which Mr. Vice-Consul Borg has been instructed to pursue before the proper tribunal at Cairo.

I have, &c.

(Signed) CHAS. A. COOKSON.

Inclosure in No. 63.

Chérif Pasha to Mr. Cookson.

M. le Gérant,

Caire, Novembre 1, 1877.

PAR la dépêche que vous m'avez fait l'honneur de m'adresser le 26 Octobre, vous voulez bien demander au nom de sa Seigneurie Lord Derby, des renseignements sur les mesures qui auraient été prises par le Gouvernement du Khédive dans le but d'assurer l'exécution et la publicité de la Convention conclue avec le Gouvernement de Sa Majesté relativement à la suppression de la traite.

Ces mesures, M. le Gérant, l'Autorité Consulaire a pu déjà les connaître pour la plupart. En effet, la Convention elle-même a été publiée avec le Décret du Khédive et l'Annexe faisant partie intégrante de la Convention, dans la plus grande partie des journaux qui paraissent ici, soit en langue Européenne soit dans la langue du pays.

Des bureaux ont été créés pour remplir la mission prévue par l'Annexe, principalement au Caire et à Alexandrie; les Directeurs de ces bureaux, dont la nomination a été également publiée dans les dits journaux, ont été choisis parmi les fonctionnaires présentant les garanties et les aptitudes nécessaires pour le poste qui leur est confié.

D'autre part, un règlement spécial et très explicite, destiné à préciser le sens et l'application des engagements intervenus au point de vue pénal, comme à tout autre, a été élaboré par ordre du Khédive pour être envoyé aux différentes autorités locales, et rigoureusement observé.

J'ai donné connaissance de ce Règlement à M. Vivian avant son départ.

Enfin, MacKillop Pacha, Contrôleur-Général des Ports et Phares Egyptiens, officier dont l'expérience et l'activité sont éprouvées, est chargé de pourvoir avec soin à tout ce qui se rattache au service dont il a la direction.

Grâce aux dispositions ainsi prises, et à celles qui pourront l'être encore en raison des besoins de la situation; grâce aussi au concours de l'autorité Britannique et de l'officier Anglais actuellement attendu en Egypte, que le Gouvernement de Sa Majesté veut bien envoyer et dont le Khédive accepte la coopération avec plaisir, le but commun des deux Gouvernements pourra être atteint, et la réunion de leurs efforts simultanés amènera, espérons—le, M. le Gérant, le résultat que chacun d'eux désire et recherche avec un égal empressement.

En vous laissant le soin de communiquer ces quelques explications à sa Seigneurie Lord Derby, je vous renouvelle, &c.

(Signé) CHÉRIF.

No. 64.

Sir J. Pauncefote to Mr. Vivian.

(Extract.)

Foreign Office, November 14, 1877.

I AM directed by the Earl of Derby to acquaint you that the Lords Commissioners of the Admiralty have recommended Captain George Malcolm as an officer whom they believe in every way qualified for the appointment under the Government of the Khedive of Egypt, in connection with the suppression of the Slave Trade in the Red Sea.

No. 65.

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

My Lord,

Cairo, November 10, 1877.

WITH reference to Sir Julian Pauncefote's despatch of the 26th of September last, transmitting a copy of a sketch map of the routes followed by the slave caravans from

Audjla and Djala to Bengazi and Alexandria, I have the honour to report that in pursuance of your Lordship's instructions I forwarded a copy of this map to the Egyptian Government, and I inclose a copy of a despatch from Chérif Pasha acknowledging its receipt, and informing me that the Ministry of War has been charged with establishing posts on the Egyptian frontier, for the purpose of watching the passage of the caravans.

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

Inclosure in No. 65.

Chérif Pasha to Mr. Cookson.

M. le Gérant,

Caire, le Novembre 6, 1877.

J'AI eu l'honneur de recevoir et de soumettre au Khédive la dépêche que vous avez bien voulu m'adresser le 2 Novembre courant, avec une carte indiquant les routes suivies par les caravanes d'esclaves d'Audjla et Djala à Bengazi et Alexandria.

Dans le but d'utiliser ces indications le plus tôt possible, M. le Gérant, des mesures ont été prises pour l'établissement des postes nécessaires sur les points principaux du territoire Egyptien traversé par ces caravanes, avec ordres d'exercer une surveillance active et rigoureuse.

Le Ministère de la Guerre est chargé de pourvoir à la prompte exécution de ces mesures.

En vous laissant le soin d'en aviser le Gouvernement de Sa Majesté, je vous renouvelle, &c.

(Signé) CHÉRIF.
Le Ministre des Affaires Etrangères.

No. 66.

The Earl of Derby to Mr. Vivian.

Sir,

Foreign Office, November 21, 1877.

WITH reference to Mr. Cookson's despatch, dated the 3rd instant, I have to acquaint you that Her Majesty's Government have learnt with satisfaction the measures hitherto adopted by the Egyptian Government, as set forth in Chérif Pasha's note of the 1st instant, for giving publicity to the terms of the Anti-Slave Trade Convention of the 4th of August last.

I am, &c
(Signed) DERBY.

No. 67.

Mr. Cookson to the Earl of Derby.—(Received November 24.)

My Lord,

Alexandria, November 16, 1877.

WITH reference to my despatch of the 3rd instant, inclosing a copy of a letter from Cherif Pasha, detailing the measures taken by the Egyptian Government for the publication of the terms of the recent Slave Trade Convention, I have the honour to inclose a translation of the order on this subject, addressed to the Minister of the interior.

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

Inclosure in No. 67.

Translation of an Order of His Highness the Khedive addressed to the Minister for the Interior on the 23rd of August, 1877 (14 Shaban, 1294), No. 104.

AS you are aware our thoughts have always been directed to the extinction of Traffic in Slaves, through any form of which human beings are kept in constant

servitude, and because of the position of our territories we have had an eager desire to co-operate with the British Government in the attainment of this object by framing such permanent rules as would rest on solid bases, thus avoiding all complaints in future, while giving effect to this prohibition.

By the help of God, we have agreed upon the terms of a Convention, which sets forth all the means and proceedings that shall be adopted for this purpose, and explains the steps that should be taken against whomsoever violates, in any way, its provisions, and after it was duly signed by his Excellency the Minister for Foreign Affairs, and by the Honourable C. Vivian, Her Majesty's Agent and Consul-General, on the 4th of August, 1877, we have made the necessary decree to give it due effect.

It being now necessary to communicate the said Convention to all the provinces under our rule, in order that it may be acted upon, and considered in its full force and effect, we address you these presents, and inclose copies in French and Arabic of the Convention and its annex, and also of the decree, and we enjoin you to give due publicity to the same.

As to the Soudan districts (Upper Africa), we have already sent copies of the said documents to the Governor-General of those provinces, and ordered him to act accordingly.

P.S.—It is enacted in the Appendix to the said Convention, that a special Bureau shall be established at the governorships of Cairo and Alexandria as proceedings on matters connected with slaves, such as their manumission, &c., are within their competency, that a register-book shall be kept for the entry of such particulars as have reference to the case, and that similar offices shall be established at the provinces, under the direction of the Inspectors-General.

In carrying out fully the several provisions in the manner set forth in that Appendix, no additional employés should be engaged, but the officers already appointed to those provinces should be enjoined faithfully and perfectly to execute the same.

He bears the strongest testimony to the loyalty of the Khedive, and to his sincere desire to put down the Slave Trade.

No. 68.

Mr. Vivian to the Earl of Derby.—(Received December 17.)

My Lord,

Cairo, December 7, 1877.

I HAVE the honour to inclose for your Lordship's information a copy of a report that I have received from Mr. Rosset, the British Vice-Consul at Khartoum, of the proceedings of Colonel Gordon in Darfour and the Soudan, and of his successful operations against the slave hunters.

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

Inclosure in No. 68.

Mr. Rosset to Mr. Vivian.

Khartoum, le 31 Octobre, 1877.

LA révolte de Darfour a commencé au mois de Janvier dernier, et fut provoquée par les Bachi-Bazooks, qui semaient le mécontentement parmi les indigènes. Haroun, neveu de feu Sultan Ibrahim, a profité de ce mécontentement pour soulever ses peuples contre le Gouvernement Egyptien.

Personne n'a eu l'idée de la révolte. L'ennemi s'approchait de Fascher, et c'était avec peine que Hassan Pacha pût sauver le fort; la ville a été brûlée, et les insurgés ont fait plusieurs assauts vigoureux contre le fort. Après vingt jours ils se sont retirés à une distance d'un jour.

Les stations Fascher et Kadjam ont été fortement attaqué, mais sans résultat. Les renforts de Khartoum sont arrivés à Fascher le 5 Juin et le 10 Juillet; Haroun était mis en fuite, sans pourtant être détruit. Alors la fin de Juin son Excellence Gordon Pacha, Gouverneur-Général, arriva à Dara; y prenant garnison, il ouvra les routes entre Fascher et Dara, et Fascher et Foggia.

Arrivé à Fascher le 18 Août, le Gouverneur-Général y trouva Abdel Razak Pacha

avec 2,000 hommes ; Hassan Pacha était à la poursuite de Haroun. Après neuf jours ce dernier arriva à Fascher, et le Gouverneur-Général partit par Kario, Zaffa, et Sauani tout en combattant les insurgés.

A ce dernier endroit le Gouverneur a reçu la nouvelle que les gens de Sieber Pacha avec 6,000 hommes ont avancés de Schakka à Dara, sous le commandement du fils de Sieber Pacha et de Nour Anghar.

Le soir du 30 Août, son Excellence Gordon Pacha arriva à Dara, les troupes de Sieber se sont arrêtés à une heure de distance du fort de Dara ; le lendemain, 1^{er} Septembre, le Gouverneur, après avoir inspecté les troupes Egyptiennes de Dara, alla en grande tenue sans aucune suite au camp des troupes de Siebehr. A son arrivé il fut salué par 21 coups de canon, et après avoir conféré une demi-heure avec le fils Siebehr il retourna de nouveau seul à Dara. Une heure après le fils de Siebehr arriva à Dara avec une suite de 500 hommes armés pour faire la contre-visite. Le Gouverneur-Général fait un arrangement avec lui pour se soumettre au Gouvernement Egyptien. Nour Anghar partit avec une partie de ses troupes, et fut nommé Moudir Koulkoul et Hofrennehass. Le fils de Sieber Pacha retourna à Schakka.

Après neuf jours, son Excellence Gordon Pacha partit lui-même avec 280 hommes pour Schakka finissant les arrangements avec le fils de Sieber Pacha, et les gens de Schakka ont reconnu le Gouvernement Egyptien ; le fils de Sieber fut nommé Wakil Moderie du Bahr el Gazal.

Les gens de Sieber Pacha sont des négriers du fleuve blanc, lesquels pendant seize ans ont été presque indépendants, et Sieber Pacha était leur Sultan.

De Schakka le Gouverneur-Général partit directement pour Obeid, et arriva à Khartoum le 14 Octobre.

En quittant Darfour, Haroun était poursuivie par 16,000 à 20,000 troupes.

No. 69.

Mr. Vivian to the Earl of Derby.—(Received December 28, 1877.)

My Lord,

Cairo, December 13, 1877.

I HAVE the honour to inclose for your Lordship's information a copy of a despatch that I have received from Mr. Borg, Acting Legal Vice-Consul at Cairo, showing the good effect already produced in Lower Egypt by the operation of the Slave Trade Convention.

In Cairo several slaves have already been released, in accordance with the provisions of the Convention, and in no case has any difficulty been made by the authorities ; but I have had to call attention to the fact that no proper register is kept at the office for the manumission of slaves, in accordance with Annex (A) to the Convention.

I have further to report that Captain Morice leaves for Souakin and the ports of the Red Sea to-morrow with the papers that are to be furnished to Egyptian vessels engaged in legal trade, of which I am to be furnished with a copy officially.

As Captain Morice is to meet Colonel Gordon at Souakin, I have begged him to impress upon Colonel Gordon the great importance of organizing and establishing a proper tribunal at Massowah for the trial of Slave Trade cases, presided over by a thoroughly efficient judge.

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

Inclosure 1 in No. 69.

Mr. Borg to Mr. Vivian.

Sir,

Cairo, December 13, 1877.

I HAVE the honour to forward to you copy of a letter received yesterday from Mazloum Bey informing me that, on a tour of inspection of the district to which he has been appointed by His Highness the Khedive for the suppression of the Slave Trade, he has found four slave-dealers at Mehallet-el-Kebir, who had eight female slaves for sale.

The slaves have been duly manumitted, and the dealers have been sent, together with the necessary *procès-verbal*, to the Minister for War.

I am glad to notice from Mazloun Bey's letter, that since the establishment of his bureau thirty-five slaves have been manumitted.

I have, &c.
(Signed) R. BORG.

Inclosure 2 in No. 69.

Mazloun Bey to Mr. Borg.

Mon cher M. Borg,

Zanta, Décembre, 1877.

CE n'est qu'hier seulement que je suis de retour de l'inspection qui, sur la communication que vous a envoyé notre Agent Consulaire à Zagazig, je vous avais promis de faire dans les différentes provinces de la Basse Egypte.

J'ai eu la satisfaction de voir que les anciens marchands d'esclaves ont, depuis l'apparition du décret, abandonné ce vilain trafic, et entrepris d'autres moyens de vies honorables.

Cependant ne me contentant pas de cette apparence souvent trompeuse, j'ai avec l'aide de l'autorité locale de chaque endroit visité leurs maisons, que j'ai trouvé ne contenir que leurs femmes et enfants légitimes.

A Zagazig, M. Félice, votre Agent Consulaire, n'a pu me prouver le contenu de sa lettre, et ce n'est qu'à Mehallet-el-Kébir, que j'ai enfin fait une saisie de huit femmes entre les mains de quatre marchands trafiqueurs fraîchement arrivés du Caire pour trouver à les vendre. Les esclaves ont été affranchies et placées dans des familles honnêtes, et les marchands expédiés avec le *procès-verbal* au Ministère de la Guerre.

Je suis heureux de constater que le résultat de cette inspection sévère a produit une grande impression sur ceux qui entreprenaient ce vilain trafic, et porte ainsi au nombre de trente-cinq les esclaves affranchis de mon bureau jusqu'à ce jour.

Tout en vous priant de porter ce fait à la connaissance de M. Vivian.

Veillez, &c.
(Signé) RHD. MAZLOUM.

No. 70.

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

My Lord,

Cairo, December 22, 1877.

I HAVE the honour to report the arrival in Cairo of Captain Malcolm, R.N., the officer recommended to the Khedive by Her Majesty's Government to take the direction of the Anti-Slave Trade Police proposed to be established by the Egyptian Government on the African Coast of the Red Sea, to carry out the Convention of the 4th of August last.

I intend to take an early opportunity to present Captain Malcolm to the Khedive, in order that he may take up his duties with the least possible delay.

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

No. 71.

Mr. Vivian to the Earl of Derby.—(Received January 6, 1878.)

My Lord,

Cairo, December 28, 1877.

IN compliance with the instructions conveyed to me in your Lordship's despatch of the 20th of August last, I have the honour to inclose copies of the papers which have been forwarded to me by the Minister for Foreign Affairs, as being those which will be supplied to Egyptian vessels engaged in legitimate commerce.

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

Inclosure 1 in No. 71.

PASSENGER CERTIFICATES.

To remain in force until the

Ship

--

Owner, managing owner or agent

--

Port of Registry and Official Number.	Register Tonnage.	Name of Master and Number of Certificate.

Trade for which this certificate is issued.

--

Number of passengers this ship is allowed to carry according to the declaration of the Captain of the Port.

Total of passengers.

Boats, life buoys and equipments required to be carried by this ship.

Boats and Life Boats.	Life Buoys and Equipments.
	<p>A fire-hose capable of being connected with the engine, and of sufficient length to be used in any part of the vessel.</p> <p>Two life buoys fit and ready for use.</p> <p>Compasses properly adjusted.</p>

I declare that the formalities concerning the survey of the above-named ship have been complied with.

Dated this _____ day of _____ 187

_____ Captain of the Port.

N.B.—This certificate to be in force until the _____ day of _____ 187 unless previously cancelled or revoked.

CREW.

Names.	Description.	Nationality.

Inclosure 2 in No. 71.

CERTIFICATE OF EGYPTIAN REGISTRY.

Signal Letters

PARTICULARS OF SHIP.

Official Number of Ship.	Name of Ship.	No. Date, and Port of Registry.	No. Date and Port of Previous Registry (if any).		
Whether Egyptian or Foreign Built.	Whether Sailing or Steam Ship, and if a Steam Ship, how propelled.	Where Built.	When Built.	Name and Address of Builders.	
No. of Decks _____ No. of Masts _____ Rigged _____ Stern _____ Build _____ Galleries _____ Head _____ Framework _____	Length from fore part of stern under the Bowsprit to the aft side of the Head of the stern post. Main breadth to outside of Plank. Depth in hold from Tonnage Deck to ceiling at midships. Depth in hold from upper Deck to ceiling at midships in the case of three deck and upwards. Length of Engine room (if any).			Feet.	Tenths.

PARTICULARS OF ENGINES.

No. of Engines.	Description.	Whether Egyptian or Foreign Built.	When made.	Name and Address of Makers.	Diameter of Cylinders.	Length of Stroke.	No. of Horse Power (Combined).

PARTICULARS OF TONNAGE.

Gross Tonnage.	Deductions allowed.
Under Tonnage Deck. Closed in spaces above the Tonnage Deck (if any). Space or spaces between Decks. Poop or cabin on Decks. Forecastle. Round House for crew. other closed in spaces (if any) as follows :	On account of space required for propelling power. On account of spaces occupied by seamen or apprentices, and appropriated to their use, and kept free from goods or stores of every kind not being the personal property of the crew. These spaces are the following :
Gross Tonnage _____ Deductions as per contra _____ Register Tonnage _____	Total Deductions _____

I, the undersigned, Controller-General of Ports and Light-houses of Egypt, hereby certify that the ship, the description of which is prefixed to this my certificate, has been duly surveyed, and that the above description is true. That _____ whose certificate of Competency or service is No. _____ is the master of the ship, and that the names, residences, and description of the owners and their shares are as follows :

Name, Residence, and Occupation of the Owner.	Number of Shares.

Dated at _____ this day _____ Controller-General of Ports and Lights of Egypt:

NOTICE.—In case of any change of ownership, of shipwreck and loss of the ship, sale, or if the ship should be broken up, notice must be given to the captain of the port, together with this certificate, if in existence.

Indorsements of changes of Owners and Masters must be made here according to the instruction given by the original proprietors and duly registered at the Administration of Ports and Light-houses.

FRANCE.

No. 72.

Lord Lyons to the Earl of Derby.—(Received January 2, 1877.)

My Lord,

Paris, December 30, 1876.

WITH reference to your Lordship's despatch of the 20th instant, and to my despatch of the 23rd instant, I have the honour to inclose a copy of a note which I received last night from the Duc Decazes, and which expresses the satisfaction with which the French Government have received the thanks of Her Majesty's Government for the co-operation against the Slave Trade given by M. de Gaspary, late Acting French Consul at Zanzibar.

I have, &c.
(Signed) LYONS.

Inclosure in No. 72.

The Duc Decazes to Lord Lyons.

M. l'Ambassadeur,

Versailles, le 26 Décembre, 1876.

J'AI reçu la lettre que vous avez bien voulu m'écrire le 23 de ce mois, pour me transmettre les remerciements du Gouvernement de la Reine au sujet du concours que notre Agent à Zanzibar s'est trouvé dans le cas de fournir aux croiseurs de la marine Britannique chargés de poursuivre la traite dans ces parages. Nous ne pouvons qu'être très-sensibles aux sentiments dont vous vous êtes ainsi fait l'interprète auprès de moi, et nous nous félicitons aussi de la circonstance qui a permis à M. de Gaspary d'affirmer l'accord de vues existant entre lui et le Consul-Général d'Angleterre, toutes les fois qu'il s'agit d'entraver ou de punir des opérations illicites des trafiquants d'esclaves sur la côte d'Afrique.

Agréez, &c.
(Signé) DECAZES.

No. 73.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, January 9, 1877.

I TRANSMIT to your Excellency a copy of a despatch and its inclosure, from the Political Agent and Consul at Muscat,* reporting that he has procured the release of a slave who had been sold from a dhow called the "Sahala," owned by an Arab belonging to Pemba, named Salim bin Ali, but under French colours, and carrying French papers and I have to request that your Excellency will communicate the facts of this case to the French Government, and suggest whether steps should not be taken to withdraw the French papers from this vessel, which belongs to Pemba, and the master of which has lent himself to Slave Trade transactions.

I am, &c.
(Signed) DERBY.

No. 74.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, January 11, 1877.

WITH reference to my despatch of the 9th instant, I transmit to your Excellency herewith copy of a report addressed to the Commander-in-Chief on the East Indian Station, by Commander Clayton, of Her Majesty's ship "Rifleman," relative to the slave who was brought to Muscat from Zanzibar in a French dhow.*

Your Excellency will see from this report that the dhow's papers were given to her by the French Consul at Zanzibar.

I am, &c.
(Signed) DERBY.

No. 75.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, January 13, 1877.

I TRANSMIT to your Excellency herewith a copy of a report from Captain Sullivan, of Her Majesty's ship "London," of the capture of thirteen slaves from a dhow under French colours, in November last,† which has been communicated to me by the Lords of the Admiralty; and I have to request you to communicate the particulars of this case to the French Government, and to express the acknowledgments of Her Majesty's Government for the efficacious co-operation of M. Gaspary, the French Consul at Zanzibar, in preventing the exportation of these slaves from Zanzibar to Pemba. In making this communication to the French Government, your Excellency will observe that, as it is evident that slave-dealers will try to avail themselves of foreign flags to carry on their illegal traffic now that their operations are rendered more difficult by the measures that have been adopted by the Sultan in conjunction with Her Majesty's naval forces, it will be of the utmost importance that foreign Governments should discountenance and punish the abuse of their flag for Slave Trade purposes, whenever well authenticated cases of such abuse are brought to light, and Her Majesty's Government trust therefore that the French Government will be able to find out and to punish the parties concerned in this Slave Trading venture.

I am, &c.
(Signed) DERBY.

No. 76.

Lord Lyons to the Earl of Derby.—(Received January 17).

My Lord,

Paris, January 15, 1877.

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 despatches of the 9th and 11th instant, and have suggested that French papers should be withdrawn from the dhow "Sahala," of Pemba, the owner of which appears to have lent himself to Slave Trade transactions.

I have, &c.
(Signed) LYONS.

No. 77.

Lord Lyons to the Earl of Derby.—(Received January 20.)

My Lord,

Paris, January 18th, 1877.

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 13th instant, which I received this morning, and which directed me to make a communication to that Government on the subject of the slaves taken out of a French dhow off Zanzibar, on the 9th of November last, by Captain Sullivan, of Her Majesty's ship "London."

I have, &c.
(Signed) LYONS.

* No. 354.

† No. 355.

No. 78.

Lord Lyons to the Earl of Derby.—(Received January 29.)

My Lord,

Paris, January 27, 1877.

WITH reference to your Lordship's despatches of the 9th and 11th instant, as well as to my despatch of the 15th instant, I have the honour to inclose a copy of a note, dated the 16th instant, which I received the evening before last from the Duc Decazes.

It informs me that the attention of the Minister of Marine has been called to my note, suggesting that French papers should be withdrawn from the dhow "Sahala," of Pemba, the master of which appears to have lent himself to Slave Trade transactions.

I have, &c.

(Signed) LYONS.

Inclosure in No. 78.

The Duc Decazes to Lord Lyons.

M. l'Ambassadeur,

Versailles, le 16 Janvier, 1877.

J'AI reçu la lettre que vous m'avez fait l'honneur de m'écrire le 13 de ce mois, pour signaler à mon attention l'abus qu'aurait fait de notre pavillon le patron d'un boutre Arabe employé à convoyer des esclaves sur le littoral du Golfe d'Oman.

Je me suis empressé de communiquer à mon collègue M. l'Amiral Fourichon les renseignements que vous avez bien voulu me transmettre, et je ne manquerai pas de faire connaître à votre Excellence, aussitôt que j'en aurai été informé, la décision dont la conduite de Selim-Ben-Saïd sera l'objet.

Agréé, &c.

(Signé) DECAZES.

No. 79.

Lord Lyons to the Earl of Derby.—(Received January 29.)

My Lord,

Paris, January 27, 1877.

WITH reference to your Lordship's despatch of the 13th instant, and to my despatch of the 18th instant, I have the honour to inclose a copy of a note dated the 19th instant, which I received the evening before last, from the Duc Decazes, and in which his Excellency informs me that he has called the attention of the Minister of Marine to my note, respecting the slaves taken out of a dhow under the French flag off Zanzibar, by Captain Sullivan, of Her Majesty's ship "London."

I have, &c.

(Signed) LYONS.

Inclosure in No. 79.

The Duc Decazes to Lord Lyons.

M. l'Ambassadeur,

Versailles, le 19 Janvier, 1877.

PAR la lettre que vous m'avez fait l'honneur de m'adresser le 18 de ce mois, vous avez bien voulu me transmettre les remerciements du Gouvernement de la Reine pour le concours efficace fourni au Capitaine Sullivan par notre Consul à Zanzibar, à l'occasion de la recherche et de la mise en liberté de treize esclaves embarqués à Pemba sur un boutre Arabe qui portait les couleurs Françaises. Nous ne pouvons qu'être sensibles aux sentiments dont vous m'avez ainsi fait parvenir l'expression. Je compte, d'ailleurs, appeler de nouveau l'attention de M. le Ministre de la Marine sur la nécessité de recommander à nos Agents de n'accorder qu'avec la plus grande circonspection l'autorisation de naviguer sous notre pavillon, dont il semble avoir été fait, dans cette circonstance, le plus regrettable abus.

Agréé, &c.

(Signé) DECAZES.

No. 80.

Lord Lyons to the Earl of Derby.—(Received February 1.)

My Lord,

Paris, January 31, 1877.

WITH reference to your Lordship's despatches of the 14th November last, of the 25th of the same month, and of the 7th ultimo, as well as to my despatch of the 21st November last, I have the honour to inclose a copy of a note which I received last evening from the Duc Decazes, in answer to the representation made to him by your Lordship's order, respecting the transportation of slaves in French vessels in Brazil.

The Duc Decazes states that the transportation of slaves for sale in this manner is illegal according to French law; and that the French Minister at Rio Janeiro has gives instructions to the Consuls with a view to prevent it.

The Duke proposes that the British and French Governments should communicate with the Brazilian Government, in order to obtain the establishment of new regulations with regard to the licences to travel given to persons of colour in Brazil.

He has already given instructions to the French Minister at Rio to inquire into this question, and he suggests that Her Majesty's Minister might perhaps take part in the inquiry.

I have, &c.
(Signed) LYONS.

Inclosure in No. 80.

The Duc Decazes to Lord Lyons.

M. l'Ambassadeur,

Versailles, le 27 Janvier, 1877.

VOTRE Excellence m'a fait l'honneur de m'écrire le 16 Novembre dernier, au sujet des difficultés soulevées par la présence à bord de navires Français d'esclaves supposés voyageant d'un point à un autre de l'Empire du Brésil, et destinés à être vendus. Le Gouvernement de Sa Majesté Britannique désirait savoir si nos bâtiments avaient la faculté d'opérer de pareils transports, et ajoutait que des plaintes du même genre lui étant parvenues en ce qui concerne des navires Anglais, il avait immédiatement pris des mesures pour prévenir le retour de pareils faits.

Les lois Françaises prohibent d'une manière formelle, et sous des peines sévères, tout transport des esclaves effectué dans un but de spéculation. Dès la réception de votre lettre, je me suis empressé d'écrire à notre Ministre à Rio de Janeiro pour lui demander des renseignements sur les irrégularités qui avaient pu être commises. M. Noel m'a fait connaître que, sans même attendre mes instructions, il avait adressé à nos Agents Consulaires des directions pour les inviter à exercer la surveillance la plus active sur les embarquements et à tenir la main à ce qu'aucune infraction à nos lois sur le trafic des noirs ne puisse s'accomplir. Il est à espérer que les efforts de nos Agents, joints à ceux des Représentants de la Grande Bretagne, ne seront pas sans efficacité.

Toutefois je me suis demandé s'il ne conviendrait pas pour atteindre plus sûrement le but que nos deux Gouvernements se proposent avec une égale sollicitude de s'entendre avec l'autorité locale à l'effet de régler à nouveau les permis de voyage à délivrer aux personnes de couleur. Votre Excellence n'ignore pas que par tolérance il a été admis en principe que les capitaines de navire n'ayant pas à s'enquérir de la qualité des personnes de couleur qui accompagnent leurs maîtres, admettent sans opposition à leur bord les esclaves qui voyagent dans ces conditions. Quant à ceux qui voyagent seuls, ils doivent être porteurs d'une autorisation dûment visée par la police. Il paraîtrait que l'expression "a entregar" ("à remettre, à livrer") qu'on relève sur les permis de voyage délivrés aux personnes de couleur serait devenue dans la pratique une formule banale s'appliquant aussi bien aux esclaves accompagnant leurs maîtres qu'à ceux qui voyagent seuls. Il résulterait de là que les capitaines de navire ne peuvent plus savoir exactement dans quel but les personnes de couleur sont transportées, s'il s'agit simplement de domestiques faisant leur service ou d'esclaves envoyés dans un but de spéculation.

Dans cet état de choses ne serait-il pas possible d'obtenir de l'autorité locale des permis conçus de manière à mettre les capitaines en mesure de discerner sûrement le but

dans lequel les personnes de couleur sont embarquées à bord de leur navire ? J'ai prié notre Représentant à Rio d'examiner cette question avec soin et de me faire connaître sans retard le résultat d'une étude à laquelle le Ministre de Sa Majesté Britannique pourrait peut-être s'associer.

Agréez, &c.
(Signé) DECAZES.

No. 82.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, April 19, 1877.

WITH reference to my despatch of the 11th of January, I transmit for your Excellency's information a copy of a despatch from Her Majesty's Agent and Consul-General at Zanzibar,* on the case of the slave who was taken to Muscat in a French dhow, and there freed by Her Majesty's Consul.

I have approved the action taken in this matter by Dr. Kirk.

I am, &c.
(Signed) DERBY.

No. 83.

The Earl of Derby to Lord Lyons.

My Lord,

Foreign Office, May 22, 1877.

WITH reference to your Excellency's despatch of the 31st of January last, I transmit for your Excellency's information, a copy of a despatch with its inclosure in original from Her Majesty's Minister at Rio de Janeiro,† respecting the transportation of slaves from one port to another in Brazil in foreign vessels.

I have to request that your Excellency will return the inclosure in Mr. B. Mathew's despatch when perused.

I am, &c.
(Signed) DERBY.

No. 84.

Lord Lyons to the Earl of Derby.—(Received December 9.)

My Lord,

Paris, December 8, 1877.

WITH reference to your Lordship's despatches of the 9th and 11th January, and of the 19th April last, as well as to my despatches of the 15th January last, and 27th of the same month, I have the honour to transmit to your Lordship a copy of a note from the Marquis de Banneville, respecting the dhow "Sahala," of Pemba, the master of which had lent himself to Slave Trade transactions.

The note states that the master of the dhow was deprived of his privilege by the French Consul at Zanzibar, and punished, and that another master was appointed; but it appears that no culpability having been brought home to the owners, the French papers were not withdrawn from the vessel.

This account is in accordance with Dr. Kirk's despatch to your Lordship of the 22nd February last.

In that despatch Dr. Kirk remarked that it might have had a better effect if the French flag had been withdrawn from a vessel on board of which it had been so abused, but that as this was a matter which concerned the honour of that flag alone, he had refrained from offering any suggestion.

I have, &c.
(Signed) LYONS.

* No. 247.

† No. 2.

Inclosure in No. 84.

The Duc Decazes to Lord Lyons.

M. l'Ambassadeur,

Versailles, Decembre 6, 1877.

PAR sa lettre du 16 Janvier dernier, le Duc Decazes vous annonçait qu'il avait demandé à son collègue M. le Ministre de la Marine les renseignements qui lui étaient nécessaires pour répondre, en pleine connaissance de cause, à la communication que vous lui aviez adressée, le 15 du même mois, à propos de certains faits imputés au patron d'un boutre Arabe naviguant dans le Golfe d'Oman sous pavillon Français.

M. l'Amiral Roussin vient de me faire connaître le résultat de l'enquête poursuivie à ce sujet par les soins de son département; il en ressort que, au mois de Novembre dernier, un voyageur ayant pris passage à bord du boutre "Sahala," aurait en effet vendu par fraude, à son arrivée dans le port de Mascate, un noir libre engagé par lui comme domestique. Celui-ci réussit à s'échapper dans la nuit et se refugia auprès du Consul Anglais, qui l'envoya à Zanzibar. Dès qu'il eût été informé de ce fait par son collègue Dr. Kirk, notre agent fit venir le fugitif ainsi que le capitaine de la "Sahala," et procéda à leur interrogatoire. N'ayant rien découvert qui pût être mis à la charge des armateurs, il se borna à délivrer au noir un certificat constatant sa qualité d'homme libre. Quant au capitaine, qui avait, contrairement aux règlements, autorisé l'embarquement d'un passager ne figurant pas sur le rôle, il a été, par décision du Consul, déchu de son privilège, immédiatement remplacé dans son commandement, et envoyé pour deux mois à la chaîne du Sultan.

Telles sont les indications qui me sont fournies par M. le Ministre de la Marine; elles concordent entièrement avec les renseignements que notre Consul à Zanzibar m'avait transmis de son côté. Je ne doute pas que vous n'y trouviez une preuve nouvelle de la sollicitude avec laquelle nos Agents s'emploient à réprimer des abus de cette nature, dès qu'ils leur sont signalés. Le Gouvernement a d'ailleurs pris occasion de cet incident pour recommander à ces fonctionnaires dans ces contrées de redoubler de vigilance et de s'assurer, en toute circonstance, que les patrons ou armateurs indigènes qui sollicitent d'eux l'autorisation d'arborer notre pavillon national offrent les plus sérieuses garanties contre l'usage délictueux qu'ils seraient tentés d'en faire.

Agréé, &c.
(Signé) BANNEVILLE.

FRANCE (*Consular*)—Réunion.

No. 85.

Sir J. Pouncefote to Consul Perry.

Sir,

Foreign Office, January 4, 1877.

WITH reference to previous correspondence respecting the abuse of the French flag for Slave Trade purposes on the sea, I am directed by the Earl of Derby to transmit to you herewith for your information, copy of a despatch from Her Majesty's Ambassador at Paris,* forwarding copy of a note from the French Government inclosing reports from French authorities in Réunion upon the subject.

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

* See "Slave Trade No. 2 1877"

Consul Perry to the Earl of Derby.—(Received November 6).

My Lord,

British Consulate, Réunion, October 4, 1877.

I HAVE the honour to inform your Lordship that the French vessel "Clemence," M. Mahé master, Messrs. Lauratet and Le Roy owners, arrived off this roadstead on the 9th ultimo, from Tullear, West Coast of Madagascar, having on board two young African negroes. They were not borne on the ship's articles, according to law, and it is very evident that they were intended for sale in Réunion. I am, however, glad to be able to report that Captain Mahé was not allowed to land the negroes either here or at Saint Pierre, and that they subsequently left in the "Clemence" for Madagascar on the 29th of September, and they will probably be disposed of at one of the French settlements on the coast.

I have, &c.

(Signed) GERALD RAOUL PERRY.

MADAGASCAR

No. 87.

Consul Pakenham to the Earl of Derby.—(Received February 3, 1877.)

My Lord,

Tamatave, December 28, 1876.

I HAVE the honour to forward herewith a letter from the Hova Prime Minister to your Lordship, fixing a final date for the promulgation of the "Mozambique Emancipation Edict" in Madagascar; also copies of a correspondence on the subject which had passed between his Excellency and myself.

Although the Hova Prime Minister's present proposal involves a delay of about six months, I beg, nevertheless, to recommend it to your Lordship's favourable consideration, not only on account of the difficulties with which the Hova Prime Minister has to contend, but also with a view to rendering the proposed measure complete and effectual by allowing the necessary time to mature all preliminary arrangements.

In conclusion, I desire most respectfully to submit for your Lordship's favourable consideration, that the Hova Prime Minister be informed that, in accepting his last proposal, Her Majesty's Government will regard his Excellency's promise to have the Emancipation Edict promulgated, and its provisions faithfully carried out by the month of June, 1877, as a solemn engagement contracted by the Hova Government, the execution of which must not, under any pretext, be deferred beyond the time fixed by the Hova Prime Minister.

Under these circumstances I believe—in the event of the Hova Prime Minister's life and my own being spared—that the important measure contemplated (involving the freedom of three hundred thousand Mozambique slaves, at least) will be carried into effect by the stipulated time.

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

Inclosure 1 in No. 87.

The Hova Prime Minister to Consul Pakenham.

(Translation.)

My dear Sir.

Antananarivo, November 10, 1876.

I BEG to acknowledge the receipt of your letter of 19th September last, inclosing the answer to my communication to his Lordship the Earl of Derby. I also beg to express my sincere thanks for your friendly help in this matter, for you have used your effort to help to carry out my desire which I communicated to you. The answer from his Lordship is an exceedingly kind one.

With regard to the setting free of the Mozambiques, I have to say that this has been for some time what Her Majesty and myself have desired to do, from our wish to put an end to the misery of the people taken from their native country beyond the sea, to be sold as slaves here in Madagascar, as also our great desire to maintain our present friendly relationship with the English Government. However, you are well aware of the very great difficulties attending this business, and that it is one requiring grave consideration. On that account we have been reorganizing our army (which, I suppose, you

have heard), which reorganization is not yet completed ; but on the completion thereof, I have no further hesitation on the matter, for, by the help of God, the carrying out of the setting at liberty of the Mozambiques will be soon accomplished, according to Her Majesty's ardent desire, it being my duty and pleasure to carry out her will in all such and other matters.

I beg to assure you that what I now tell you is, indeed, the sincere desire of Her Majesty and myself, and should anyone say to you, whether "Vazaha" or Malagasy, that we do not intend to set free the Mozambiques, do not believe them, for, if it is God's will that we are all spared, our eyes will behold it.

I have further to say in regard to the alterations and additions which we desire to make to the treaty, that I am now engaged thereon, and when finished I will forward them to you.

I have, &c.
(Signed) RAINILAIARIVONY.

Inclosure 2 in No. 87.

Consul Pakenham to the Hova Prime Minister.

My dear Sir,

Tamatave, December 6, 1876.

AS you are aware, Her Britannic Majesty's sloop of war, "Flying Fish," Commander Crohan, R.N., has been at Tamatave since the 3rd ultimo, in expectation of the promulgation of the edict emancipating all Mozambique slaves in Madagascar since the time of Radama I.

The desire of Her Britannic Majesty's Government in sending this vessel of war to Tamatave is to afford your Excellency such moral countenance and support as may insure the complete success of the measure proposed by your Excellency to, and accepted by, Her Britannic Majesty's Government.

Under these circumstances, I beg your Excellency will be so good as to fix a final day for giving full effect to, and carrying out in its entirety, your Excellency's own proposal to the Earl of Derby, which has been acquiesced in by Her Britannic Majesty's Government, as your Excellency cannot have failed to observe that the present state of suspense can hardly be prolonged without seriously endangering the whole of the interests involved.

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

P.S.—I beg to request an early reply to the present, as in all probability the "Flying Fish" will be leaving Tamatave with despatches for his Excellency the Naval Commander-in-Chief on or before the 24th instant.

Inclosure No. 3 in No. 87.

The Hova Prime Minister to Consul Pakenham.

(Translation.)

Dear Sir,

Antananarivo, December 15, 1876.

I HAVE received your private letter of 6th instant, informing me of your opinion as to the danger to the interests of the case, should the setting free of the Mozambiques be prolonged, and desiring me to let you know the latest date at which it may be expected to take place.

I have to inform you that this business is not an easy one, and you know the custom of the Malagasy. The following will show plainly the difficulty of the present task. You know that the present is the rainy season, and if I should carry out the setting free of all the Mozambiques at the present time, should any of the tribes on the coast revolt "they" could not be suppressed at once, because the rivers are swollen, and at the same time fever would "prevail" among the troops ; so, the revolution would spread quickly among the tribes. On this account, let us not hurry the carrying out of this matter ; for, according to my letter to you on the 10th November last, I am, at the present, making every necessary "preparation." May God help me, that I may be able to carry out this matter in good faith, according to my letter to his Lordship, the Earl of Derby, on the 15th December, 1876.

Should the freeing of the Mozambiques not be settled fully and completely, it will be a mere name that we are doing this good work ; for unless thoroughly done, it will have no effect in ameliorating the misery of those in whose cause the step is being taken,

and it will be a source of lasting shame to me, in face of all civilized nations, should I fail to execute it, especially if much bloodshed be the result of not doing the matter in a thorough manner.

I also beg to inform you that I have not let anyone of our Governors know anything about the said business, as it is a matter of impossibility to set free the Mozambiques in one province first only, and then allowing the other to follow; for all must be set free at the same time. I beg to "assure" you that this business will be carried out by the end of June, 1877, the said month will be the latest date.

The accompanying is a letter which you will favour me by forwarding to his Lordship the Earl of Derby, a copy of which I inclose for your perusal.

I have, &c.

(Signed) RAINILAIARIVONY.

No. 88.

The Hova Prime Minister to the Earl of Derby.—(Received February 3, 1877.)

(Translation.)

My Lord,

Antananarivo, December 15, 1876.

THE receipt of your Lordship's two despatches of July 28, 1876, has given me very great pleasure, and the contents I have laid before Her Majesty. We are glad that Her Britannic Majesty's Government realise the difficulties with which we had to contend in endeavouring to prevent the introduction of slaves brought to Madagascar from beyond seas; and further, that Her Britannic Majesty's Government agree to my idea of freeing all Mozambiques who have been introduced into this country since the time of King Radama I.

I have also to inform your Lordship, as I did in my letter of May 24, 1876, "However, in carrying this into effect, I know that there will be much discontent among the people." And so, as soon as I had thoroughly settled in my mind that it must be done, and knowing it would be agreed with pleasure by my Sovereign, I at once set about reorganizing the army (even before I wrote to your Lordship), arranging the stations of the soldiers in the towns here in Imerina, as was considered best, and calling out new recruits. The reason for this step, being as I have said above, is that I was certain that those whose wealth consisted in the Mozambique slaves held by them would be filled with both anger and sorrow at the step taken, and possibly might attempt to raise a rebellion, should there be no means of making them afraid of attempting any such movement. And seeing that it is out of pity for the misery of these poor Mozambiques that this action is taken, should it lead to bloodshed, instead of being a source of great joy to Her Majesty and myself, sorrow alone would be the result, in which I am sure your Lordship also would participate.

When your Lordship's reply to my letters arrived, these arrangements had not yet been completed by me, and the rainy season having set in, and it not being in Imerina only where these Mozambiques are, but on the coast also, should their liberation take place at once, and rebellion arise among the tribes at a distance, serious consequence would be the result, because it would be impossible to send troops at once on account of the amount of water, and the severity of the fever during the rainy season. Therefore, I have been obliged to postpone the liberation of the Mozambiques; but I have to assure your Lordship that in the month of June, 1877, they will be liberated.

Such is the state of matters in connection with this good but difficult step, and that it shall be carried into execution is not only true, but also the desire of my Sovereign, it being my duty and pleasure to carry out Her will in all such and other matters. Therefore, as the duty of its carrying out is placed in my hands, your Lordship need have no anxiety as to the bringing it to completion within the six months, from January, 1877, till June of the same year, should God grant me His help.

Her Majesty tenders her most sincere thanks to Her Britannic Majesty's Government for the order given to the naval officers on the East Coast of Africa to afford assistance to us in the carrying out of this matter; and should circumstances arise requiring it, we will at once avail ourselves of the kind offer, and communicate with Her Britannic Majesty's Consul to that effect.

Her Majesty has also to express her thanks to Her Britannic Majesty's Government in agreeing to take into consideration any desired changes and additions to the Treaty of friendship at present existing between us. I am at present busy making such additions

and alterations as may perhaps be beneficial, and will send it to Her Britannic Majesty's Consul at Tamatave as your Lordship suggests in your favour of July 28, 1876.

I have, &c.
(Signed) RAINILAIARIVONY,
Prime Minister.

No. 89.

Sir J. Pauncefote to Consul Pakenham.

Sir,

Foreign Office, February 19, 1877.

I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 28th December last, respecting the delay in the promulgation of the Emancipation Edict by the Hova Government, and inclosing copies of a correspondence which you had held on the subject, as well as a letter addressed to Lord Derby by the Hova Prime Minister.

In reply, I am to express to you his Lordship's approval of the action taken by you in this question, and also to transmit to you, under flying seal, to be forwarded to its destination after perusal, a letter which his Lordship has addressed to the Hova Prime Minister, accepting the proposed delay, but adding that Her Majesty's Government consider the Queen of Madagascar as pledged to the promulgation of the edict in June next.

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

Inclosure in No. 89.

The Earl of Derby to the Hova Prime Minister.

Sir,

Foreign Office, February 19, 1877.

I HAVE the honour to acknowledge the receipt of your Excellency's letter of the 15th of December last, forwarded to me by Mr. Consul Pakenham, stating that for reasons connected with the maintenance of public security you have been obliged to postpone until the month of June next the promulgation of the edict whereby all the Mozambiques, or slaves, throughout the dominions of the Queen of Madagascar will be set at liberty.

Her Majesty's Government fully appreciate the difficulties which the Hova Government will have to encounter in carrying out the wise and humane provisions of the edict in question, and though they had hoped that the emancipation might have been completed at an earlier date, yet they do not hesitate, in their anxiety to show their sympathy with the Hova Government in this matter, to accept the proposal now made by your Excellency.

But in so doing I will not conceal from your Excellency that Her Majesty's Government look upon your Excellency's promise to have the Emancipation Edict promulgated, and its provisions faithfully carried out in the month of June, 1877, as a solemn engagement contracted with them by the Hova Government, the execution of which will not under any pretext be deferred beyond the time fixed by your Excellency.

In conclusion, I would assure your Excellency of my hope that you may be spared to see the good effects of the work on which you are engaged, and have the honour, &c.

(Signed) DERBY.

No. 90.

Consul Pakenham to the Earl of Derby.—(Received April 23.)

My Lord,

Tamatave, January 2, 1877.

WITH reference to my despatch of the 19th September last year, I have now the honour to forward herewith, for your Lordship's information, the copies of further correspondence which has passed between Her Majesty's Agent and Consul-General at Zanzibar and myself, on the subject of the Slave Trade carried on on the north-west coast of Madagascar.

I have, &c.
(Signed) W. PAKENHAM.

Inclosure 1 in No. 90.

Dr. Kirk to Consul Pakenham.

Sir,

Zanzibar, September 29, 1876.

I HAVE the honour to acknowledge the receipt of your letter of September 19th, with reference to the disposal of two slave boys freed by you at Majunga, and I have, in reply, to inform you that, on arrival, they were duly made over to Bishop Steere.

The boys, I may state, are Makuas, and I have ascertained from them that they were introduced separately into Madagascar in schooners under the French or Portuguese flags, being shipped from the Portuguese harbour of Quillimane.

In neither case was there a large shipment taken, there being only five slaves in the one and three in that of the other, showing the manner in which the traffic is now carried on, so as to avoid detection. The boys seem to have been landed in Madagascar nine months ago.

I have, &c.

(Signed) JOHN KIRK.

Inclosure 2 in No. 90.

Consul Pakenham to Dr. Kirk.

Sir,

Tamatave, November 23, 1876.

I HAVE the honour to acknowledge the receipt of your letter, dated the 29th September last, respecting the disposal of the two slave boys freed by me at Majunga, and sent to Zanzibar by Her Majesty's ship "Philomel."

As regards the impression entertained by you, that slaves from beyond sea are now only introduced into Madagascar separately, or by threes and fives at a time, this mode being adopted to avoid detection, I regret having to report that I am in possession of evidence showing that large numbers of Makuas have lately been landed on the north-west coast of Madagascar, and thence drafted into the interior of the island.

I have, &c.

(Signed) T. C. PAKENHAM.

No. 91.

Consul Pakenham to the Earl of Derby.—(Received June 19.)

My Lord,

Tamatave, January 30, 1877.

IN obedience to the instructions conveyed to me in Lord Tenterten's despatch of the 8th May, 1876, although extremely unwell at the time, I nevertheless embarked on board Her Majesty's sloop "Philomel," Captain Garforth, and left Tamatave for the west coast of Madagascar on the afternoon of Wednesday, the 23rd August.

The day preceding our departure, a rumour had been in circulation that Dr. Kestell Cornish, the Missionary Bishop of Madagascar, with his Chaplain, the Rev. Mr. Batchelor, had been treacherously murdered by the natives, on the north-east coast of Madagascar, west of Vohimaro.

Although I did not attach great importance to this report, as I knew the Bishop was justly popular with all classes of the Malagasy, I still desired reliable news concerning his safety, as he was at the time proceeding on a tour round the north-west and north-east coasts of Madagascar, where, in some parts, the natives are unfriendly towards Europeans.

But although Captain Garforth did everything he could to call in at Vohimaro, the heavy weather we met with outside, added to the fact of the narrow entrance, with a strong current setting on to the reef, would have rendered the trial to enter imprudent. We therefore bore away, on the afternoon of the 25th August, for Cape Amber.

We met with very bad weather rounding Cape Amber, with a rough sea and strong current running north.

On Sunday, the 27th August, at 2 P.M., the "Philomel" anchored opposite Hellville, the capital of the French possession of Nossibé.

After coaling, we quitted Hellville the following day (Monday, the 28th August), and anchored, on the same afternoon, in "Passandava" Bay, situate about 20 miles south of, and immediately opposite to, Nossibé, 13° 46', lat. S.; 48° 17', long. E.

The small settlement at the foot of the bay, and bearing the same name, is composed

of a few mud-houses and native huts, inhabited by the lowest class of Arabs and Sakalavas. In former days it was the chief depôt for slaves from the mainland of Africa, introduced to Nossibé as free labourers; and it has even now the credit of still supplying the same market, but to a lesser extent.

The day following our arrival (29th August), the Hova Commandant of "Passandava," a 10th Honor, came off to visit the "Philomel." He was by no means communicative, and flatly denied that slaves from beyond sea were landed within his district. But we ascertained that "Passandava" was in daily communication (overland) with "Anorontsanga" further south, a notorious slave station.

At daylight the following morning (30th August), we left Passandava for Anorontsanga, which we reached at 2 p.m.

"Anorontsanga" ("Rafala" Bay) lat. $13^{\circ} 54' S.$; long. $48^{\circ} 2' E.$, is a town of considerable importance on the west coast of Madagascar, where the "Slave Trade" is carried on on a scale, and to an extent, little suspected. Like most military stations on the coast, it is divided into two sections; the Hova military settlement, comprising the fort, which is at some little distance inland, and the commercial town, including "La Douane" (custom house), built along the sea shore. The latter possesses a large mixed population composed of Hovas, Sakalavas, Swahelis, Hindis from Kutch, a large number of so-called Arabs (as far as appearance goes—a most villainous set of men); and last but not least, an undue proportion of Mozambiques; the latter element, however, had been carefully rusticated on our approach.

Almost immediately after the anchor had been dropped in the bay, the second Hova Commandant and Civil Judge came off to the "Philomel," to congratulate us on our arrival, when we arranged that I should land officially the next day, and that my visit should be returned, on board the "Philomel," by the Commandant in person.

Accordingly, next morning (Thursday), accompanied by several officers from the "Philomel," I landed at the commercial town of "Anorontsanga."

We were received with military honours, and by a guard of honour, commanded by the Hova Commandant in person.

After the usual salutes we were conducted to a spacious building, the residence of the Chief Judge (an Arab), where we had to undergo the usual ordeal of biscuits and wine (neither the one nor the other improved by age).

The health of Their Majesties Queen Victoria and of the Queen of Madagascar having been proposed and drank, I availed myself of the opportunity fully to explain to the Commandant the object of my visit to the west coast, and, at the same time, to express my regret at having met with so many indications of the existence of the "Slave Trade" on that coast.

As might have been expected, the Commandant denied that any slaves from beyond sea were, or had been, landed within his district. He even went so far as to suggest that I should search for and seize any I might discover.

To this I merely replied that I was unaccustomed to search for a needle in a bundle of hay; that I had spoken the truth in regard to the existence of the Slave Trade on the west coast of Madagascar, and that I could assure him that the British Government, which was strong and powerful, had determined to put down this abominable traffic.

I then took leave of the Commandant, who promised to return my visit on board the "Philomel" in the course of the afternoon; an engagement which he faithfully kept.

Whilst waiting for the boats, I sauntered down the main street, when I found "Anorontsanga" to present the usual characteristics of an Arab town, flat roofed buildings constructed of clay or sun-dried brick, with scarcely any apertures but the main entrance; the back lanes being impassable, owing to an accumulation of filth of every description.

But what most struck me was an inclosure at the back of nearly every house, surrounded either by mud walls or fenced in with dry branches, evidently used for the purpose of confining slaves in.

I further noticed a number of dhows of large tonnage in course of construction and equipment; some nearly ready for sea; others on the stocks, whilst the lines of two or three had apparently only just been laid down.

The number and capacity of these craft were, I opine, far in excess of the legitimate requirements of local trade.

I shortly afterwards returned to the "Philomel," disappointed with everything I had seen on shore, and feeling that previous reports describing the extensive Slave Trade carried on at Anorontsanga fell short of actual reality.

During the afternoon the Hova Commandant (accompanied by his staff) returned my official visit. He was saluted on leaving the "Philomel."

Early next morning, 1st September, we left for Majunga, which we reached on the afternoon of the following day (Saturday).

We found the British India Steam Navigation Company's Steam Ship ("Mutlah"?) at anchor before this port, and I availed myself of the opportunity to make the acquaintance of her commander, Captain Hansard.

A couple of hours after we had anchored, the "Mutlah" left for Mozambique.

Our arrival at Majunga was attended with the same formalities as at "Anorontsanga," the Hova Lieutenant-Governor and chief officers in garrison at the fort coming off to wait upon me, and visit Captain Garforth. This was, of course, followed by my official landing, and visit to the Hova Commandant and officers on shore, and by their return visit in due course on board the "Philomel," on each occasion with military honours.

"Majunga," on the west coast of Madagascar, lat. $15^{\circ} 43' S.$; long. $46^{\circ} 20' E.$, is a Hova military station of considerable importance, situate at the northern extremity of Bembetoka Bay. Its population is composed of the same elements as that of Anorontsanga, and the distribution and arrangement of the two places are almost identical. As at Anorontsanga, so at Majunga, the commercial town, built along the sea shore, is entirely distinct from the stockaded residence of the Hova Commandant and garrison officers, erected on rising ground, in a commanding position, about a third of a mile in shore; the platform surrounding this stockade being mounted by a few old rusty 8 and 12-pounders, the firing of which would probably prove more dangerous to the Hovas themselves than to an enemy.

Independently of the native population (mostly Sakalava) and of the Mozambique slave element, the lower or trading town is also inhabited by a number of wealthy Hindus from Bombay (some of them agents for Zanzibar firms), and by Arabs. The houses in which these merchants reside, and which they also use as warehouses, are roughly built structures of stone or brick, cemented with clay and lime, with flat roofs and terraces, forming a striking contrast to the light and elegant cottages, tastily panelled with palmetto leaves, in which the less favoured classes live.

In his description of Majunga, during his visit to that port, towards the close of 1874, Dr. Mullens, L.M.S., thus alludes to the Slave Trade carried on there and at other Hova garrison towns he passed through on his journey from Antananarivo to the west coast.

"That the import (slave) trade into Madagascar has been active to the present time we can ourselves testify. Not seldom were pure African slaves, knowing but little of the Malagasy tongue, met with in the capital and other parts of Imerina. The people in general know them as 'Mojambikas.' Still more numerous did we find them in the seven garrisons in the north-west. Several came round us in Mevatanana. 'Marouoay' was full of them. In Majunga they form a large portion of the population in the lower town. And they all have a great dislike to the Hovas, whom they regard as the authors of their exile and captivity."

This description, I opine, applies to the present condition of both "Marovoay" and "Majunga." The former, situate on the banks of a stream of the "Betsiboko" river, which enters Bembetoka Bay on its south side, and is only a day's sail from "Majunga," affords a safe retreat for newly introduced African slaves, who can easily be driven further inland on the first appearance of a British cruiser in "Bembetoka" Bay, before her steam launch can reach "Marovoay."

And, as regards "Majunga," I cannot adduce better evidence of the continuance of the "Slave Trade" at that port, than the fact of my seizure of two "Makua" slave boys there, in August last, who had only been landed a few months previously.

I may here mention that I have reason to believe that most of the Anglo-Indian subjects of Her Majesty, residing on the west coast of Madagascar, are engaged in the "Slave Trade" carried on there. But as all the slaves whom they openly employ are held in the names of their Malagasy wives, I have been unable, as yet, to obtain legal evidence to prove the offence committed by these Indians. I am, however, constantly pressing the subject on the consideration of the Hova Authorities with a view to the suppression of the abuse referred to.

After passing four days, the "Philomel" left Majunga on the morning of the 6th September (Wednesday) on her return passage to Tamatave, *via* Nossibé (Hell-ville), where we had to call for medical advice for our surgeon.

We anchored before Hell-ville during the forenoon of the 8th September (Friday); and on this occasion received pratique, when it was found necessary to land our surgeon, who was placed in comfortable quarters in Hell-ville Hospital.

On the evening of the 9th September (Saturday) we definitely left Nossibé for

Tamatave, which latter port we reached on the 17th September (Sunday) after a rough passage round Cape Amber, off which we had to anchor for a day and a-half, through stress of weather.

I desire here to accord my grateful sense of the unvarying kindness and attention I experienced at the hands of Captain Garforth and his officers during my stay on board the "Philomel," and, at the same time, to acknowledge the valuable assistance I received from Captain Garforth in the performance of the service on which I was engaged.

My visit to the west coast of Madagascar, has confirmed me in the belief that the "Slave Trade" is carried on there to an extent little suspected: that slaves are also landed on the east coast much more often than is generally supposed; and that part of the traffic passes through the Comoro Group.

From information which I have received, and from my own observation, I have myself not the smallest doubt that the whole population of "Anorontsanga" is more or less engaged in the "Slave Trade."

The bay in which this town is situated is admirably adapted for "Slave Trade" purposes. In many places the water in-shore is very shallow. The rivers are numerous, some of considerable volume, running through forest, and communicating with towns, the existence of which would not even be suspected by the passer by; there are, besides, islands in the bay capable of affording shelter and protection to the "slave dealer." In short, I do not think that a more eligible site could be selected for carrying on the "traffic" than the coast of Mozambique, from "Bembetoka" Bay to "Liverpool Sound."

In this view of the "Slave Trade," I may be met with the argument that the fact of no captures having been lately made by our cruisers proves that the "traffic" is extinct. To this plea I must demur. I can only recognize in the fact, that the activity of our cruisers may have called forth corresponding efforts on the part of "slave dealers" to evade their vigilance, or that the *modus operandi* of the traffic has been changed, and that we have not yet fully detected the new plan.

But so long as the number of slaves introduced into Madagascar suffers no perceptible diminution, so long the "Slave Trade" there must be admitted to exist.

Indeed, the fact that "slavery" has become nominally an illicit "traffic" has, in my opinion, had the effect, up to the present time, of stimulating the "Trade." The principle of kidnapping slaves for commercial purposes is deeply rooted in the Arabo-Malagasy mind. It has been handed down from father to son as the natural mode of amassing wealth, and will never, I apprehend, be abandoned until the purchase, sale, or possession of a Mozambique slave in Madagascar be rendered impossible.

To effect this important result it is only necessary to obtain the issue of the promised edict, emancipating all Mozambique slaves in Madagascar, and to demand and, if necessary, enforce its execution.

I beg to inclose herewith, for your Lordship's information, a copy of the representations I deemed it my duty to address to the Hova Prime Minister on the subject of the "Slave Trade," carried on on the west coast of Madagascar, after my return to Tamatave in September last.

I have, &c.

(Signed) T. C. PAKENHAM.

Inclosure in No. 91.

Consul Pakenham to the Hova Prime Minister.

My dear Sir,

Tamatave, October 19, 1876.

I HAD the honour, on the 19th ultimo, of forwarding to your Excellency Lord Derby's despatches conveying the acceptance by Her Britannic Majesty's Government of the proposal contained in your Excellency's letter to his Lordship, dated the 24th of May last, to emancipate all the Mozambique slaves in Madagascar, from the time of King Radama I.

As I have not yet received any answer from your Excellency on the subject under reference, I feel it my duty at once to bring under the notice of Her Majesty Queen Rana- valo, your Excellency, and the Hova Government, the result of my observations during my late visit, in Her Majesty's sloop "Philomel," to the west coast of Madagascar.

In the first place, I noticed with very great surprise and regret that the posts of

Civil Judge at all the Hova military stations on that side of the island were filled by Arabs or Antalots, all more or less interested in the introduction of slaves to Madagascar from the mainland of Africa, and that many of the appointments of these officials to their present functions were of a very recent date, and had been made by the present Hova Chief Secretary of State for Foreign Affairs at Antananarivo. Added to this must be mentioned the fact that I had ample proof of the late introduction to, and landing at Anorontsangana and Majunga of cargoes of slaves under the eyes of, and, I fear, with the connivance of the Hova Commandants at these ports. Indeed, at the former, large dhows employed in the Slave Trade are constantly built, several of them in course of construction being on the stocks at the time of my visit there.

In conversing with your Excellency's confidential Aide-de-Camp, Rainandrianalo, 14 Vtra, during a visit which he paid me at Tamatave a few days back, I mentioned to him my surprise at the state of things on the west coast above referred to, when he replied, in regard to my statement about the Arab and Antalot judges, that these officials had been named during the reign of the former Queen Ranavalo and continued in office until now. But this is not the case.

Now, your Excellency, allow me as a friend to invite the serious attention of Her Majesty the Queen of Madagascar and your Excellency to the aforementioned facts, and to solicit that immediate explanations may be furnished to Her Britannic Majesty's Government respecting a state of things so entirely at variance with the formal assurances contained in your Excellency's late communication to the Earl of Derby, Her Majesty's Principal Secretary of State for Foreign Affairs. And I particularly desire to ascertain the reasons assigned by the Hova Government for permitting the building of slave dhows at Anorontsangana, whilst on every part of the east coast of this island the Hova authorities prohibit and even prevent the construction of coasting craft to be employed by British subjects in legitimate trade.

I shall feel greatly obliged by your Excellency favouring me with an early reply to the present communication for the information of Her Britannic Majesty's Government.

I have, &c.

(Signed) T. C. PAKENHAM.

No. 92.

Consul Pakenham to the Earl of Derby.—(Received June 19.)

(Extract.)

Tamatave, February 1, 1877.

I HAVE the honour to submit herewith for your Lordship's information an extract from the narrative of the Rev. Mr. Houlder's journey over a large extent of territory on the east coast of Madagascar, north of Tamatave.

Inclosure in No. 92.

Extract from Narrative of a Missionary Tour, by the Rev. J. A. Houlder.

ON the first occasion we had reading and prayers by the bonfire's ruddy light. It was the Sabbath, and this was about all that could be done to make it any other than ordinary days. I was too tired to give an address, and the men were too much exhausted to listen, had such a thing been attempted. On the third night one of the two Mozambiques in our company (*we had seen many others during the course of our journey*) told the story of his being captured by the Arabs in Africa and sold into slavery at Mojanga. He grew quite eloquent as he proceeded with it, and much interested the little congregation sitting round the fire. It would have drawn tears to the eyes of a free-born English audience, who had never had their hearts closed and their feelings hardened by the kind of sufferings which must ever belong to a state of slavery; but no tear of sorrow fell from the eyes of the slaves who listened to their companion's tale of woe, and no kind word of sympathy was spoken by any one of them.

The substance of the narrative was this:—One day the speaker and his brother were sitting together in the family hut, when their father came in with the alarming intelligence that the enemy was at hand. Hearing this, they hastily seized some weapons, and prepared to assist their parent in defending themselves and what little property they possessed. But their brave resistance was vain. The poor old man was shot dead

in their presence, and they themselves were quickly disarmed, and marched off with a gang of others to the coast. Each one of these unfortunate wretches had a huge wooden prong firmly fixed to his neck to prevent any attempt at escape. On the way the eldest brother of our friend, who was absent from home at the time, tried to effect a rescue, but like his affectionate and devoted father, met his death at the hands of the ruffianly Arabs. Not long after, however, the youngest brother took advantage of a favourable opportunity, and, slipping off, saved himself from their clutches. The greater care was taken of the remaining brother. When the gang reached the coast, he and a number of others were put on board a dhow bound for Madagascar. Being a sharp lad he managed to persuade the sailors to allow him a top place in the slave-quarters in the hold, as he dreaded the filth and stench of the lower regions. What he said respecting these latter is too horrible for publication. Many of the poor wretches died, and as their deaths were discovered, which sometimes was not for hours afterwards, their emaciated bodies were thrown overboard into the sea. At last the dhow reached Mojanga. But a British man-of-war was in the bay! The surviving slaves were now delighted to see the terror of their persecutors. All was consternation on board the dhow. She was hurriedly put back, and was soon far out at sea again. She beat about in the ocean for a few days, and after a while ventured to draw near to Moratsángana, another port on the west coast of Madagascar. Lo! the British friend of the slave was there before her. Then there was more fear; more excitement, more hard work at the sails, and away they went again before the wind. At last the bay of Mojanga was found to be free of cruisers, and the wicked owners of the craft landed the remnant of her suffering cargo and sold them to the inhabitants. Amongst others the unlucky reciter of the tale was sold to one of the Hovas in the town, and ere long found his way up into the interior.

No. 93.

Sir J. Pauncefote to Consul Pakenham.

Sir,

Foreign Office, June 27, 1877.

I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 30th of January, reporting your recent visit to the west coast of Madagascar, and I am to convey to you his Lordship's approval of your proceedings on that occasion.

I am at the same time to express to you his Lordship's regret that you were suffering from ill health at the time when, in obedience to his instructions, you started on this expedition.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 94.

Consul Pakenham to the Earl of Derby.—(Received August 8.)

My Lord,

Tamatave, June 28, 1877.

I HAVE the honour to report, for your Lordship's information, that Her Majesty Queen Ranavalô's edict, emancipating all Mozambique slaves within her dominions, was proclaimed at Antananarivo and all other Hova Stations throughout Madagascar, on the afternoon of Wednesday, the 20th instant.

The number of Mozambique slaves in Madagascar, who will receive their freedom under this proclamation, may be estimated at about 300,000.

As a political measure involving grandeur of conception and importance in result, the Queen of Madagascar's edict must be viewed as one of surpassing greatness, unequalled in magnitude in the history of nations since the emancipation of our West India Settlements. And it appears fitting that the date of this grand social revolution, whereby three hundred thousand slaves become free, should coincide with that of the anniversary of Her Majesty Queen Victoria's accession to the throne.

The proclamation at Tamatave was read by envoys, 14th Honors, from Antananarivo, on the open space between the Hova fort and barracks, in presence of the assembled native population, the leading members of the foreign community, the Hova Governor and his staff, the foreign representatives, except the French Consul, and the commander and officers of Her Majesty's sloop of war "Flying Fish."

During the reading the Hova battery fired a salute of twenty-one guns, which was returned by the "Flying Fish."

I have the honour to inclose herewith, for your Lordship's information, a printed copy of the edict referred to, accompanied by a literal translation; also the translation of a very humane and considerate decree, issued by the Queen of Madagascar the day following the proclamation, which provides for the maintenance of all freed Mozambique slaves, pending their settlement in villages, or employment.

I now feel, my Lord, in presence of so successful an issue, that fifteen of the best years of my life devoted to so grand an undertaking have not been passed in vain.

I have, &c.

(Signed) T. C. PAKENHAM.

Inclosure 1 in No. 94.

(Translation.)

Edict proclaiming the Emancipation of all Mozambique Slaves in Madagascar.

Antanamarivo, June 20, 1877.

RANAVALOMANJAKA,

By the Grace of God, and the Will of the People, Queen of Madagascar, and Defender of the Country's Laws, &c.

I. This is what I say to you O ye Ambanilanitra (lit., under the heavens, a term designating all free subjects). This country and this kingdom, God saved to Andrianampoinimerina to be their Lord. And I tell you also, that while Andrianampoinimerina reigned over this country he laid the foundation of the union of Imerina, for he ruled it with equity and rectitude, and therefore Imerina was united by him: the country enjoyed peace, the kingdom enjoyed peace, for he was a Sovereign who did not break his word with any one; and I tell you this, O ye Ambanilanitra, that it may be known by you all: for the rich possessed their own, and the poor possessed their own.

Nevertheless, O ye Ambanilanitra, those laws of the kingdom which were made by him at that time, were made by him in order that the country as well as the kingdom might enjoy peace—and so they were obeyed by your grandfathers, and by your fathers, for none of your grandfathers and none of your fathers dared disregard those laws, or treat them as trifles, for whatever Andrianampoinimerina commanded to be done or left undone, was fulfilled and obeyed by your grandfathers, your fathers and the Ambanilanitra.

Again, what was regarded by your grandfathers and your fathers as calculated to benefit the country and the kingdom, was not in those days rejected by Andrianampoinimerina, but was agreed to and followed by him, because he did not break his word in matters habitually searched out by him, as means to improve the country and kingdom; for he as sovereign pointed out and revealed the principles of equity which were to be followed; and those who owned him as lord on the other hand did not hold the Sovereign back from those measures which should be adopted in order to benefit the country and kingdom. In consequence of this Imerina enjoyed peace, and I tell you this, O Ambanilanitra, that you may hear it, for children only are left as successors to their fathers, the Bekotromaroholatra (lit., soldiers who from long service and their many wounds have been discharged, i.e., the trusted soldiers of Andrianampoinimerina and Radama I) having passed away.

II. And again, in the time of Lehidama (Radama I), when these very Bekotromaroholatra were those who continued to guard and surround Lehidama, this was what Andrianampoinimerina said to these Bekotromaroholatra: I intend to appoint Damalahy over you, and you must watch over him in order that he may have no occasion of feeling shame, and do not desert him, for you who joined me in the work of union are all still alive, and for this kingdom's sake I made my life as nothing, and endured self-denial.

But let Lehidama be as the young of birds to whom you will present your work when finished, for many will be the things required by him, and it will be you who will do them, wherefore do not treat him falsely or anger him, because he sees not; but take care of those things which will be for Lehidama's and the kingdom's good, and when you remember me, then go to him, and behave towards him as you have done towards myself; and do not be spoken off behind his back, and do not be deceived, for the Sovereign has no relations, for they only who obey his words, and believe the laws are his relations.

"But still, I tell you, O Lehidama, that if these same people do what is not right

by the kingdom, cut them down and cast them away, for I have no obligation to return to them, or favour to ask of them. So, I tell you, O Lehidama, search only for that which will benefit and strengthen this kingdom, for it is you only who are the chief person of the kingdom, and behold these men! they will work together with you."

And when Lehidama reigned, O ye Ambanilantra Lehidama, and those Bekonomaroholatra did what might benefit this country and kingdom, as the means of keeping the good advice of Andrianampoinimerina, and many were the things which Ledihamama did to improve this country and kingdom, for his rank was not made by Lehidama an excuse for idleness, but to the utmost of his power he obeyed his father's commands, and did what he could to increase the material welfare of his kingdom, and to make this island a single monarchy in order that the Ambanilanitra might live in ease and comfort.

Again, Lehidama being no idle monarch, nor vainly jealous of his prerogatives, what he did for the good of the country and the kingdom, he did it not simply as the Sovereign, and whatever laws and treaties were made by him, these were not broken by your grandfathers or fathers, O ye Ambanilanitra, for they followed and obeyed them in order that the kingdom might be in peace. And whoever transgressed the laws and treaties made by him, no matter how high in rank that person may have been, your grandfathers did not make Lehidama responsible for that transgression, but the guilty one was condemned by them according to the laws and treaties; and Lehidama, on the other hand, did not say of anyone, whether high or low in rank: "This man is my near relation," but whoever transgressed in those days was punished by him according to the laws and treaties, that the words of Andrianampoinimerina and his own words might be fulfilled, for God had given him the country and the kingdom. Moreover, there are they who still live who worked together with him, and I also tell you, O ye Ambanilantra, that you may hear.

III. Again, when Rabodonandrianampoinimerina (Ranavalona I) was on the throne, she also stood by the commands of Andrianampoinimerina and Lehidama, that she might hold the country and the kingdom, and she also did what might benefit them that the good advice of Andrianampoinimerina might not be changed, and I will not mention that I too, together with you, saw this, O ye Ambanilanitra, for you have seen and heard all that passed in the presence of Rabodonandrianampoinimerina; and who of you, O ye Ambanilanitra, dared transgress the laws of the kingdom, and the measures to which you had given your consent in the presence of Rabodonandrianampoinimerina? And who of you that transgressed the laws and lost not all you had, and was not punished by Rabodonandrianampoinimerina according to the laws? And that was done by you, O ye Ambanilanitra, that you might not be vanity proud of having Andrianampoinimerina and Lehidama and Rabodonandrianampoinimerina, and the commands and laws were obeyed by you, that the country and the kingdom might be in peace; for it was no ordinary mortal who was loved by you and was dear to you, but Rabodonandrianampoinimerina, that the words of Andrianampoinimerina and Lehidama might not be changed, and I tell you this for a thing to be known by you, O ye Ambanilanitra.

IV. And when we come to the time of Rasohermanjaka, O ye Ambanilanitra, the commands of Andrianampoinimerina, of Ledihamama, and of Rabodonandrianampoinimerina were unchanged by Rasohermanjaka, and she did what might improve them, and they were held tight by you Ambanilanitra, that you might by means of them keep possession of the country and kingdom, but Rasohermanjaka and you, O ye Ambanilanitra, did not suffer from battle but by your friendships.

And in consequence of that, she made a treaty with her relations across the seas in 1865 (twelve years since). And amongst the words of that treaty, O ye Ambanilanitra, are words which say: "People stolen from across the seas are not to be introduced either to be sold or bought as slaves in Madagascar." And these said words, O ye Ambanilanitra, you both know and have seen to be my very words of the treaty. Again, O ye Ambanilanitra, when the time and the necessity came of making that treaty with her relations across the seas, Rasohermanjaka did not do so by herself as sovereign, but she asked leave of her father and mother, for the Ambanilanitra were her father and mother. Wherefore, the words of that treaty which she made with her relations across the seas were agreed to by you; for you, O ye Ambanilanitra, were made by her to take the place of Andrianampoinimerina and Ledihamama and Rabodonandrianampoinimerina, for she was appointed by them over you, and you were left by them to her.

So in the time of Rasohermanjaka, O ye Ambanilanitra, each one of you was told, both those in the central provinces, as well as those on the sea-coast, strictly to observe that people stolen from across the seas cannot be enslaved or sold as slaves, on account of the words agreed to by her with her relations across the seas, and I tell you that you may know well, O ye Ambanilanitra.

V. And now we come to my own time, the time of me, Ranavalomanjaka, O ye Ambanilanitra, for God gave me the country and the kingdom, for it was I who succeeded to the twelve kings, and am the lawful successor of the last four sovereigns, and I remind you, O ye Ambanilanitra, that I have been appointed by them over you, and you were left by them to me.

Wherefore, O ye Ambanilanitra, I reposed my kingdom upon God, that I might conduct you in the ways of equity and uprightness. Therefore, whatever commands have been left by Andrianampoinimerina, and by Lehidama, and by Rabodonandrianampoinimerina, and by Rasoherimanjaka, both you, O ye Ambanilanitra, and I refuse to allow to be changed by anyone, or to be set aside as forgotten or unknown; and especially if anyone, be he of what rank he may, by fancying that he has a sovereign partial to him, shall change my commands, and shall say, "It does not matter." Is it not so, O ye Ambanilanitra?

Therefore, this is what I say to you, Ambanilanitra, both you, O ye Ambanilanitra, and I refuse to disregard the treaty made by Rasoherimanjaka with her relations across the seas, and to which you agreed. O ye Ambanilanitra, for she did not do it on her own authority as sovereign, but asked leave of her father and of her mother, for she put you in the place of the family of four (*i.e.* the last four sovereigns), and especially that part of the treaty which says, that people stolen from across the seas must not be introduced into the kingdom of Madagascar, either to be sold or bought. Is it not so, O ye Ambanilanitra?

Wherefore, concerning this matter, I have heard, for all about me are as my eyes and my ears, that Mozambiques coming from across the seas are taken into the unknown parts of the country, and are there taught to speak Malagasy; and then after they are acquainted with the Malagasy language, are dispersed over the land in order to be sold, and because the buyers wish to have a profit, and the sellers wish to realize; they are even brought into the centre of the country by ways which are thought cannot be discovered. And when I heard this, O ye Ambanilanitra, I made a proclamation in 1874, lest the words agreed to between Rasoherimanjaka and her relations across the seas should be broken, which words you too have agreed to, and because I am the successor of Rasoherimanjaka, I made an order saying, I have placed amongst my subjects the Mozambiques who have come into Madagascar during the nine years since the treaty was made, for they cannot be enslaved; and I acted like that with you, Ambanilanitra, for it is difficult the breaking of treaties. And after that, O ye Ambanilanitra, I waited for those who ought to have delivered the new Mozambiques, saying, "These are our new ones during the nine years, and we bring them here to you, their master;" however, there was none amongst you who delivered any up to me, and I was astonished, O ye Ambanilanitra; for at some of the ports only were some that were delivered up, and these I have released to be free subjects.

Nevertheless, O ye Ambanilanitra, you know well enough that some have new Mozambiques, but you did not tell me, and appeared as though you did not see, while those who had them were your own neighbours, even those who were to the east and west, and north and south of you, and how could you not have known who have any of them, whether old ones from the time of Ledihama, or from the time of Rabodonandrianampoinimerina, or ones from the time of Radama II, or whether they were new ones from the time of Rasoherimanjaka's making the treaty with her relations across the seas?

And have I not distinctly told you, saying, "The Mozambiques since the nine years the treaty's being in operation I have liberated to be free subjects?" Nevertheless up to the present time none of you have delivered any up.

And at this very present time, O ye Ambanilanitra, I have truly heard that some continue to devise wicked plans and are introducing Mozambiques into the borders of the land in ways not to be discovered, and are regarded as old slaves, and others continue to buy them. Wherefore, if this is being done in my country and in my kingdom, to overthrow the treaty agreed to between Rasoherimanjaka and her relations across the seas, you, O ye Ambanilanitra, and I, have nothing to do with these, for who is her successor but I, Ranavalomanjaka, for God has given to me the country and the kingdom.

And I remind you, O ye Ambanilanitra, that here in our native land, according to the laws of the kingdom, any one who buys stolen property is punishable, and especially is this the case with the Mozambiques coming from across the seas, whom you know to be stolen property, and still they are bought by you, and there are some who make believe that it cannot be discovered who are the purchasers, and who are the sellers, and who wish to possess.

So I tell you, O ye Ambanilanitra, for it was I whom God appointed to be the lord

of the country and the kingdom, that I make an end of this business now, O ye Ambanilanitra, for I am a sovereign who loves not idle prattle, and do liberate *every* Mozambique that is in my kingdom to be a *free* subject of mine, whether he be an old or a new slave. Is it not so, O ye Ambanilanitra?

And if anyone does not obey this word of mine, and still continues to enslave Mozambiques, I condemn that person, O ye Ambanilanitra, and I shall punish him according to the laws of the kingdom. Is it not so, O ye Ambanilanitra?

And I tell you also, O ye Ambanilanitra, that whoever buys or whoever sells, such buying and such selling is no longer legal, for the matter is finished. And if anyone acts as though such bartering were legal, I shall consider him guilty. For is it not so, O ye Ambanilanitra?

And if these words of mine which I have commanded respecting them, be used by you to befool the wise, or encourage the foolish, or cause terror in my country and in my kingdom; if anyone does this, O ye Ambanilanitra, no matter who he is, I shall consider him worthy of death, for I am a sovereign who deceives not. For is it not so, O ye Ambanilanitra?

And I say to you further, O ye Ambanilanitra: Let those be confident who observe the words of Andrianampoinimerina, and I do not change the words of Lehidama, and Rabodonandrianampoinimerina, and Rasoherimanjaka, and especially those who keep the words of me, Ranavalomanjaka, for I am the successor of the family of four (*i.e.*, the last four sovereigns), and I am she who is the defender of the husband or wife, I am she who is the defender of the child, I am she who is the defender of property, and when I say, be confident, be confident in truth. For is it not so, O ye Ambanilanitra?

(Says) RANAVALOMANJAKA,
Queen of Madagascar,
&c., &c., &c.

Inclosure 2 in No. 94.

To the Governors, the Officers, the Judges, the Flag Officers, and the Princes.

(Translation.)

Thus says,

Antananarivo, 12 Alakaosy (21 June), 1877.

RANAVALOMANJAKA, Queen of Madagascar, &c., &c., &c.

I have to inform you that according to the Proclamation given by me to you, on the 11th of Alakaosy (20th June), 1877:

All the Mozambiques in my kingdom are free subjects, for they are no longer people's slaves, not even one. Therefore write down the names of all the Mozambiques with you, and inform me here (thereof).

Also give them what land would be necessary for them to plant for their sustenance; however, tell them plainly that they cannot sell that land, for the land belongs to me: you know that the Mozambiques are simple, and might be imposed upon by persons who would buy the land given to them, and so they would have nothing to live upon. That is why I would not allow the Mozambiques to sell the land; and should any persons buy land of them, their money will be lost to them. Also counsel the Mozambiques that they work well in order to have enough to live upon.

And also allow them to do whatever they like to obtain their livelihood in this my kingdom.

And should any Mozambiques not have enough to live upon, give them food and counsel them to work hard; for if I should hear that any die either from want of food and other distresses, or that any persons needlessly distress them; whoever such persons may be, it shall be on them and they shall be accountable, and considered culpable. Says,

(Signed) RANAVALOMANJAKA,
Queen of Madagascar, &c., &c., &c.

This is an Edict of Her Majesty Ranavalomanjaka, Queen of Madagascar, says,

(Signed) RAINILAIARIVONY,
Prime Minister and Commander-in-Chief.

May the Grace of God be upon the Sovereign.

No. 95.

Consul Pakenham to the Earl of Derby.—(Received August 18.)

My Lord,

Tamatave, June 30, 1877.

I HAVE the honour to inclose, for your Lordship's information, a copy of the Hova Prime Minister's reply to my communication, forwarding your Lordship's letter to his Excellency, dated the 19th February last.

I beg further to inclose a letter from the Queen of Madagascar to Her Majesty (with a copy for your Lordship's reference), and also one from the Hova Prime Minister to your Lordship.

I have, &c.

(Signed) T. C. PAKENHAM.

Inclosure 1 in No. 95.

The Hova Prime Minister to Consul Pakenham.

(Translation.)

My dear Sir,

Antananairvo, June 21, 1877.

I BEG to acknowledge the receipt of your letter of the 7th ultimo. Herewith I inclose a copy, with a translation, of the Edict of Her Majesty the Queen of Madagascar emancipating the Mozambique slaves to become her subjects.

The accompanying is a letter addressed by Her Majesty the Queen of Madagascar to Her Majesty Queen Victoria, and a letter I addressed to the Earl of Derby, for which I shall be obliged if you will kindly forward them. Also I enclose the copies of the above for your perusal, for the sake of our good friendship.

I have, &c.

(Signed) RAINILAIARIVONY.

Inclosure 2 in No. 95.

The Hova Prime Minister to the Earl of Derby.

(Translation.)

My Lord,

Antananarivo, June 21, 1877.

I BEG to acknowledge the receipt of your Lordship's letter of the 19th of February last. And I have much pleasure in informing you that this great and difficult task of the emancipating all the Mozambique slaves in Madagascar to become the subjects of my Sovereign, was carried out on the 20th instant. Herewith I inclose for your Lordship's perusal a copy and a translation of the edict of Her Majesty the Queen for the said emancipation, which was proclaimed throughout the kingdom of Madagascar on the said date. The replies made by the people to the said edict were thoroughly satisfactory.

Also I inclose a letter written by my Sovereign to Her Majesty Queen Victoria.

I have, &c.

(Signed) RAINILAIARIVONY.

Inclosure 3 in No. 95.

Her Majesty the Queen of Madagascar to Queen Victoria.

RANAVALOMANJAKA, by the grace of God and the pleasure of the people, Queen of Madagascar and Defender of the Laws of her Country, &c., &c., &c., to Her Most Gracious Majesty Victoria, Queen of the United Kingdom of Great Britain and Ireland and Empress of India, &c., &c., &c. Our Most Distinguished Friend sendeth greeting.

In virtue of the good friendship between us, I have much pleasure in informing Your Majesty, that according to my edict which was proclaimed throughout my kingdom on the 20th day of this month, June, all the Mozambique slaves that are in my kingdom were set free to become my subjects. Thanks to the Almighty God, who enabled me to carry out this great undertaking, for without His mighty help and blessing, we should not have been able to complete the said emancipation.

Given at my court Tsarahafatra, the twenty-first day of June, in the year of our Lord 1877.

Your good friend,

(Signed) RANAVALOMANJAKA,
Queen of Madagascar.

(Counter-signed)

RAINILAIARIVONY,
Prime Minister.

No. 96.

The Earl of Derby to Consul Pakenham.

Sir,

Foreign Office, September 5, 1877.

I HAVE received your despatch of the 28th of June, inclosing a copy and translation of the edict of the Queen of Madagascar, freeing all Mozambique slaves within Her Majesty's dominions, and which was proclaimed throughout Her Majesty's dominions on the 28th of that month, together with a translation of a decree issued by Her Majesty, providing for the support of all the freed slaves pending their settlement in villages or their obtaining employment.

I have to express to you the great satisfaction with which Her Majesty's Government have received the news of the passing of this humane and liberal measure, and their appreciation of your unceasing efforts to bring about this result.

I have also to acknowledge the receipt of your further despatch of the 30th June, forwarding a letter addressed to me by the Prime Minister of Madagascar, announcing the passing of this measure, and inclosing a letter from the Queen of Madagascar to Her Britannic Majesty.

I am, &c.

(Signed)

DERBY.

No. 97.

Sir J. Pauncefote to Consul Pakenham.

Sir,

Foreign Office, October 18, 1877.

WITH reference to my despatch of the 7th ultimo, on the subject of the emancipation of Mozambique slaves in the dominions of the Queen of Madagascar, I am directed by the Earl of Derby to state to you that the Lords of the Admiralty have been informed by Rear-Admiral Corbett that since the proclamation of the Emancipation Edict, another edict has been published, ordering that the recently freed negroes are not to leave the neighbourhood in which they live.

This further edict may, in Lord Derby's opinion, prove beneficial if honestly and judiciously carried into effect for a limited time, inasmuch as the authorities will have better opportunities of seeing that the liberated Africans maintain their freedom if they remain in the districts where they are known, than if they remove to other parts of the country.

Care will, however, have to be taken that in compelling these Africans to remain in their present localities, they are not also compelled to remain in the service of their masters, nominally free, but practically slaves. Some latitude also should apparently be allowed to the authorities in the execution of this edict, in order that freed men should not be vexatiously prevented from migrating from districts in which they could not earn a living to others where their labour may be wanted.

You will avail yourself of every opportunity that may offer for ascertaining whether the Emancipation Edict is honestly carried out, and you will report from time to time on the subject.

I am, &c.

(Signed)

JULIAN PAUNCEFOTE.

MUSCAT.

No. 98.

Lieutenant-Colonel Miles to the Earl of Derby.

My Lord,

Muscat, November 24, 1876.

I HAVE the honour to report that a slave imported into this place by a French vessel has been released, by me under the following circumstances :—

2. The slave took refuge at this Consulate on the 12th instant, and made a statement to the effect that he had been taken before the Consul at Zanzibar and shipped on board an Arab bughla as a seaman, but had been sold by his master here the day before for 50 dollars.

3. Very shortly after the man's appearance his new owner arrived in pursuit of him, and on seeing him requested he might be given up, but this was of course refused.

4. Being led to understand that the Consul referred to by the slave was the English Consul-General, I communicated with Captain Clayton, Her Majesty's ship "Rifleman," on the subject, with a view to his ascertaining the character of the bughla, and to his taking such steps as he might deem fit with regard to her.

5. On examination, the vessel was found to be under French colours, and possessed of French papers, though of Arab ownership, and Captain Clayton, as appears from his letter, copy of which is attached, was consequently unable to do anything in the matter.

6. The fact, however, having been established that the slave had been imported and sold in violation of treaties and of the Sultan's proclamation, I considered that he was, under the provision of Article I of the Treaty of 1873, entitled to his freedom, and his Highness Seyyid Toorkee has concurred in this view.

His Highness has also at my request punished both the seller and purchaser of the slave, and they are now imprisoned in one of the forts at Muscat. The slave will be sent to Zanzibar by the first opportunity, at his own request.

I have, &c.
(Signed) S. B. MILES.

Inclosure in No. 98.

Commander Clayton to Lieutenant-Colonel Miles.

Sir,

"Rifleman," Muscat, November 13, 1876.

I BEG to inform you that I have questioned the slave who I received from you yesterday, and he states that he was captured and sold at Dar-es Salam, from thence he was conveyed to Zanzibar, and was made to state before the French Consul that he was one of the crew of the dhow.

I sent this morning to examine the dhow at Muttrah, and found she was under French colours and had French papers; therefore, nothing further could be done in the matter.

From the papers I ascertained the following :—

Name of dhow	"Sahala."
Belonging to	Pemba.
Owner	Salim bin Ali.

The slave (whose name is Orady) states that the man who sold him was the supercargo Mohammed.

The dhow arrived about three weeks ago, and the man was sold from her on Saturday last, November 11th.

I have, &c.
(Signed) FRANCIS S. CLAYTON.

No. 99.

Lieutenant-Colonel Miles to the Earl of Derby.

My Lord,

Muscat, March 30, 1877.

WITH reference to my letter, dated 2nd September, 1876, I do myself the honour to acquaint you that, as I have since learned, the slave dhow therein alluded to reached the Island of Masura, and there landed her cargo in safety, Her Majesty's ship "Arab," which had cruised in search of her for a short time unsuccessfully, having left the coast some days previously.

2. A small portion of the cargo belonged to a Persian who had taken passage in the dhow, and was taken subsequently to the Persian coast for disposal.

3. His Highness Seyyid Toorkee, at my request, sent immediate orders to seize the vessel, captain and slaves; but these orders were only partially obeyed; the dhow was captured and brought to Soor, where it has since gone to pieces, but the captain was allowed to escape, and not a single slave has been taken possession of.

4. This slaver was, however, I believe, the only one that reached Oman from the Red Sea during the past year, and I am not aware of the importation of any negro slaves having taken place during 1876.

I have, &c.
(Signed) S. B. MILES.

PERSIA.

No. 100.

Mr. Thomson to the Earl of Derby.—(Received April 25.)

My Lord,

Teheran, March 20, 1877.

COLONEL PRIDEAUX has recently reported to me a case of slave importation which has occurred at Bunder Abbass. It appears that six slaves had been brought from Hodeidah to Kishnu, where two of the number were sold. The remaining four were then conveyed to Bunder Abbass, and the Deputy-Governor of that place was accused of having purchased two for himself, allowing the other two to be carried into the interior by the Persian subject by whom they had been imported.

I communicated with the Persian Minister on the subject, and requested that a special agent should be sent to Bunder Abbass to investigate the circumstances in concert with one of the Resident's assistants.

The Minister proposed that a certain Abdullah Khan, Resident at Bunder Abbass, should be named for that purpose, but having ascertained, by telegraph, from the Resident that, on account of local bias and prejudice, he was not considered to be a suitable person, and that the appointment of the ex-Slave Trade Commissioner in the Persian Gulf was deemed to be preferable, I asked that that person should be named, and the Persian Minister has agreed to the suggestion. His departure on this duty will, however, not take place for some days, in consequence of the Persian New Year's festivities, which are now being held.

Two later telegrams enclosed in copy from Colonel Prideaux inform me that another case of slave importation has taken place at Bushire, seven slaves having been landed by Persian subjects from the British steamer "Rokeby." The Persian Foreign Office Agent had, at the instance of the Resident, taken some steps in the matter, but as it was not considered that they would prove efficient, I procured a telegraphic order from the Minister for Foreign Affairs to him, of which translation is enclosed, calling upon him to secure the slaves and report who the persons were implicated in the transaction, with a view to further measures being adopted.

I have, &c.

(Signed) WM. TAYLOUR THOMSON.

 Inclosure 1 in No. 100.
*Colonel Prideaux to Mr. Tylour Thompson.**March 15, 1877.*

ON information received, I caused the British steamer "Rokeby" to be boarded and searched in concert with the Senior Naval Officer. Two male and five female newly-imported slaves were discovered; all of them belonged to Turkish subjects, except one, who was imported by a Persian subject named Kanooshad, residing near Bushire. It would, I think, have a good effect if this man were punished for importing a slave into Persia, on board a British ship, but I doubt if it would be done except under orders from Teheran. Recent cases, as your Excellency is aware, have shown some laxity on the part of the local officials in the Gulf.

(Signed)

OFFICIATING RESIDENT.

Inclosure 2 in No. 100.

Colonel Prideaux to Mr. Taylour Thomson.

March 16, 1877.

I HAVE ascertained that six more slaves were landed from "Rokeby," but although Foreign Agent sent his assistant to the house in which they were concealed, he was put off by an evasive answer, and unless immediate orders are sent from Teheran in respect to them, there is no doubt they will be removed, and it will become impossible to trace them.

(Signed) OFFICIATING RESIDENT.

Inclosure 3 in No. 100.

The Persian Minister for Foreign Affairs to the Foreign Office Agent at Bushire.

(Translation.)

March 16, 1877.

FROM what has been stated by the British Legation, an English steamer named "Rokeby" has arrived at Bushire, bringing seven slaves belonging to Persian subjects. One was first landed and then the other six. For the present you will seize these seven slaves, with the knowledge of the British Resident, and take charge of them. You will also lose no time in reporting to me who these slaves are, and from which port they were embarked—also the state of the case. I will then send you fresh orders and instructions.

Translated by,
(Signed) J. IBRAHEEM.

No. 101.

The Earl of Derby to Mr. Thomson.

Sir,

Foreign Office, May 2, 1877.

I HAVE received your despatch of the 20th of March, reporting the fresh cases of slave trading which have occurred in the Persian Gulf, and I have to acquaint you that I approve the steps you have taken for their investigation.

I am, &c.
(Signed) DERBY

No. 102.

Mr. Thomson to the Earl of Derby.—(Received May 25.)

My Lord,

Teheran, April 17, 1877.

IN my despatch of the 21st March, I stated, in conformity with the wish expressed by Captain Prideaux, the ex-Slave Trade Commissioner in the Persian Gulf had been appointed to investigate the recent charges of slave importation at Bunder Abbass and Bushire, but owing to the state of that gentleman's health, it was found impossible to send him on that duty, and Mirza Zegu el Abedeen, a person selected by the Prince-Governor of Fars, has been named in his stead, and is now on his way to Bushire from Shiraz.

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

PORTUGAL.

No 103.

Mr. Morier to the Earl of Derby.—(Received January 10, 1877.)

My Lord,

Lisbon, December 28, 1876.

I HAVE received from Senhor Corvo the note, dated the 22nd instant, of which a copy and translation are herewith inclosed, transmitting the *note verbale* of the same date, of which copy and translation are likewise inclosed.

In the *note verbale* his Excellency informs me that owing to a scarcity of Portuguese ships, the rule laying down that "servants and colonists" should only be conveyed by national ships, had been relaxed, and a special permission granted to British ships to carry "servants and colonists" to the Island of San Thomé, subject to the regulations in force for the employment of negro labour, regulations which his Excellency observes "are based upon identical principles with those which have been adopted in the English African Colonies, and are strictly enforced therein."

It appears that the last vessel engaged in the conveyance of "servants and colonists" to the Island of San Thomé, was the English packet "Roquille," of the African Line, and that the Curator-General of persons placed under tutelage in the "province of San Thomé and Principe reports that she conveyed two hundred and sixty negroes, all of them entirely naked, on deck, squatting, and as close to each other as possible, and only covered by a sail and an awning which was spread over their heads, without being allowed sufficient space to lie down; all these things being contrary to the regulations enforced by the Portuguese law."

His Excellency, convinced that these abuses have taken place without the knowledge of the British authorities, expresses the hope that the regulations will in future be complied with.

I should add that Senhor Corvo has also spoken to me on the subject, and told me that the Curator General of persons placed under tutelage at the Island of San Thomé, was a most conscientious man, who had the cause of the coloured population thoroughly at heart, and that he could perfectly depend on the correctness of his reports. I told His Excellency that Her Majesty's Government would be only too glad to co-operate with that of His Most Faithful Majesty in putting down abuses of this nature, in respect to a cause which, his Excellency well knew, was one in which all Englishmen took the liveliest interest.

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

Inclosure 1 in No. 103.

Senhor Corvo to Mr. Morier.

(Translation.)

Most Illustrious and Excellent Sir,

Lisbon, December 22, 1876.

I HAVE the honour to transmit herewith to your Excellency the *note verbale* which under this date I have thought proper to address to your Excellency, with respect to the conveyance of colonists or servants from the coast of Africa to the Islands of San Thomé and Principe, and to the wish entertained by His Majesty's Government that the regulations concerning the law of the 29th of April, of the year 1875, which abolished the servile status in the Portuguese African colonies, should be fully carried into effect.

I am, &c.
(Signed) JOAO DE ANDRADE CORVO,

Inclosure 2 in No. 103.

Note Verbale.

(Translation.)

Lisbon, December 22, 1876.

THE Councillor João de Andrade Corvo presents his best compliments to Mr. R. B. D. Morier, and has the honour to state to his Excellency that the last vestiges of forced labour have disappeared from all the Portuguese colonies, and especially from the islands of San Thomé and Principe; and the regulations respecting labour based upon the identical principles which have been adopted in the English African colonies, are strictly enforced therein.

Among the rules laid down in the regulations, there is a clause with reference to the mode of conveying colonists or servants from the coast to the said islands.

These regulations require that they should be conveyed in Portuguese vessels; for a time, however, permission has been granted for them to be conveyed on board English vessels; under the full belief, when the permission was granted, that the rules laid down in the regulations would be complied with on board those vessels.

It appears from the reports, dated the 5th of August last, from the Curator-General of persons placed under public tutelage in the province of San Thomé and Principe, that no Portuguese vessels had been engaged in the conveyance of servants and colonists; and that, for this reason, the rules contained in the regulations with reference to the conveyance of servants and colonists had not been carried out, they have been conveyed on board English vessels; the last vessel engaged in the conveyance of servants and colonists to the island of San Thomé, was the English packet "Roquille," of the African Line. This vessel conveyed 260 blacks, all of them entirely naked, on deck, squatting, and as close to each other as possible, and only covered by a sail or an awning which was spread over their heads, without being, at least, allowed sufficient space to lie down.

As it is well, therefore, that a stop should be put to the abuse above-mentioned, and, no doubt committed without the knowledge of the British Government, the Councillor João de Andrade Corvo has the honour to inform his Excellency Mr. R. B. D. Morier, of the facts above-mentioned, in order that his Excellency may be so good as to acquaint Her Britannic Majesty's Government with the wish entertained by the Government of His Most Faithful Majesty that the regulations in force should be complied with without prejudice to the regular and advantageous conveyance of colonists contracted for the islands of San Thomé and Principe, where both the Governor and the Curator-General rigorously enforce the contracts in question.

No. 104.

The Earl of Derby to Mr. Morier.

Sir,

Foreign Office, January 16, 1877.

I TRANSMIT herewith, for your information, a copy of a despatch from Mr. Manning, the Acting British Consul at Mozambique, reporting on the events which have recently taken place there, and on the movements of Mr. Consul Elton, who is engaged on a tour of inspection within his Consular district.*

I have, &c.

(Signed) DERBY.

No. 105.

The Earl of Derby to Mr. Morier.

Sir,

Foreign Office, January 19, 1877.

I HAVE received your despatch of the 28th ultimo, stating that the Portuguese Minister had represented to you that abuses were taking place in conveying labourers from the mainland of Africa to the Portuguese island of San Thomé, the African mail packet "Roquille" having, on a recent occasion, transferred 260 negroes to that island, under circumstances in direct contravention of the regulations laid down by the Portuguese law.

* No. 144.

You will inform the Portuguese Government that Her Majesty's Government will take all the steps in their power to inquire into these complaints, and to prevent abuses on the part of the masters of British vessels, who may be engaged in conveying labourers to the Portuguese colonies.

I am, &c.
(Signed) DERBY.

No. 106.

The Earl of Derby to Mr. Morier.

Sir, *Foreign Office, February 5, 1877.*

WITH reference to your despatch of the 28th of December last, on the subject of certain irregularities and contraventions of Portuguese laws which the Portuguese Minister has represented to you as having been committed by British vessels engaged in the conveyance of labourers from the mainland of Africa to the Portuguese island of San Thomé, I now inclose for your information a copy of a letter from the Board of Trade, containing the reply to a letter which by my direction was addressed to that department, bringing to their notice the irregularities complained of by the Portuguese Government.

I have further to acquaint you that the attention of the commanders of British cruisers on the West Coast of Africa has been called to the irregularities in question.

I am, &c.
(Signed) DERBY.

Inclosure in No. 106.

Mr. Gray to Sir Julian Pauncefote.

Sir, *Board of Trade, Whitehall Gardens, January 26, 1877.*

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 19th instant, transmitting, by direction of the Earl of Derby, copies of a despatch and its enclosures from Her Majesty's Minister at Lisbon, relative to the manner of conveyance by the African mail packet "Roquelle" of labourers from the mainland of Africa to the Portuguese Island of St. Thomé, which has been the subject of a complaint by the Portuguese Government, and also suggesting the communication of the particulars of the complaint by this Department to the directors of the Company, with a request that similar irregularities on the part of their vessels may be put a stop to for the future, and adding such a warning as in the opinion of this department may seem necessary.

In reply, I am to state, for the information of the Earl of Derby, that the Board of Trade will request the owners of the steam ship "Roquelle" to inquire into the subject of complaint, but they have doubts as to the expediency of warning the company, as they fear they have no power to interfere in the matter.

I am to add that it appears to this Board that as the "Roquelle" was employed in the particular service in question with the consent of the Portuguese Government, and that she broke Portuguese regulations, if the Portuguese Government cannot enforce their own regulations, and punish the infraction of them, they at least have the remedy in their own hands, and can withdraw their consent to the employment of British ships who will not obey them.

I am, &c.
(Signed) T. GRAY.

No. 107.

The Earl of Derby to Mr. Morier.

Sir, *Foreign Office, February 15, 1877.*

WITH reference to my despatch of the 5th instant, I transmit to you the accompanying copies of a letter, and of its inclosures, from the Board of Trade, containing the reply of the African Mail Packet Company to the communication which

has been addressed to them by the Board of Trade, regarding the conveyance of labourers by the steamer "Roquelle" to San Thomé, in June last.

You will communicate the substance of the inclosed papers to the Portuguese Government.

I am, &c.
(Signed) DERBY.

Inclosure 1 in No. 107.

Mr. Gray to Sir J. Pauncefote.

Sir,

Board of Trade, Whitehall Gardens, February 6, 1877.

WITH reference to Sir Julian Pauncefote's letter of the 19th ultimo, transmitting, by direction of the Earl of Derby, copies of a despatch, with its inclosures, from Her Majesty's Minister at Lisbon, complaining of the manner in which labourers from the mainland of Africa were recently conveyed in the African Mail Packet Company's steamer "Roquelle," I am directed by the Board of Trade to forward to you, for Lord Derby's information, the inclosed copy of a reply, with inclosure, which they have received from the Mail Packet Company upon the subject.

I have, &c.
(Signed) THOMAS GRAY.

Inclosure 2 in No. 107.

Mr. Cunliff to Mr. Gray.

British and African Steam Navigation Company,

Glasgow, 175, West George Street, February 2, 1877.

Sir,

YOUR communication of the 26th ultimo, bringing complaint on the part of the Portuguese Government, as to the manner in which labourers have been conveyed from the West Coast of Africa to the islands of San Thomé and Principe by the steam ship "Roquelle," belonging to this Company, was at once forwarded to the Managers at Liverpool, and I now transmit a report addressed to them by the commander of the "Roquelle," together with a copy of the instructions he received from the Managers.

I may say that the class of labourers referred to in the Portuguese Government complaint are regularly conveyed by this Company's steamers to and from the British settlements and Oil Rivers in the Bights, and I have every reason to believe that those conveyed to the Portuguese islands were as well treated in every way as them.

I am, &c.
(Signed) RICHARD S. CUNLIFF.

Inclosure 3 in No. 107.

Mr. Monro to Messrs. Elder, Dempster & Co.

Gentlemen,

Liverpool, January 30, 1877.

WITH respect to the communication from the Board of Trade, relating to the conveyance of Kroo-labourers by the steamer "Roquelle" to St. Thomas in June last, I beg to state that the men were sent on board my vessel for passage in the same way as other Kroomen, and to all intents and purposes they were as much clothed as such people generally are on the coast of Africa, viz., with a cloth round the loins. During the passage to St. Thomas every possible care and attention was paid to the men in accordance with the written instructions you gave me. It is simply untrue that the men were crowded in the manner stated; they had not only the whole of the ship's deck from the engine hatch forward, but also one of the 'tween deck holds to retire to, if they were so disposed. When the ship arrived at St. Thomas, the agent to the parties for whom the labourers were engaged came on board, and each man before landing was supplied by him with a shirt. I would further remark that

there were no Portuguese officials on board the "Roquelle," during the passage, so that any report they may make, must be from the exaggerated statements of some of the labourers themselves.

I am, &c.
(Signed) DANIEL MONRO.
Late Master Steamship "Roquelle."

Copy of the Managers' instructions to the commanders as referred to above: "Please be very careful that the Kroomen you are taking down to St. Thomas this voyage are *well fed and treated*. We have put on board a lot of rice and trade beef, and if you require more, you must not hesitate to obtain same; as above all things we wish the men to be well fed and well treated whilst at sea in our vessels."

No. 108.

Mr. Morier to the Earl of Derby.—(Received February 19.)

(Extract.)

Lisbon, February 13, 1877.

I HAVE the honour to inclose herewith a précis by Mr. Gould, of two articles which have appeared in the Portuguese press, with reference to the language held by Commander Cameron at Paris and elsewhere on the evil doings of the Portuguese in Africa in connection with the Slave Trade. These articles give a correct idea of the strong feeling of irritation caused in Portugal by the unmeasured terms in which the Portuguese have been attacked by Commander Cameron in his various addresses since he returned from Africa, and more lately by Lieutenant Young, in his speeches at the Cape of Good Hope.

I can perfectly understand the irritation caused by such sights as those witnessed by Commander Cameron, and the natural temptation to denounce them without paying much heed to international courtesies. But, on the other hand, it is of no use denying that this public crusade against the presence of the Portuguese in Africa, undertaken by so eminent an Englishman as Commander Cameron, is calculated to do a maximum of injury to the only means available for checking the evils denounced by him, namely, active co-operation between the two Governments.

There is to be an interpellation on Thursday next with reference to the language of Commander Cameron, in the Chamber of Deputies, and I shall not fail to acquaint your Lordship with the reply of Senhor Corvo.

Inclosure in No. 108.

Précis of various articles and letters recently published in the Portuguese papers with reference to Commander Cameron's disparaging remarks on the conduct of the Portuguese authorities in their African possessions.

LIVINGSTONE is accused of having spoken very harshly of the Portuguese in Africa. More recently Commander Cameron, in Paris, and Captain Young, at Capetown, have followed in the same strain. It is alleged that, in fact, every time an English traveller sets foot in the Portuguese territory in Africa, or even approaches within a certain distance of them, he inveighs against the horrors attending the Slave Trade, which he accuses the Portuguese of protecting and abetting. As these statements, although they are utterly false, have produced the worst possible impression, the Portuguese Government is admonished that it has become its duty to remove the stain thus unjustly cast upon the honour of the nation by furnishing the requisite explanations in Parliament, and through its representatives abroad.

The English are charged with coveting the African possessions of Portugal. On the West Coast the immense region lying between the rivers Loge and Zaire (Congo), which is described as being wonderfully rich, fertile, and populous, and the large trade of which is admitted to be entirely in the hands of Liverpool merchants; on the East Coast the line of the River Zambesi, already claimed by Commander Cameron in his recent speech in Paris as the natural limits of the British possessions in South Africa. They are further accused of endeavouring to prepare the ground for the acquisition of these terri-

tories by persistent efforts to alienate from the Portuguese the sympathies of other nations, and to be at the same time animated by resentful feelings towards them in consequence of the failure of the arbitration respecting the possession of Laurence Marques (Delagoa Bay).

With regard to the first-named tract of country on the West Coast, it is stated that in these territories, over which Portugal has now barely "reserved rights," which rights British arrogance prevents it from changing into an effective occupation by raising forts and establishing custom houses, Portugal possessed in the seventeenth and eighteenth centuries important establishments. At the port of Pinda, at the mouth of the Zaire (Congo) there existed for upwards of two centuries a Portuguese settlement, with a military garrison, custom house, tribunals, and a missionary convent. At the ports of Loango, Malembo, and Cabinda there were likewise Portuguese factories. In the last-mentioned port there was, moreover, for a long time a Portuguese fort, repaired in 1773, but destroyed in the course of the following year by the French fleet under the command of Monsieur de Marigny.

In reply to the accusations Commander Cameron is said to have brought forward against the Portuguese with respect to the Slave Trade, it is asserted that no country has done more than Portugal for its suppression, and that at the cost of the heaviest sacrifices involving in some instances the total ruin of their settlements. The slave dealer Coimbra, mentioned by Commander Cameron, and designated by him as the son of the Portuguese commandant of Biché, is stated to be merely a mulatto, possibly descended from one of the former Portuguese commandants of that outpost. He is described as not being more civilized than the negroes amongst whom he resides, though he may perhaps have proved himself their superior as regards courage and a certain talent for commercial affairs. It also probable that he may contrive to turn to his own personal advantage whatever little prestige may still linger in the Portuguese name he bears.

As to Biché, it is 150 to 180 leagues from the coast, and a long way beyond Caconda. In 1834 the Portuguese had there two companies of militia and two others of auxiliaries composed exclusively of negroes, which was subsequently disbanded. No fortifications were ever erected at this point, and as far back as 1840 the Portuguese rule there had become merely nominal, being reduced to a commandant without any means at his disposal of asserting his authority.

Finally, the Governors of Angola went so far as even to forget the very existence of Biché, which consequently remained for many years without a commandant.

On these grounds, it is argued the Portuguese Government cannot be held responsible for what may occur in these outlying portions of its territory, where its jurisdiction is but nominal, and where it is entirely without the requisite means of enforcing it.

Commander Cameron is also reminded that before he was born two Portuguese mulattoes, by order of the Portuguese Government, proceeded overland in the year 1810 from Cassange to Tete and returned thence in the same way to Angola.

Lastly, the Government is exhorted to seize this opportunity to assert its rights in regard to the Zaire (Congo) in such a manner as to remove all doubts on this point, and thus to destroy what might hereafter be used as a basis for the intrigues of British diplomacy.

No. 109.

The Earl of Derby to Mr. Morier.

Sir,

Foreign Office, February 21, 1877.

YOU will receive by this mail printed copies of Captain Elton's despatch of the 3rd ultimo, containing a general report on Slave Trade matters in the Province of Mozambique in 1876, and especially adverting to the following points:—

1. The release of the prisoners taken by Her Majesty's ship "Thetis" on board the "Kunguru," and handed over as slave traders to the Portuguese authorities.

3. The transport of slaves in the Portuguese barque "Tejo," and their subsequent sale at Lorenzo Marques, under, it would appear, the Portaria of October 5, 1870.

4. The assistance afforded to the efforts of Her Majesty's Government for the suppression of the Slave Trade by Senhor d'Avila, whilst he commanded the naval station at Mozambique.

As regards the first of these points, that of the release of the "Kunguru" slave-traders, I have to request you to point out to the Portuguese Government the bad effect

which the failure of justice in a case like the present must necessarily have where persons captured in the possession of slaves notoriously shipped from the Portuguese possessions, are released by the Portuguese authorities without even the formality of a trial; whilst, as regards the second, you will bring to their notice the miscarriage of justice which also apparently took place in the exoneration of Major Bettencourt from the charges brought against him, and the bad effect produced by his appointment to another governorship on the coast.

You will also represent to the Portuguese Government the case which comes under the third heading, namely, the transport of slaves in the "Tejo" to Lorenzo Marques, and their subsequent sale there, and at the same time ask for explanations in regard to the Portaria of October 5th, 1870, which allows the purchase of slaves with the view to their being freed, and which would seem to be still in existence, pointing out that such a proceeding must act indirectly as an encouragement of Slave Trade, and be inconsistent with the provisions of the Portuguese laws for the abolition of the Slave Traffic in the Portuguese dominions.

As regards the fourth point, I have to request that you will make known to the Portuguese Government the high appreciation which Her Majesty's Government entertain of the services rendered by Senhor d'Avila whilst in command of the Portuguese naval station at Mozambique, that officer having, it would appear, always co-operated loyally and willingly with Her Majesty's Naval Officers and with Mr. Consul Elton in their efforts for the suppression of the Slave Trade, and you will request the Portuguese Minister to be good enough to be the medium of communicating to Senhor d'Avila the sense entertained by Her Majesty's Government of his conduct.

I am, &c.
(Signed) DERBY.

No. 110.

Mr. Morier to the Earl of Derby.—(Received March 4.)

(Extract.)

Lisbon, February 27, 1877.

THE 15th, 16th, and 17th instants were taken up by lengthened debates in the Chamber of Deputies upon the slight put upon the fair name of Portugal by Captain Cameron and Mr. Young in the reports made by these gentlemen of their doings in Central Africa. I inclose a précis of these debates, made by Mr. Gould, together with a careful translation, in extenso, of Senhor Corvo's reply, for which I am indebted to Mr. Duff.

Considering the extreme sensitiveness of Portuguese patriotism in regard to everything which touches the national honour, your Lordship will, I do not doubt, appreciate the tone of moderation which runs through these debates, and the care which, with few exceptions, the various orators took to discriminate between the individual travellers whose unfriendly criticisms formed the subject of debate, and the English nation and Government, whose long continued friendship and good offices, most of the speakers vied with each other in doing justice to.

This praise belongs in a very especial manner to Senhor Corvo's reply, which is in a remarkable degree calm, dignified, and objective. Giving full credit to Captain Cameron for the courage, high spirit, and perseverance which enabled him to bring his adventurous enterprise to a successful termination, and thus to render important services to the cause of science and civilization; and advertng incidentally to the assistance which Her Majesty's Government had asked the Portuguese Government to render him, and to the official thanks with which that assistance had been acknowledged, he proceeds to examine *seriatim* the charges brought in Captain Cameron's book. He shows the untrustworthiness of the hearsay evidence on which many of the statements are founded; and as regards the scenes witnessed in the interior of Africa by Captain Cameron himself, he observes that the crimes for which Portuguese citizens, and indirectly the Portuguese Government, are made responsible, were, on Captain Cameron's own evidence, committed hundreds of miles away from Portuguese jurisdiction by negroes or half-castes, whose only connection with Portugal was their bearing Portuguese names in addition to their own barbarous one, and the fact that, in some cases, they were outlaws from the Portuguese possessions. He calls especial attention to the fact that Captain Cameron had, in a second edition of his Paris lecture, modified several of his expressions, for instance, replacing the term "Portuguese" by the term "Persons calling themselves Portuguese,"

and the like, and giving that gentleman great credit for the candour which had led him, on reconsideration, to make these corrections.

Senhor Corvo then turns to Lieutenant Young's speech at the Cape of Good Hope, but is unable to discover for this gentleman the excuses which he finds for Captain Cameron. He prefers not to repeat the insulting terms which that officer thought proper to lavish on the Portuguese nation, and to leave them to the appreciation and judgment of the British people, after he has explained to the House the circumstances under which that gentleman visited Africa. A number of Glasgow merchants had applied to the Portuguese Consul, in London, to know whether, if an expedition were fitted out for Lake Nyassa, it would receive assistance and support from the Portuguese Government. This assistance and support having been readily promised, the expedition was formed, and Lieutenant Young was placed at the head of it. Her Majesty's Government subsequently took the expedition under its immediate patronage, and applied, through Her Majesty's Minister here for the direct protection of the Portuguese authorities to it, and for customs facilities and exemptions. Everything asked for was readily and cheerfully accorded, and on the 5th of April of last year, the Portuguese Consul in London had been thanked by the Glasgow Committee for the facilities offered at Quilimane to Mr. Young, the chief of the mission, the gentleman who now denounced them. Further testimony to the friendly conduct of the Portuguese authorities in the Zambesi has been given in eloquent terms by Dr. Duff to the Committee of the Free Kirk of Scotland. He could leave these facts to speak for themselves, and safely trust the British public to estimate by them the language used by Lieutenant Young at the Cape.

Senhor Corvo then went on to describe the history of the Slavery Question in Portugal and her possessions from the earliest times, and showed the successive steps by which the Slave Trade had been eradicated, down to the latest measures taken by the Portuguese authorities, in conjunction with Great Britain, on the East Coast of Africa, to put down the trade between the continent and the Island of Madagascar. He read out, amidst the cheers of the house, extracts from the notes addressed to him by this Legation during the last twelve months, congratulating the Portuguese Government on the success which had crowned these measures, and appealed triumphantly from the verdict of private travellers to the official testimonials from the Government of Great Britain. Senhor Corvo concluded by taking a general survey of the present colonial policy of the Government, and amidst signs of renewed approbation, declared that one of the most immediate requirements was a general lowering of the colonial tariffs, a measure which was being diligently prepared by a Commission appointed by the Government for the purpose.

His Excellency's speech, which lasted two days, was, I am assured, a great oratorical success, and most assuredly deserved high commendation for the dignified fairness with which he treated the principal detractor, and the skill with which, by constantly contrasting the acts and language of the British Government, in times past and present, with the language of two irresponsible travellers, he not only prevented the debate from assuming a nationally acrimonious character, but called out and kept alive in his audience, the old feeling of Portuguese loyalty towards the English alliance.

I may mention that I took an early opportunity of congratulating Senhor Corvo on his speech, and thanking him for the felicitous manner in which he had succeeded in using the disagreeable things said by two Englishmen of Portugal as an occasion for saying agreeable things of England and her Government.

In conclusion, I cannot but advert to the disagreeable position in which Her Majesty's Legation here has been placed by the language ascribed to Lieutenant Young. The expedition conducted by that officer was warmly recommended to the care and protection of the Portuguese Government by my predecessor, acting in obedience to instructions from home. Custom house facilities and exemptions were applied for and granted, and not only has no complaint ever been received by Her Majesty's Legation of these having been locally refused, but Lieutenant Young's employers have thanked the Portuguese Government for the facilities and courtesies shown to that gentleman in crossing through Portuguese territory. Yet Lieutenant Young now complains of having met with annoyance at the hands of the Quilimane authorities, and of having had to pay 26 per cent. on all the mission goods.

Inclosure 1 in No. 110.

Précis of the Debates respecting the Accusations publicly brought forward against Portugal by Messrs. Cameron and Young, in the Portuguese Chamber of Deputies, in the Sitzings of the 15th, 16th, and 17th of February, 1877.

SITTING OF THE 15TH FEBRUARY.

Senhor Teixeira de Vasconcellos.—This orator, after showing that he can discriminate between the bias of two or three isolated English travellers in Africa, and the feelings of the nation at large, by quoting the many historical acts of kindness of Great Britain towards Portugal and impressing them on the House, stigmatizes the statements of Messrs. Cameron and Young as the most unjust and harsh that can be made with regard to any nation or Government. Disclaiming any want of respect for England, he asserts his only object to be that of enlightening public opinion with respect to the proceedings of Portugal, and of inducing the Government to employ all possible means to show both to England and the rest of Europe what a large share Portugal has had in the abolition of slavery, and the extinction of the Slave Trade, measures in which she will cede to none her claims to priority. Dr. Livingstone proved himself unjust towards the Portuguese; but without entering into the question of how far he was justified in launching such accusations against Portugal, he will only say that in many respects they were unfounded, and inspired more by interested commercial considerations than by an impartial regard for truth. With these he has nothing to, but rather with the statements recently made by two English explorers, Messrs. Cameron and Young, one of whom has just accomplished the arduous task of crossing Africa from east to west. Not but that even on this point Portugal could claim the right of priority. In 1607 a Portuguese officer named Balthazar Bebello de Argos made, by order of the Governor of Angola, an unsuccessful attempt to cross Africa. Two centuries later two Portuguese slaves (“pombeiros”), Pedro João Baptista and Amaro José were despatched from Angola to Mozambique, and returned thence in 1815 with letters from the Governor, dated 1811. When the orator himself was at Loanda, in 1852 or 1853, two pilots arrived from Zanzibar, after having crossed the whole of Africa. Lieutenant Cameron is far more reserved in his language than Lieutenant Young, still, every time he speaks of slavery, he refers to the Portuguese, whom he accuses of carrying on the Slave Trade and of treating the negroes with great brutality. In his book Cameron admits that on arriving at Nikalété he was shunned by the inhabitants, whereupon he caused his people to attack the place and to burn all but four habitations, in which he intrenched himself. Without blaming Lieutenant Cameron for adopting all possible means of self-defence in regions where brute force alone is law, he cannot help expressing his astonishment at finding the same accusing Portuguese (whose many kind acts he acknowledges) for adopting similar measures. Had it not been for a certain Alves, of whom he speaks very ill, he never would have reached Catumbella and Benguella. This Alves, a certain Coimbra, and others, were travelling in territory beyond Portuguese jurisdiction. He also alludes to a certain Portuguese named Chico, who was nothing else but an escaped convict from the east coast. These individuals, either negroes or half-castes, living beyond the Portuguese frontiers made use of the Portuguese flag just in the same way as at Ambriz, before the Portuguese occupation, Dutch, English, French, and Portuguese flags were hoisted on different barracoons, according to the nationality of their respective proprietors, without thereby involving the responsibility of any of the above nations. Bihé is not occupied by Portugal, which is therefore in nowise responsible for its good government. The orator illustrates this irresponsibility by stating that he had known, at Loanda, a man who had successfully solicited the Colonelcy of Bihé, Bailundo, and Eusko, which districts, however, he had not only not visited, but even of whose geographical position he was probably ignorant. Cameron, it is true, states that at Bihé he met an individual of the name of João Baptista, who discharged the duties of magistrate there because he had travelled a great deal. The orator ridiculed the idea that any one should have received this appointment on account of such qualifications. Moreover, he maintains that there was no such functionary at Bihé. He attributes this mistake on the part of Cameron to his want of knowledge of the language, and to his having derived his information from totally uneducated persons who pretend to hold positions to which they have no title whatever. Cameron’s accusations in reality may be reduced to saying that

wherever the Portuguese influence extends there can be no other trade but the Slave Trade. He does not, however, cite a single instance of the kind in the territories actually occupied by the Portuguese, of all of whom he speaks in the highest terms. The conversation with a negro to which he refers, merely proves that the Slave Trade, in the appreciation of the natives, is a branch of commerce which neither the English nor the Portuguese have been able to put down in the territories bordering on their possessions. This traffic is inevitable, but it is towards Egypt and not towards the coast that it flows, many years having elapsed since Portugal suppressed it, a fact due in a great measure to the Marquis da Bandeira, and in particular to the present Minister for Foreign Affairs. The orator therefore protests, in the name of the nation and in that of truth, against the more or less direct accusations to be found in the works and speeches of Lieutenant Cameron. As to Lieutenant Young, he is far more aggressive, and should he be, as seems possible, in the active service of the British Government, his offence is all the more reprehensible. The orator then read to the House extracts from Lieutenant Young's speeches. He adds that it is scarcely to be credited that an English officer should enter Portuguese territory, where he was courteously received, and have the boldness to inform one of the authorities that the Portuguese would be expelled because they disliked the English. He then, after further quotations, states that the Portuguese, who were the first to establish themselves in Africa, cannot be charged with having neglected the improvements of the natives, amongst whom they have spread the benefits of Christianity—the best of all civilizations. The Portuguese have not been sufficiently mercenary, and that was, perhaps, a mistake on their part. They advanced with the cross in one hand and the sword in the other, whilst others at the same time promoted their commercial interests. This was a matter for regret, as commerce is likewise a civilizing factor. He recapitulates all the successive benefits bestowed by Portugal on her African possessions, in which civilization, he affirms, now flourishes untrammelled by the existence of slavery. Civilization cannot be introduced into a country from one day to another. The England of to-day is not the England of two centuries ago. England in her treaties with Portugal fully recognized that the abolition of slavery could only be effected gradually. The House must remember the events connected with the freed men of S. Thomé. He sums up by stating that Lieutenant Young's speech abounds in contradictions, that it contains contemptible insults, and that the mercantile spirit which dictated them appears throughout the whole of it. He does not claim for Portugal any exceptional favours, but demands that it should be treated with common justice.

Viscount Arriaga.—This member maintains that the Zambezi is the highroad to the interior of Africa, and describes the Portuguese settlements on that river as being in a highly flourishing condition. Had it not been for the assistance afforded them by the Portuguese authorities stationed along its course, most of the exploring parties, including those of Dr. Peters and Dr. Livingstone, would never have succeeded in reaching the interior. He gives a highly flattering account of these two travellers, who undertook their perilous expeditions for purely humane and scientific purposes, whereas in his opinion Messrs. Cameron and Young had no other object in view but that of trading. He draws a vivid contrast between the proceedings of the former and those of the latter, whom he accuses of having directly encouraged the Slave Trade. He lays the greatest stress on the fact that Lieutenant Young employed 1,000 carriers to convey his goods, and afterwards wanted 500 more when he returned to the Zambezi. This, he asserts, clearly proves the nature of Lieutenant Young's expedition, which must have directly tended to encourage the Slave Trade, since without employing violence it would be impossible to collect so numerous a body of carriers, as every one is aware who has the slightest knowledge of the country. He should like to be informed whether Lieutenant Young, who complains so much of the duties he was called upon to pay on entering the country, succeeded in evading those he had to pay on leaving, as that would constitute a most serious infraction of the Customs regulations. He dwells at great length on the fearfully neglected state of the Portuguese possessions in former times, and on their improved condition at the present day. He concludes by showing what sacrifices Portugal has made in order to put an end to the Slave Trade, and attributes in a great measure the bad feeling against Portugal to the result of the arbitration respecting the possession of Laurencô Marques.

Senhor Luis de Lencastre.—This orator confines himself to saying that he does not attach any importance to the calumnies spread against Portugal by the two travellers in question. He does not deny that some abuses may still exist in these settlements, but of late a marked improvement has taken place in their administration, and it is by making further efforts in the same direction that the best refutation will be found of the calumnies of which Portugal is the victim.

The Minister for Foreign Affairs.—This gentleman's speech, of which a verbatim translation will be found elsewhere,* took up the rest of this sitting and the greater part of the next.

Senhor Pinheiro Chagas.—This member rose to propose, that the House being satisfied with the explanation furnished by the Government, should pass to the order of the day. He, however, added that as a member of the Opposition, he must be permitted to make a few remarks on a question which he held to be one of national importance. He expressed his unbounded admiration for England, and her people, and institutions. England he said would always be a great nation, for she owed her existence to two of God's greatest works, the sea and liberty. Only English travellers speak ill of Portugal, those of other nations never do so. This he attributes to British arrogance, a grave defect to be found in their national character in the midst of so many other brilliant qualities. He does not, however, hesitate to appeal to the public opinion of that impartial and illustrious nation. Cameron first says that the principal slave dealers are Portuguese, and then corrects himself by saying they are people who give themselves out to be Portuguese. The fact is they are outlaws, for whose misdeeds Portugal can no more be taken to task than Italy for those of the Sicilian bandits, or France and Spain for those of the Pyrenean smugglers. Are the United States held to be responsible for the atrocities alleged to have been lately committed by Mr. Stanley? He points out also the many glaring contradictions in Lieutenant Young's speech. This traveller first accuses the Portuguese of dealing in slaves, then of allowing slave caravans to pass through their territory, and finally admits that they are no longer allowed to pass, since instead of 10,000 slaves being annually brought down to the coast, not more than 38 had reached it in the year to which he referred. The British colonies have long prospered, whilst it is but true that those of Portugal have only lately begun to improve—but have the English, with all the resources at their command, done more for the civilization of the savage tribes in their proximity than the Portuguese, with the extremely limited means at their disposal? Certainly not. The advantage in this respect is entirely on the side of the Portuguese.

SITTING OF THE 17TH FEBRUARY.

Senhor Alberto Garrido.—This gentleman, who has just arrived from the West Coast of Africa, for which he is a member of the House, states that he was most painfully shocked, when on arriving in Europe, he heard of the foul accusations Cameron had indulged in against the Portuguese. He describes the pitiable state in which Cameron reached the colony, and how cordially, nay affectionately, he had been welcomed and treated. He does not consider these accusations isolated ebullitions of ill-humour on the part of two travellers, but as proofs of the animosity entertained by the English in general against the Portuguese in Africa, for he has seen the same language held by some of their colonial papers. They talk of the importation of free labourers into the island of S. Thomé, as if it were a revival of the Slave Trade; an assertion which the orator can prove from personal observation to be completely false. He refers in detail to the various measures adopted at different periods to put down the Slave Trade, measures which have proved perfectly successful. He has the greatest confidence in the reforms which are now being introduced into the colonies for their better administration. He advocates the construction of railways and other similar measures, and expresses his satisfaction at hearing that modifications are about to be made in the colonial tariffs.

Senhor Carlos Testa.—This member considers that far too much importance has been given to the statements of two private individuals, without any official character, and that the best and most dignified course would have been to have passed them over unnoticed, as such statements could not affect a country like Portugal. He relates how, after the discovery of America, slavery became gradually a recognized institution amongst all the States of Europe, and what prolonged struggles preceded its final abolition. In both respects Portugal acted in concert with the other Powers, and consequently no reproach can be addressed to her on that score. He excuses, to a certain extent, the statements referred to on the plea that travellers continually fall into absurd mistakes, of which he quotes some amusing instances. As to the political relations between England and Portugal, which for ages have been of the most friendly and intimate nature, he can say they are such as have seldom subsisted between two other nations. He compares favourably the conduct of England in the case of Lourenço Marques with that of France, when she took the law into her own hands in the question of the "Charles

* See Inclosure No. 2 in No. 110.

et Georges." What he considers necessary is that now that the great incubus of slavery has been got rid of, effective measures should be taken to insure the good government of the Portuguese colonies, and to develop their resources, especially by doing away with the so-called protectionist tariffs, which have hitherto proved a bar to all progress. He repeats that he does not attach any importance whatever to the accusations brought against Portugal, which stands much too high to be in the least affected by them.

Senhor Teixeira de Vasconellos.—This deputy expresses himself as being perfectly satisfied with the result of the debates and the explanations of the Government. He wishes that the greatest possible publicity should be given them in order that the world at large should be able to form a correct opinion as regards the calumnies spread against Portugal by Messrs. Cameron and Young.

After some further discussion, the House having declared itself satisfied with the explanations furnished by the Government, passed to the order of the day.

It has subsequently been decided that the minutes of these sittings are to be translated into French and English, for distribution abroad.

Inclosure 2 in No. 110.

Extract from the Report of the Sitting of the Chamber of Deputies, on February 15, 1877

The Minister for Foreign Affairs (Senhor Andrade Corvo).—It is rather late to-day for me to enter upon so important a subject, which so closely interests what is dearest to us all—what is most worthy of respect for those who love their country—the honour of Portugal! (Cheers.)

It is already late, and consequently it is impossible for me to enter now into the full details of this matter, which I consider to be necessary in order to quiet the minds of this Chamber on this occasion, to calm the anxiety of the country, and to prove to other countries that we know how to fulfil strictly all our duties as a Christian nation, and as a civilized and civilizing one. (Many cheers.)

It is necessary to quote numerous documents. I might in a few words state their contents; but it appears to me more expedient, it seems to me far more useful, to read to the Chamber a part of those documents which have a direct reference to the matter (cheers) in order to make it evident to all, that we, in spite of the immense difficulties in which we have been placed on account of our financial condition, of the smallness of our resources as compared with the immense area over which we exercise sovereignty, and over which—with God's will—we shall enforce our complete dominion (cheers), have done as much as the most civilized nations of the whole of Europe. (Cheers.)

The right to say this in public and to proclaim it before the whole world is derived from our long history, by which we proved that we—a nation essentially expansive, a nation that endeavoured to extend its geographical limits and its action on every side, did not at all times know how to comply with the holy and pure principles of religion and probity, and at the same time to exhibit evident proofs of our sincere love for liberty. (Many cheers.)

Did we err? We erred when all the other nations did the same. (Cheers.) Had we the Slave Trade? We had it, when England had it (cheers), when all other nations had it. (Cheers.)

Did we at any time hesitate as to the immediate abolition of the Slave Trade, on account of the great economical and financial difficulties which appeared to certain timid minds to exist, rather from sheer apprehension, than from any real facts? Of course we did.

England hesitated forty years before she abolished the Slave Trade within her own dominions.

It is necessary to elucidate this question. In the first place, it is necessary to consider this question from the same point of view from which the illustrious deputy who has made this interpellation—*Senhor Teixeira de Vasconellos*—has so judiciously looked at it, because it is the proper point from which it ought to be viewed.

We have no complaint to make against the English people—who are noble, just and sincere friends of progress and liberty—the energetic supporters of all great causes; or against the British Government, who duly discharge the mission imposed upon them by the public opinion of their country which they faithfully represent; our complaints must be directed against those, who being carried away either by petty and narrow ideas of base

rivalry, or led away by pride, or else by a kind of pseudo-humanitarian fanaticism, or, in fine, by their own selfishness, insult us and attack us, misrepresenting the truth.

Mr. Speaker, it is useful that we should discuss this matter here, because those who, in a spirit of unjustifiable hostility, proclaim adverse opinions in our regard, are listened to by the world, and it is necessary that our voice should be heard louder than theirs, under this supposition, after clearly and peremptorily assenting to this mode of looking at this matter, the discussion now about to be held in this Chamber, ought not to be considered in any other light than as a defence of the national dignity, and at the same time, as a proof of the esteem in which we hold the English people and the English Government, who cannot consent that a nation which has for so many years been their ally and friend should be insulted by British subjects. (Cheers.)

I shall have occasion to prove that the British Government render us full and entire justice. In official documents which I shall read it is admitted that, in these past years, we have had the power and the strength to suppress the Slave Trade on the coast of Mozambique—the only port of the Portuguese territory through which that clandestine trade was still carried on. And the British Government is truthful and just when they frankly and loyally admit that we fulfil our duty.

Inasmuch as the alliance and union of the British and Portuguese Governments are indispensably requisite in order to eradicate the most odious traffic in slaves in Africa, it will be an easy task for me to show that those who endeavour to sow mistrust or discord between the two nations, are following a wrong tack, and have more than once been the cause of serious difficulties.

Mr. President, the traffic has been opposed in its origin, if I may be allowed the expression, in its production, whereas it ought to have been opposed, in the markets, where this dishonourable trade terminates its odious operations. (Cheers.) This is an error, and let us hope that this error may not last long. It is necessary, above all things, to strive to abolish the Slave Trade in every place to which the African slaves are conveyed; as soon as this end is attained, the traffic will be at an end.

I certainly cannot conclude to-day the remarks which I have to offer.
(Voices—to-morrow.)

With the permission of the Chamber, I shall continue my discourse to-morrow; to-morrow I shall endeavour to prove to the Chamber that, in spite of enormous difficulties, we have, with due activity, put an end to the Slave Trade within Portuguese territory.

The charges brought against us are to be ascribed to the incorrect information furnished to Lieutenant Cameron, and to erroneous impressions made upon his mind, and which certainly ought not to have induced him to charge us with connivance in a crime which is hateful to us all.

I wish likewise to show the Chamber in what manner we treated the mission to Lake Nyassa, and also to say a few words, *en passant*, respecting the speech made by Lieutenant Young at the Cape, to which Senhor Teixeira de Vasconcellos alluded, and which does not merit any lengthened discussion. (Cheers.)

It is repugnant to my feelings to allude to that speech, not for my own sake, but for that of England, who will, in the name of truth and justice, punish him with her disapprobation.

In fine, I also wish to lay before the Chamber the nature of the policy pursued by the Government with respect to the Colonies, as well as my views upon this matter. I trust the Chamber will approve the same, inasmuch as the object I have in view is to hasten the progress of civilization in those vast regions—a progress which must be the necessary and immediate consequence of the suppression of the Slave Trade therein.

Conjointly with the suppression of the Slave Trade it is necessary that there should be an increase of civilization, of agriculture, and of industry. If this is done, we may establish a vast empire in Africa, which will place us in a position to discharge our mission, and on the same footing as the powerful nations of the world.

I beg leave to continue these observations in the next sitting.

Inclosure 3 in No. 110.

Extract from the Report of the Sitting of the Chamber of Deputies, on the 16th of February, 1877:

Order of the Day.—Continuation of the Speech of Senhor Andrade Corvo, Minister for Foreign Affairs, and for Marine and Colonies, in reply to the interpellation respecting
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the charges brought publicly against Portugal by two British subjects, Messrs. Cameron and Young.

Senhor Andrade Corvo.—The shortness of time did not allow me yesterday to enter fully into the discussion of the important matter which formed the subject of the interpellation made by the Deputy Senhor Teixeira de Vasconcellos. It is, however, necessary to enlighten the opinion of the Chamber and that of the country in regard thereto.

The matter so closely affects our dignity that, while again reminding you of the manner in which, in my opinion, the English nation ought to be kept apart in this debate from those who have in England treated us with undeserved hostility and flagrant injustice, it appears to me absolutely necessary to lay before the Chamber some considerations in full, to acquaint it with numerous documents, and to solicit its kind attention.

The interpellation has been got up by the worthy deputy and my friend Senhor Teixeira de Vasconcellos, in such a dignified manner; it has been dictated by a patriotic design so worthy of respect, and the Chamber has considered it with so much moderation; thus showing that the representatives of the nation are fully aware of the importance of the matter, as well as of the difficulty of discussing it, that it will suffice for me to declare once more that I adhere to the opinion of the illustrious deputy who has made the interpellation.

Mr. President, it is question for the assertion of our right to be respected as a nation which has always been alive to its duties as a civilized and Christian nation!

Perhaps this debate might have been omitted. It was a patriotic inspiration which has brought it before Parliament; it is necessary, therefore, to elucidate it, and to manifest the truth.

We have no reason to fear that this debate will, either in the country or abroad, be looked upon in any other light than as a vindication of our rights and of our dignity. (Cheers.)

The interpellation is based upon the speeches delivered by the two English travellers, Messrs. Cameron and Young—the former before the Geographical Society of Paris, and the latter before the Chamber of Commerce at the Cape of Good Hope.

It is our duty to correct the mis-statements which are to be found in those two speeches, and to enlighten the opinion of Europe by means of the true recital of the facts of the case, so as to prevent it from being led astray by incorrect statements.

England, who is so justly and with good reason proud of the greatness of her history, of the eminent position which she occupies among the nations that have most earnestly exerted themselves in favour of the civilization and of the progress of mankind, cannot be surprised that we should also keep up a vivid and imperishable pride as the nation to whom mankind is greatly indebted, as having been the first to navigate seas until then unknown, and to discover the remote lands of Africa and Asia. (Cheers.)

It is to England herself that I look up to help us to defend the justice of our cause.

I have no doubt in my mind that public opinion in England—which preponderates in Europe—will be the very first to defend us from the charges which have been brought against us, by men, eminent on account of their geographical services, but unjust in their appreciations, after having received a cordial hospitality in the Portuguese territory. (Cheers.)

What interest can the English have—I speak not either of England, or of the Government of Queen Victoria—in depreciating and insulting us, charging us with tolerating the Slave Trade—whereas we have for more than a century been endeavouring to wipe away this shame to humanity? None, whatever, absolutely; none that can afford any satisfaction to England.

Many are the traditions of our alliance with Great Britain. The illustrious deputy who commenced this debate, reminded us that at a remote date of our history, the English arms fought side by side with ours. At Aljubarrota the English fought at our side. At a more recent period, after throwing up the foreign yoke, when we defended the independence of our country, England, for reasons recorded in history, hesitated for a while before she gave us her assistance, but she subsequently concluded the treaty of 1661, which contributed so much to the conclusion of the wished for peace with Spain, to the manifest advantage of Spain and Portugal.

The treaty of 1661 is a close bond of union between Portugal and England; this intimate union has been and will be the fruitful source of advantageous results for the two allied nations.

More than once have English interests found a complete and loyal co-operation on the part of Portugal. It is sufficient to record the two fatal periods for the peace of

Europe : that when the family compact was concluded, and that when the armies of Napoleon invaded Europe.

When, in the middle of the last century, we were called upon to close our ports to British ships and trade, the Marquis of Pombal, a statesman who deeply cherished the feeling of the dignity as well as of the duties of Portugal—replied to the summons—that he would never break up our alliance with England. The consequence was that she had to endure—owing to the loyalty with which she fulfilled her treaty obligations towards England—a disastrous and long war.

At the beginning of this century, identical facts occurred ; and Portugal, ever faithful to England, endured a desolating invasion, and sacrificed the blood of her children in the battles which were heroically fought by the Portuguese and English.

It is only just to proclaim that England has in calamitous times made a due return by her proceedings for the manner in which we have complied with our duty.

Nothing can justify the manner in which some English travellers and societies accuse us of things which either never occurred at all, or, if they did, were such that we are not in any way responsible for them. Dr. Livingstone, one of the martyrs of African exploring expeditions, who in the course of his extensive travels rendered important services to science, and also to humanity, by opposing the Slave Trade in the interior of the vast continent, was unjust in our regard. The name of Dr. Livingstone is engraved in the history of great geographical discoveries, and it is not for me to reply at present to his unjust statements against the Portuguese. The distinguished academician, Don José de Lacerda, gave him a reply in a most laborious and learned book. The celebrated English traveller, Captain Burton, also replied to him, in the prologue and notes appended to his translation of the travels of Dr. Lacerda to Cazembe, at the end of the last century. Mr. Burton, with reference to the injustice with which we are treated in England, and to Dr. Lacerda's travels, says : "That martyr in the cause of science, Dr. Francisco José Maria de Lacerda e Almeida, whose existence it has been the fashion of late to ignore, stands pre-eminent over all others belonging to the heroic band of explorers."

In a note in another place, that distinguished traveller states, "The political necessity of concealing the discoveries made, and perchance the official carelessness usual in tropical climates, kept the world in ignorance of many of the discoveries made by the Portuguese, and thus it is that in the nineteenth century, we have deprived them of a part of the glory which belongs to them."

Further on, speaking of the discovery of Lake Nyassa, which is exclusively ascribed to Dr. Livingstone, Captain Burton says : "We must give a summary of the question above referred to, the discovery of Lake Nyassa, with the assistance of that eminent statesman, geographer, and learned man. The Shiré was navigated by the Portuguese in the sixteenth and seventeenth centuries. The Nyanja Mucuro, or the great lake in the country of the Maraves, was visited by them in the eighteenth century. They laid down the position of the lake and of the Shiré in maps. They very often crossed the Chambeze or Zambesi from the north, in their journey from Tete to Cazembe. Mr. Candido visited the place where the Shire commences its course from the lake. Dr. Livingstone, by his visit to the higher Zambezi, to the River Shiré, and to Lake Nyassa, by his fixing certain astronomical points, and by his description of the country, added a good deal to our knowledge of this part of the Zambesi."

The above is stated by a distinguished English traveller, who has made very important discoveries in Africa.

The learned geographer renders us justice. There are others who do not. What does it matter ? The truth will be recognized by all who study history, and will write it with impartiality and loyalty for the purpose of making the truth known.

One of the most eminent geographers of England, Mr. Henry Major, also renders us justice. What he states in his preface to the history, which he wrote of the discoveries of the Infante Don Henrique, deserves to be quoted with gratitude in a Portuguese Parliament : "To the Infante Don Henrique, we are indebted for our knowledge of more than one-half of the world ; and it is for this reason that this work is called, 'Discoveries of the Infante Don Henrique, the navigator, and their results.'

"The coast of Africa visited, the doubling of the Cape of Good Hope, the discovery of a new world, the opening of the navigation to India, to the Molucca Islands, and to China, the circumnavigation of the globe, the discovery of Australia, during a whole century of constant and connected expeditions, such were the stupendous results of a great idea."

When we can quote such noble words as those of the illustrious English writer, a triumphant reply is given to any Englishmen, who, in error, or for other reasons

into which I do not wish to enter, dare to state that we have done nothing on behalf of civilization, and that we ought to be expelled from the territories which we discovered for the world, which was totally ignorant of the existence thereof.

Undisputed facts, as well as the documents wherein the British Government recognize the effectual manner with which we have endeavoured to suppress the Slave Trade, are a proof of the important services rendered by us to the cause of African civilization.

Mr. President, the illustrious deputy who has initiated this interpellation, quoted Mr. Cameron's book and speech, and he also referred to the speech made by Lieutenant Young.

I shall treat of both, and I shall accompany my observations with documents which throw light upon the question.

When Mr. Cameron undertook his expedition from the east to the west coast of Africa, the British Government requested that we should render him assistance on his arrival within Portuguese territory. Instructions were immediately issued to the authorities at Angola, in order that every service should be done in favour of the English expedition, and every assistance rendered, so that their very difficult undertaking might be facilitated. The result, as could not fail to be the case, was in accordance with the orders and the wishes of the Portuguese Government.

On the 18th of January, 1876, the English Minister wrote to me as follows:—

“Acting on the instructions I have received from the Earl of Derby, I desire to avail myself of the earliest opportunity for conveying to the Portuguese Government, through the kind intervention of your Excellency, the thanks of Her Majesty's Government for the courteous attention shown to Lieutenant Cameron by the Portuguese officials on the West Coast of Africa.”

On the 26th of April, the same Minister added:—

“I have the honour to inform your Excellency that despatches have been received by Her Majesty's Government from Mr. Hopkins, Her Majesty's Consul at Loanda, calling attention to the courteous reception accorded to the members of the Livingstone East Coast Expedition by Admiral Jozé Baptista de Andrade, the Governor-General, and the other authorities of Angola, and to the attention and assistance rendered to them during their recent stay in that province.

Mr. Hopkins has already conveyed to his Excellency the Governor-General of the Province of Angola, in his own name, an acknowledgment of the services rendered to the members of the Livingstone East Coast Expedition during their journey through, and residence in the province by His Excellency, and by the Custom House authorities, by the Captain of the Port, and by all the other Portuguese authorities with whom they had been brought in contact.”

From this it is seen that the Portuguese authorities complied with the directions given them; and this could not fail to be the case, inasmuch as they had positive instructions to render assistance and effectual support to all travellers exploring Africa for the benefit of science. On the present occasion there was the circumstance of Senhor Jozé Baptista de Andrade being the Governor of the province of Angola, who knows by experience the great difficulties which have to be overcome in the inhospitable woods of Africa. (Cheers and applause.)

Mr. Cameron accuses us of consenting or perhaps of taking an active part in that most odious traffic which still exists in the interior of Africa. In order to appreciate this charge, I think it necessary to have recourse to the book of that distinguished traveller in order to discover the motives which induced him to commit so great an injustice.

Mr. Cameron was still in the heart of Africa, at a distance of a few journeys from the Lake Tanganyika, when the chief, Hamed iben Hamed told him that he had heard of certain Portuguese who had been near the capital of Urúa, which was situated at a distance of one month's journey, and showed him the uniform of a Portuguese soldier, bought from a native, who said he had received it from a white man who was with the chief of Urúa. Shortly afterwards he was informed at Kamari that a party of Portuguese had destroyed towns, murdered the men, and carried off women and children as slaves. Further on he finds fields laid waste and villages destroyed, and he hears that these damages have been caused by Cassongo, a native chief, and a party of Portuguese engaged in the Slave Trade and in other pursuits. After a few journeys more Mr. Cameron reaches Kalembe, where he is told that certain Portuguese who had arrived less than a year before, and whose principal occupation was that of slave dealing, on hearing of his arrival, had sent off a messenger in order to give him notice that the chief of the caravan would visit him on the following day.

Now, these so-called Portuguese were a set of savages, almost naked, and of a rude

and wild aspect—to make use of the traveller's own words—armed with old Portuguese muskets, the extremely long barrels of which were adorned with numberless copper rings.

Mr. Cameron was in hopes that the chief of those whom he supposed to be Portuguese would furnish him with information as to the geography of the interior of Africa, and would facilitate his voyage to the West Coast. He was, however, greatly disappointed when the so-called Portuguese, who had two names, and also, it seems, two natures, that of Kendelé as a savage, and that of Alves as a Portuguese, appeared before him. Instead of a civilized white, from whom he expected to receive useful information, he saw an old and horrible negro, who certainly was not a Portuguese (laughter). For thirty years that man, a native of Africa, had been living beyond the limits of the Portuguese territory, and he had spent more than twenty of these years in the centre of Africa.

So many references to Mr. Cameron's book may appear useless, but I look upon them as absolutely necessary, as they are the only grounds on which the traveller based his accusations that the Portuguese were slave dealers, and that their authorities were in connection with them. Mr. Cameron relates that he found an associate of the said Alves, in the shape of another negro of mixed breed, also adorned with two names, the savage name being Kuarumba and the Portuguese being Coimbra.

His portrait, as described by Mr. Cameron, is horrible. It is that of a hideous mulatto, clothed in straw, and with an aspect as little Portuguese and civilized as can well be imagined. In taking this man for a Portuguese the English traveller not only shocked our dignity, but he also committed an unpardonable offence against the natural vanity of our race. (Laughter.) This man declared himself to be the son of a so-called Major Coimbra, of Bihé. What I can assure the Chamber is, that in the Colonial Office I could not find any traces or traditions of any such major.

It is evident that Mr. Cameron allowed himself to be duped. He met a man, more or less of a negro, in the course of his travels. This man did not wish to pass off for a native, but on the contrary wanted to appear as an European, therefore he presented himself as an important personage. The illustrious traveller was told that he traded in slaves, and as he believed the groundless information given him, he accused the Portuguese of carrying on that abominable traffic.

Mr. President, it is not my object to censure Mr. Cameron, I only quote. I beg leave, however, to say that when a distinguished man like Mr. Cameron undertakes a long and perilous voyage for the benefit of science, when he risks his life for the purpose of searching in inhospitable lands after such an explorer as Dr. Livingstone, who rendered so many and so important services to geography; when he shows by his words and by his deeds that he is an earnest friend of humanity, it is his duty also to do justice to the allies of England, to whom both geography and humanity are so much indebted. (Cheers.) I do not wish, I repeat, to censure Mr. Cameron, as I feel sure that when he comes to consider maturely the words he made use of concerning Portugal and the Portuguese, he will be the first person to erase them out of his works, and thus render us justice. (Cheers.)

I must, however, refer again to the writings of the English traveller. When, after crossing the Quanza, Mr. Cameron arrived at a village where Alves was expected, he became acquainted there with an agent of the latter by name Manuel, a negro born at Dondo, who accompanied him during the rest of his voyage. This informer it was (whose authority does not appear to us to be sufficient) that induced Mr. Cameron to assert in his books that slaves are still exported through Mossamedes, which is not only untrue, but is simply impossible. I quote the very words:—"Manuel had informed me on the eve that slaves were still exported from the coast, and especially from Mossamedes. He told me that they were kept ready for shipment, spread in small groups throughout the town, instead of keeping them together in barracoons, as formerly. A steamer arrives and stays only one or two hours, the slaves are shipped, and she starts off."

It is true, however, that in another part of his narrative the traveller says he is convinced that slaves are taken to Benguella, and thence they are clandestinely conveyed to America, in spite of the indefatigable vigilance of the British cruisers, and of the money of Great Britain. It must, however, be noted that in the Anti-Slavery Reporter of September last year it is stated that Mr. Cameron reported that he had been "among men who traded in slaves, and by whom he had been told that they were sent on to the (west) coast for exportation, where steamers were in readiness to convey them (probably to the Islands of San Thomé and Príncipe)."

Now, Mr. President, it is an undoubted fact that the exportation of slaves from the whole of the West Coast of Africa has been for years altogether extinct, and that complete freedom exists at San Thomé since 1875, and that no other but contract

labourers are sent there, after their contracts have been examined by special magistrates—the curators—the conditions being the same as those under which the Government of Portugal and England allow the emigration of contract labourers from Lorenzo Marques to the English Colony of Natal.

The traveller states in his book, as a proof that the conveyance of slaves to Benguella is still actively carried on (it must be borne in mind that in Benguella, as in all the other Portuguese colonies, the law which accorded freedom to all negro labourers is in full operation), that he discovered on the hills near the coast numerous skeletons, some pitchforks, and some chains yet fastened to white bones, testifying to the fact that the demon of trade was still exercising his fatal influence in this part of Africa, upon some of which the action of time was so slight that it was evident that they had not been there for more than one or two months. (Exclamations and laughter.)

In the speech delivered by Mr. Cameron before the Geographical Society of Paris, he said as follows:—“There are no inhabitants from Enissange to the coast; the country is only a series of arid mountains, the road lies through granite defiles and rocks. Skeletons were to be seen beside the road, testifying to the difficulty of the journey; one could see the signs of the Slave Trade in the pitchforks and mules which had been abandoned along the road.”

More than once one finds the assertion that the Portuguese (certainly the mixed breed whom he calls Portuguese) treat the slaves with violence and rigour, that they are worse than the Moors! (Laughter.)

On this point I shall quote an English writer who resided some years in Angola, and who published an interesting book respecting this province in 1875.

“There has never been in any part of Angola, or among the tribes of the interior, any hunting for slaves, as is the case in the north; there are not any powerful or any more civilized nations waging war against any weaker tribes for the purpose of getting slaves, and of laying waste the soil by fire and sword. The amount of cruelty which accompanies the state of slavery among the natives of Angola is very slight. I believe I am in a position to say the same thing of the greater part of the rest of tropical Africa, but I shall confine myself to the part with which I am intimately acquainted. It is a domestic institution, and has existed as such from time immemorial, and there is no more opprobrium or dishonour in having been born from parents who are slaves, and consequently in being a slave, than there is in Europe in having been born of parents who are servants or dependants in an ancient family, and in thus continuing to serve it in the same manner. There is something of patriarchal in the state of servitude among the blacks if we look at things from an African point of view.”

I do not wish to read any more, but this passage proves evidently that if persons of a mixed breed or mulattos, when slavery existed within the Portuguese territory, or, at present outside that territory, to which the authority of European authorities does not reach, did ill-treat the slaves and commit acts of violence in the course of those devastating hunts after men, such ill-treatment does not exist at present within our dominions, where there are no slaves; no more could it have existed in former times, because the Portuguese are essentially good-natured. (Cheers.)

When a little while ago I expressed the hope that Mr. Cameron, whose high-minded character was clearly shown by the perilous and important voyage which he undertook across Africa, would do justice to himself, and correct the unjust phrases which he wrote about us; I was quite right, for Mr. Cameron's proceedings have already confirmed that hope.

I have seen two editions of the speech made by the daring explorer before the Geographical Society of Paris, the first evidently uncorrected, published in the journal “The Exploration,” and the other, revised and corrected, published in the “Scientific Review.”

In the “Exploration” one reads:—

“The Portuguese are the principal agents of this trade in slaves, because they have the opportunity of exchanging profitably the slaves for ivory and other products of different countries. As to the Arabs, their rule is not to buy slaves except for the purpose of employing them as carriers, or as servants for the tillage of the soil around permanent camps. The people of Bihé, who trade *under the direction of the Portuguese*, are extremely brutal and cruel in their treatment of these unfortunate creatures.”

In the “Scientific Review,” in an edition which has been evidently modified by Mr. Cameron, instead of speaking of the Portuguese, it is said, “men who call themselves Portuguese;” where reference is made to the Arabs, it is said, as to the great “Arab merchants,” and, finally, when allusion is made to the people of Bihé, the whole of the following phrase is omitted, *who trade under the direction of the Portuguese*.

It is very clear that certain scruples, which do him honour, respecting his statements against us, are rising in the mind of the English traveller.

Mr. President, it is not fair to charge us with faults which we have not committed; and perhaps it is neither proper nor expedient to exonerate the Arabs of the centre of Africa of their responsibility for the hunting of slaves, which is carried on there, with the object of carrying women and children, chiefly to the markets of Egypt and Turkey, where slavery is still kept up.

Is it necessary to record in this place the eloquent facts related by Dr. Livingstone? Is it necessary to quote Captain Elton's reports from Zanzibar? Is it to the purpose to remind you of the manner in which Cooper describes the conveyance and sale of slaves in Turkey, in Egypt, and in Persia?

Mr. President, Europe which is anxious to suppress the odious Slave Trade, has been pursuing a wrong course. Where it is necessary to oppose this horrible dishonour to humanity is in the places where slavery still exists, where the barbarous hunters of slaves find a market which repays their hateful industry. The slave, when looked upon as an article of merchandize, is subject to the laws of demand and supply; in order to do away with the traffic, the demand must be suppressed. Let them not accuse us of carrying on or of tolerating slavery and the Slave Trade. (Cheers.) We are not responsible for what is done by men who call themselves Portuguese, but are not so in reality, beyond our territory, and where the influence of our authorities does not reach. Would it not be a flagrant injustice to accuse England of any acts committed by men calling themselves Englishmen, or under the shade of British influence, when such acts are disapproved of, condemned by public opinion in England?

I am sure, I feel absolutely certain, that England does not look upon those who defile themselves with that horrible crime of the Slave Trade as her children. We likewise cast off from the bosom of Portugal those who have dishonoured themselves by dishonouring their country. (Cheers.)

Portugal and England are not responsible for any acts committed by men who, outside their influence and dominion, fail to comply with their duty as men of honour and Christians (Cheers), in fine they are not responsible for men who are a shame to humanity. (Cheers.)

The proceedings of such men cannot serve as a basis to accuse either of these nations as not complying, or not knowing how to comply with their mission of civilization. (Cheers.)

Must I now remind you of what we have done on behalf of the freedom of the negroes? Is it necessary to state that, when in 1771, freedom was accorded to every slave that arrived in Portugal, when in 1773 an ("Alvará") decree declared the children of any slave-women born in Portugal to be free, and held them to be "eligible for all employments, honours and dignities without the distinguishing mark of 'Libertor' or freedmen, which the superstition of the Romans introduced into their customs, but which is intolerable to Christian union and to a civilized society." Granville Sharp stated as a conclusion of a long report, that preference should be given to the opinion contrary to that which professed that a negro by the mere fact of his coming to England should become free?

When this opinion was held to be preferable in England, in Portugal it had become law. (Cheers.)

No one ought to be surprised, in view of the more or less lawful interests opposed thereto, that the abolition of slavery should have met with great difficulties in the Portuguese colonies. (Cheers.)

Have we, who strove for the suppression of the trade, forgotten that in 1794 a Bill was laid before the House of Commons for the abolition of the trade, and that it only became law in 1807? Is not everyone aware that, after the abolition of the traffic, slavery was only abolished within the British dominions twenty-six years later? Does not everyone remember the enormous opposition offered to the enforcement of that beneficial law?

We have for a long time been endeavouring to put an end to this crime, which is a shame to humanity. Previous to the treaty of 1842, which, as many people suppose, put an end to the trade within the Portuguese territory, the Marquis de Sà da Bandeira, of venerable memory, had, by a dictatorial decree, abolished the Slave Trade throughout the whole Portuguese monarchy.

The treaty of 1842 did no more than to confirm, by an international agreement, what was already the law in Portugal. Since that time, the clandestine traffic has been gradually disappearing from the Portuguese possessions. The Slave Trade having been abolished, the last vestiges thereof have now vanished. (Cheers.)

We may say with pride that on Portuguese soil there are only free men (Cheers), and not free men forming a despised caste, as is the case elsewhere, but free men who are as much citizens as we are.

And this is an old system with us. It suffices to record the words contained in the "Alvara" of 1773, which I have just quoted.

What the Marquis of Pombal then said is our doctrine now. Before the law all Portuguese citizens are equal, whatever may be their origin, and whether they be the offspring of former slaves, or the children of free men. (Cheers.)

They are all citizens, and all have the same rights before the fundamental law of the State.

Can a nation that thinks, feels, and legislates in this manner be justly accused of carrying on, or even of protecting the Slave Trade? In compliance with the wish of the nation, the Government are determined to put down, in earnest, any acts whatsoever that may either directly or indirectly infringe the law which accorded full and entire liberty to all the Portuguese subjects in African territory; and not to allow any man to be subject to slavery within the boundaries of our territory.

Both Government and Parliament have been, by successive acts, hastening the time for putting an end, once for all, to slavery in our colonies, without attending to any vested interests, or to any groundless complaints. The last vestiges of slavery weighed upon the generous soul of Portugal as a kind of remorse; just as much as she is now weighed down and exasperated at being accused of tolerating a crime which is extremely odious to her.

Mr. President, I crave your Excellency's pardon as well as that of the Chamber for having expiated to so great an extent in this part of my speech. The importance of the matter must be my justification. It was our duty to defend ourselves from unjust charges and to repel unmerited insults. (Cheers.)

The deputy who made this interpellation likewise called my attention and that of the Chamber to the offensive and improper language of Lieutenant Young at a meeting of the Chamber of Commerce at the Cape. I do not think I ought to quote the words made use of by that gentleman or to repel his aggression, but I do think it necessary to acquaint the Chamber with the history of the Scotch Mission to Lake Nyassa under Lieutenant Young. When this history is known in England, the enlightened opinion of that nation will not fail to condemn in the severest manner this most unjust and absurd aggression on the part of Lieutenant Young against us.

On the 25th of January, 1875, Viscount Duprat, our Consul in London, reported that he had received a letter from Glasgow from Mr. Mackinnon, the Chairman of the British India Steam Navigation Company, requesting him to use his good offices with the Government in order to instructions being sent out to the Governor of Mozambique to afford his friendly assistance to Mr. Young and his companions, the Scotch missionaries who wanted to settle at Lake Nyassa. The object of the mission was to form a centre of colonization and propagandism in those fertile regions, with a view to opposing the Slave Trade, and thus contributing to the regeneration of Africa. At a meeting at Glasgow a decision was come to to send out the mission, to be named "Livingstonian," under Mr. Young, and an important subscription was immediately got up there. This civilizing undertaking could not but meet with my sympathy and support. On the 13th of March, 1875, Viscount Duprat wrote that a deputation composed of Captain Wilson, of the Rev. Waller, and of Mr. Young—the chief of the proposed mission about to start for the Nyassa—had come to the Consulate, in order to express their thanks for the granting of their application.

Later on, in June, Lord Lytton, the British Minister in Lisbon, informed me, in a note, of the departure of the Livingstonian mission under Mr. Young, and requested, in the name of his Government, that the Portugal Government should recommend the mission to their authorities in Mozambique; adding that Mr. Young had already received the assurance that he would be assisted by the Portuguese Government.

I beg pardon for entering into these details; I think, however, I am only doing my duty when I rebut these unjust accusations, which might lead public opinion astray with regard to Portuguese hospitality, by stating the real facts of the case. (Many cheers.)

The Government, in compliance with the wish expressed by Lord Lytton, sent out by the next post a "Portaria" to the Governor-General of Mozambique, enjoining him that in case the missionaries should pass through any Portuguese territory, any assistance they might require should be afforded to them, and especially that their transit to the place of destination should be facilitated, for which purpose the Governor was to issue the necessary instructions to the Governors of the different districts."

In a note of the 30th of September, Lord Lytton requested that an exemption from the payment of duties should be accorded in favour of the Livingstonian Mission upon any articles which they might carry out for importation through Mozambique, and he added: "Her Majesty's Government, fully conscious that they have no right to claim

the exemption of these articles from customs duties" (the merchandize, boats, and provisions of the mission) "have nevertheless instructed me to lose no time in requesting Your Excellency to be so good as to bring under the prompt and friendly consideration of the Cabinet of Lisbon, the strong feeling entertained by them that the remission of duties leviable in Mozambique upon the articles absolutely requisite for the outfit of the Livingstonian mission, would be, in this particular instance, an appropriate and warmly appreciated proof of the friendliness of the Government of His Majesty's Portuguese ministry towards a mission which may do much to benefit the Portuguese possessions on the East Coast of Africa, and to the success of which Her Britannic Majesty's Government look forward with the deepest interest."

This is the true doctrine which Her Britannic Majesty's Government could not ignore, but which appears to be ignored now by Lieutenant Young, as well as by those, who, being ill-informed, attach any weight to his groundless complaints.

I acceded to the wish of the British Government, and issued the necessary orders to Mozambique; the importance attached in England to the Scotch Mission, the conviction under which I then was and still am, that the same would tend, to a certain extent, to the civilization of the territories adjoining Lake Nyassa, and to the decrease of slave traffic, as well as to the development of the friendly relations which happily subsist between us and England, unhesitatingly induced me to take this decision.

In a letter of the 5th of April, 1876, our Consul in London reported that some gentlemen who formed part of the Glasgow Committee of the Scotch Mission to Lake Nyassa had called on him in order to express their thanks—with the request that they might be conveyed to the Government, "for the friendly reception given at Quelimane by the Portuguese authorities to Mr. Young, the chief of the mission." It was this very same Mr. Young who recently accused us at the Cape of Good Hope!

These words might be taken as a mere compliment; but this was not the case, as proved by what I am going to read to the Chamber. In a report made by Dr. Duff to the Committee of the General Assembly of the Free Church of Scotland, it is stated as follows: "At Mazaro (Zambezi) the friendly conduct of the Portuguese, against whom either truly or untruly so many harsh things have been laid, as being inimical and opposed to all liberty and progress, must be considered as a fact worthy of notice." So that we are now accused by Lieutenant Young, whereas the very Society itself which sent him out to Lake Nyassa, applauded the proceedings of the Portuguese authorities for these very same facts!

The success obtained by the first mission to Lake Nyassa, led to the determination of sending out a further mission, which was to be accompanied by a merchant, Mr. Cotterill, in order to make an experiment of lawful trade in those regions in opposition to the Slave Trade which has been carried on there for centuries.

The design of promoting trade in the interior of Africa is strongly supported by the British Government, and, on this occasion, Mr. Watson, the British representative in Lisbon, forwarded to me, by order of his Government, a letter written to Lord Derby by Mr. Cotterill, setting forth his plan, as he stated to me.

"In view of the very great importance which Her Majesty's Government, and, as I believe the whole civilized world, attach to the development of lawful trade in the interior of Africa, I would venture to invite Your Excellency's especial attention to the subject of Mr. Cotterill's letter, and to the suggestions contained therein.

"I would likewise persuade myself that Your Excellency will not fail to accord to Mr. Cotterill, in view of the objects of his expedition, such assistance as will secure to him the good-will of the Portuguese authorities on the East Coast of Africa.

"I would, at the same time, take upon me to suggest to Your Excellency, whether it might not be possible that Mr. Cotterill should be furnished with a free pass for the goods which he proposes to take with him on this occasion."

What the English Government asked for, as well as what Mr. Cotterill suggested to Mr. Watson, was granted to this new mission to Lake Nyassa.

The opinion of the Consultative Board for the Colonies was taken upon this matter, and it was thought expedient that the remission of the duties should be accorded to Mr. Cotterill upon a certain quantity of goods which he took out.

As it was a trial which may be productive of important results, and as the concession made to Mr. Cotterill was limited to that occasion, the respective authorities were instructed to allow the free importation of any merchandize that the new mission should be carrying out.

For the future rules will be laid down for the importation of merchandize, in transit, by the Zambesi, to territories not occupied by the Portuguese authorities. Upon this matter, a correspondence is going on with the British Government, but the final decision

depends upon the reform of the Mozambique tariff, which is being worked at without intermission, and which will shortly be laid before Parliament.

When the Mission accompanied by Mr. Cotterill arrived at Zambesi, the orders of the Government had not yet been received out there, and consequently the merchandize which Mr. Cotterill was carrying out was not admitted without payment of the duties then leviable by law. As soon as the Government became aware of this, in compliance with the promise given, the order was repeated, and the merchandize which accompanied Mr. Cotterill, for the purpose of his trying to establish lawful trade, in order to counteract the Slave Trade, was ordered to be delivered up to him free of duty, and, in case the duties should already have been paid, they were to be returned. The "Portaria" containing these orders is dated the 30th of November last.

It is needless to repeat that the duties at present leviable on the whole coast of Mozambique appear to me to be excessive.

I shall shortly have the honour to lay before the Chamber, with a view to the modification thereof, a project of law which has been studied by most competent persons, and which I think will be in accordance with the opinions which are most conformable to the public interest, that is, those which have for their object to render accessible most of the ports of Mozambique without prejudice to the interests of the Colony, and to develop trade.

In our province on the East Coast of Africa there is a margin for an almost unlimited production and trade: and the fiscal obstacles to be met with there, as well as the high rates of duty, are the sole cause which has up to the present hindered the development of trade in those fertile regions. (Cheers.)

This simple narrative is sufficient to annihilate these thoughtless—I only call them thoughtless (cheers)—statements as to the obstacles placed by the Portuguese in the way of the Livingstonian Mission.

Complaints are made against certain subordinate authorities who, in compliance with the law, did not allow all the merchandize that Mr. Cotterill was taking with him to be imported free of duty, before they had received a positive order to do so. Are such complaints reasonable? With respect to this, I shall quote a note appended by Captain Burton to his translation of Dr. Lacerda's voyage, with reference to the latter's complaints that the local authorities had not afforded him any assistance. Burton says, the Portuguese Colonial authorities are not the only ones that place difficulties in the way of missions: I learnt it to my cost when I explored the region of Somali, wherever the influence of the British authorities at Aden Colonel Coghlan and Captain Playfair unfortunately prevailed."

The endeavours of humane societies to put an end to the Slave Trade in Africa are certainly worthy of praise, they are of use to urge public opinion, and to prepare useful expeditions. It is necessary, however, that public opinion should not be led astray, and that certain interests of a very different nature should not be hid behind the name of philanthropy. Above all, it is necessary that instead of a groundless mistrust, an agreement should be come to among the several Governments who are called upon by their position to co-operate in the civilization of Africa, and in the total suppression of the Slave Trade. (Cheers.)

Our constant efforts to put an end to the clandestine traffic which old habits and abuses still contrived to keep up in the Portuguese territories on the East Coast of Africa, have not been fruitless. In proof of this I beg leave to communicate to the Chamber the correspondence which has been recently exchanged between the British Government and that of His Majesty.

Were the illustrious deputies to open the White Book of 1873, they would find therein documents which evidently show the zeal with which we strove to repress the clandestine traffic at Mozambique; they will also see the earnest applications made by the British Government for our co-operation in order to obtain the suppression of the traffic on the East Coast of Africa. This co-operation as far as the action of the Government could be exerted, was always loyally given for so generous and humane a purpose.

At the time to which the despatches published in that White Book have reference, the clandestine traffic was still carried on to a great extent there, because the disastrous war in Zambesia engaged the attention of the authorities at Mozambique to such an extent, that they had hardly time to attend to other matters, howsoever important they might be.

The war in Zambesia came happily to an end, in accordance with the instructions which I gave to the Governor Senhor Jozé Guedes on his departure for his post. I always thought that the way to put an end to that war was not to make war (cheers), and I was not

mistaken. We ceased to make war and the rebellion ceased. Why so? Because certain illegitimate interests were making large profits during the disturbance of the public peace.

The termination of the war led to the development of trade, peace was established, and a constant danger to our dominion in Zambesia disappeared.

Senhor Jozé Guedes being free of these serious anxieties, was able to turn his attention, to exert all his zeal, and to devote his ardent patriotism to the extermination of the traffic in Slaves (cheers). This eulogium does not come from me alone, it comes also from the British Government. The Chamber will hear the expression made use of by that Government with reference to the present Government of Mozambique.

In a note dated the 15th April, 1875, the British Chargé d'Affairs in Lisbon expressed the satisfaction with which the British Government had learnt the successful result of the Portuguese naval forces against the traffic in the Kivolani River. These and other operations against the dhows engaged in the Slave Trade—although they may at first sight appear to be of slight importance—were nevertheless productive of very important results in consequence of the apprehensions which they caused to the slave dealers on the coast of Mozambique.

As soon as the Arab slave dealers saw that they had reason to fear a severe punishment on the part of the Portuguese cruisers, and that the Portuguese and British naval forces were acting together for the thorough suppression of the traffic, they began to be discouraged and to discontinue their operations to such an extent that the present British Minister in Lisbon, Mr. Morier, states in a note dated the 20th October, 1876, as follow :—

“Her Majesty Government have received information from the Coast of Africa to which they attach great value. It seems placed beyond a doubt by the report of Mr. Elton, Her Majesty's Consul at Mozambique, and the statements of Captain Le Hunt Ward, of Her Majesty's Ship ‘Thetis,’ the Senior Naval Officer on the eastern coast, that a very decided impression has been produced upon the export Slave Trade from the African coast to Madagascar, and that this 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 . . . 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 Hunt 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 dealers were notoriously known to be actively employed along the Portuguese coast, at present there appeared a notable slackness in their operations.

“Captain Le Hunt 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.”

Before concluding what I have to say with reference to the Slave Trade, I shall acquaint the Chamber with another communication received from the British Government, dated 1st of December last ; the said communication, which was addressed by Mr. Morier to the Minister for Foreign Affairs, notifies the report made to the British Admiralty by the Naval Commander-in-Chief on the East India Station. Rear-Admiral Macdonald relates the particulars of a visit which he paid to Mozambique on the 27th of August last. The Rear-Admiral says that the relations between the British Consul there and the Governor are placed on the best footing, especially as regards the Slave Trade. This state of things is attributed by him especially to the cordial co-operation of His Excellency the Governor-General, Senhor Jozé Guedes de Carrathoe Menezes, who has strictly carried out the instructions of his Government for the suppression of the Slave Trade.

I need not pursue this subject any further. The purpose for which I spoke has, I think, been attained. The groundless suspicions which mis-informed persons have endeavoured to cast upon us are destroyed. (Cheers.) We have proved that we know how to fulfil not only our treaty obligations to the letter, but even more the duties which our conscience dictates to us (cheers), as well as the duties of humanity, not consenting that any but free men should exist within the Portuguese territory.

It was not my object to accuse our accusers, it was to maintain unsullied the honour

of our country. England, which is a noble, just and loyal nation, will not let herself be deceived by false reports; she will acknowledge that she has always found, and ever will find, a most loyal co-operation on our part in order to put an end to the odious traffic, and to promote the effectual civilization of Africa, where the Portuguese and the English possess vast territories which are destined at a not very distant period to form two vast empires. (Cheers.)

Before concluding, I beg leave to point out to the Chamber in a few words, what ought in my opinion to be the policy of the Portuguese Government in regard to their vast African possessions.

If, as stated by my friend the Deputy Senhor D. Luiz de Lencastre, we know how to civilize, as we knew how to conquer, it will not be long before we occupy an eminent position among Colonial Powers. What must we do in order to attain this result? Not to make our colonial policy a question of politics. (Cheers.) After having defined the course we ought to pursue in order to civilize those remote regions, and to acquire there the influence to which we are entitled in view of our traditions, our loyalty, the mildness of our character, and our eminently Christian feelings, we must not depart from it, or discontinue our endeavours until we shall have obtained the favourable result to which we ought to aspire—the prosperity of our colonies, by means of the progress of reason, of morality, and of human liberty.

Missions are absolutely necessary. Without time, it is impossible to get a sufficient number of well educated priests of good morals to go out to those inhospitable regions to risk their lives in those missions. However noble and great may be the task of teaching the Faith and of civilizing the natives of Africa, it is only those missionaries whose souls are fortified with true religious unction that can undertake the task. We have got seminaries, we have a special seminary for the colonies. This latter seminary is now placed under a prelate of a very high character, of great religious feeling, who will promptly develop it, and render it of use for the eminently civilizing purpose for which it is destined. I wish that our missions may be able to compete favourably with the missions of other nations. In the conquests made by either of them all have to gain, the victory is for all. The religious feeling, while it will tend to put an end to the Slave Trade more effectually than any cruisers, will also afford a solid basis to the family tie; and thereby agriculture will be developed, and commercial relations will be increased. It is necessary to give an impulse to public works in the colonies. Unfortunately this cannot be done as quickly as one might wish.

Some one remarked that the sum for public works in the colonies applied for by me to Parliament last year was exceedingly small.

I have consulted men who know the colonies well; I have heard the opinions of the engineers who are going out to Africa to superintend the public works, and who, I trust, will do honour to their country, and who are already worthy of the public consideration and esteem on account of their devoted zeal. (Cheers.) All are convinced that it is necessary to begin the works without any precipitation—where the elements of work and machinery are wanting, and where surveys and buildings can only be carried on at certain periods of the year, and at certain hours of the day, because life is endangered by the slightest imprudence.

And I will now repeat with reference to this matter what I have often said to the chiefs of these scientific missions.

One of the first things they have to attend to is their own health and that of their subordinates. Their loss would not only be a misfortune, it would be a great blow to the prosperity of the colonies.

Were this mission to be frustrated by sickness, it would be impossible to equip other missions for some time to come, and the works which it is absolutely necessary to effect would be postponed. Without some of these works it will not be easy to carry on trade in some ports, the public administration will not be regular, and there will be no communications between the coast and the most fertile territories in the interior.

Those who are acquainted with the geographical and horographical division of Africa, are aware that at a comparatively short distance from the sea there is a ridge of mountains which define the limits of the vast interior basin where there are lakes, which is traversed by the most rapid rivers.

Until you pass that ridge of mountains, the country is sickly, and comparatively speaking less productive. In general, the rivers when passing through those mountains descend in waterfalls which interrupt their course, and render them at least partly unnavigable. It is necessary to communicate the zone on the coast with the fertile regions of the interior, and for this purpose wherever rivers are wanting, or where the waterfalls render them unnavigable, railways at least of a narrow gauge are absolutely required.

Railways in the colonies are not an Utopia—they are a necessity which is easily understood. Vegetation there is so very exuberant, that the common roads over which the carriers pass, generally speaking in a row, do not resist the inroad made by such vegetation.

In narrow gauge railroads this inconvenience may be easily removed, the men required to watch the line will, without any additional expense, clear it from this powerful and invading vegetation.

In order to make long voyages and to despatch merchandize rapidly in Africa by the common roads, the necessary number of animals is wanting, and in some places it is impossible to keep them, on account of a venomous fly which kills the animals.

Railways, I repeat, are not an Utopia, but a necessity in some parts of our African possessions. But together with this improvement it is also necessary to study the fluvial communications, and to ascertain to what extent the rivers whose mouths are situated within our territories are navigable, and then undertake such works as will facilitate the navigation thereof.

Mr. President, it is not sufficient to make roads, it does not suffice to stimulate production, it is necessary to afford facilities to trade. In my opinion the colonial customs tariffs stand in need of a thorough reform. I shall shortly have the honour to submit to the Chamber a Bill to alter the Mozambique tariff; and I shall likewise apply to Parliament for authority to alter the customs tariffs of Angola and Guinea.

Colonization is intimately connected with the improvement of the means of communication, with the development of industry, with the activity of commerce. (Cheers.)

When a transport of the State sailed the other day for Mozambique, conveying engineers and workmen for the public works, it was not only said, "they are going to carry out works in Mozambique," it was also said, they are going to colonize Mozambique. And very justly. If this mission, God grant it may be so, is successful, a great many colonists, contractors and merchants will follow in its wake. (Cheers.) So that the great wish of England of encouraging lawful trade in Africa will be realized by the Portuguese on Portuguese soil. (Cheers.)

It appears to me, Mr. President, that colonization ought not only to be promoted by example, but it ought also to be aided by the State.

A project of law drawn up by a deputy who is a friend of mine, and which was voted last year by the Chamber of Deputies, to empower the Government to transport, at the public expense, any unsuccessful emigrants in America to Africa, has just been approved by the Chamber of Peers.

This colonizing operation is rather difficult and delicate, because it is not sufficient merely to bring over the colonists, we must afford them the means of living and enable them to apply and to develop their industrial qualifications.

In my opinion, it is also absolutely necessary that we should join the scientific movement which is now-a-days manifesting itself everywhere with a view to the geographical survey of Africa. I shall shortly ask the Chamber to assist the Government with a view to this undertaking, which is now in favour with the public.

In Africa, where the largest territories occupied by Europeans belong to us and to the English, it is our duty to co-operate in the geographical survey of that continent. (Cheers.)

I shall shortly apply to the Chamber for the necessary means in order to prepare an expedition this year to the interior of Africa, for the purpose of studying certain geographical questions which appear to me of great importance, not only with a view to the final solution of several important geographical problems (cheers), but also with reference to Portuguese interests. (Cheers.)

The Chamber is aware that to the north of our colony of Angola the river Zaire flows, which is not yet occupied. I have not, however, ceased to endeavour for such occupation to be definitely taken, not for our exclusive advantage or through any vain covetousness, but for the advantage of the trade of all nations. (Cheers.)

We must not, however, allow ourselves to be deceived. In order to merit the confidence of Europe, in order that our rights may be respected, it is requisite that we should show that as a civilized nation we know how to implant industry and promote trade within the limits of our dominions. (Cheers.) The expedition which we shall send out to Africa will have to study the course of the Zaire beyond the limits already known, searching its source; and also to ascertain the connection between its largest affluents with the hydrographical basin of the Zambesi.

The geographical survey will be an eminently political study, and at the same time it will be of use to the important interests of science and of commerce.

I reckon entirely upon the support of the Chamber in order to carry out this plan,

which I have long been contemplating, and which, I think, it is our honourable duty to carry out. It would be a great glory for the ancient discoverers of the African coast, for those who doubled the Stormy Cape, to complete the horographical and hydrographical survey of Central Africa.

I have concluded the remarks which it was my duty to offer to the Chamber on this occasion. It appears to me that I have proved the injustice of the charges brought against us. I think I have shown by means of undisputed facts that we comply with our duty as a civilized nation.

Mr. President, I believe that the Chamber will coincide in the opinion that, as far as regards the moral development and aggrandizement of the Colonies—which is that of Portugal—there ought to be but one policy (cheers), that is to provide with perseverance and indefatigable zeal for the necessities of each colony as suggested by experience, which is a matter which is becoming every day more and more pressing, not only for the purpose of increasing our power, but also for establishing our dominion in such a manner so as to preclude the possibility of its being called in question by anybody whatever. (Applause.)

(The speaker was complimented by nearly all the deputies).

No. 111.

Mr. Morier to the Earl of Derby.—(Received March 14.)

My Lord,

Lisbon, March 3, 1877.

I HAVE the honour to transmit herewith to your Lordship a translation of a list of the Portuguese ships of war engaged in the suppression of the Slave Trade on the West and East Coast of Africa, specifying the number of their guns and of their crews, as well as the names of their Commanding Officers, which list was forwarded to me by Senhor Corvo in a note dated the 21st ultimo.

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

Inclosure in No. 111.

List of Portuguese Ships of War on the West and East Coasts of Africa.

(Translation.)

At Cape Verde.

GUNBOAT "Sado," 5 guns, 116 men; Captain-Lieutenant Antonio Maria de San de Vasconcellos e Carvalho, 1st Lieutenant Henrique Correia de Avanzo.

At Angola.

Corvette "Sá da Bandeira," 5 guns, 196 men; Captain of Frigate João Peregrins Leitias, Captain-Lieutenant Antonio Marques da Silva.

Gunboat "Rio Lima," 5 guns, 116 men; Captain-Lieutenant Antonio J. R. de Oliveira, 2nd Lieutenant Carlos de Avelar Pereira.

Gunboat "Tamega," 5 guns, 116 men; Captain-Lieutenant Jozé Alemão de M. de Faria; 2nd Lieutenant Joaquim Patricio Ferreira.

Gunboat "Rio Minho," 1 gun, 62 men at S. Thomé; 2nd Lieutenant Ernesto Augusto do Valle; Midshipman Antonio J. de O. Andrea.

At Mozambique.

Corvette "Mindello, 8 guns, 165 men; Captain of Frigate Jacinto F. de R. R. Bartos; 1st Lieutenant Eduardo Augto. Valadim.

Gunboat "Rio Douro, 2 guns, 100 men; Captain of Frigate Antonio Joaquim da S. Costa; 1st Lieutenant Francisca de Paula Teves.

Steamer "Quilimane," 1 gun, 35 men (*ad interim*); 2nd Lieutenant Francisco de Paula J. Barboza; 2nd Lieutenant Antonio Simeão de Oliveira.

Steamer "Tete," 1 gun, 20 men; 2nd Lieutenant Carlos A. de M. Silva; 2nd Lieutenant Antonio de Sousa Canavarro.

Steamer "Sena," 1 gun, 20 men; 2nd Lieutenant Cesar A. M. C. Valsapina; 2nd Lieutenant.

No. 112.

Mr. Morier to the Earl of Derby.—(Received March 15).

My Lord,

Lisbon, March 6, 1877.

THE late discussions in the Chambers respecting the criticisms passed by Captain Cameron and Mr. Young on the malpractices of the Portuguese authorities in their African possessions have had the good effect of calling an amount of public attention to these colonies which they have not before enjoyed.

The "Jornal das Colonias," in its number of the 6th instant, confirming what these gentlemen have stated as to the inefficiency of the Portuguese colonial officials, speaks of the latter in the following terms:—"Up to the present day the administration of the colonies has been abandoned to the tender mercies of the worst possible class of officials, men who, either from want of protection, incapacity, or other reasons, have been unable to obtain employment in the mother country. These outcasts, whose salaries barely average 6*l.* per annum, are left to rot in unhealthy posts without hope of promotion, or of being transferred elsewhere, without any incentive to exertion, and under no kind of official supervision, until death, or superannuation on a miserable pittance closes their colonial career. Under such circumstances no improvement in the condition of these colonies is possible. The Government, if it really is in earnest, must therefore endeavour to attract thither a better class of officials by offering them higher salaries, with the prospect of subsequent employment in the mother country."

I have, &c.

(Signed) R. B. D. MORIER.

No. 113.

Mr. Morier to the Earl of Derby.—(Received March 22.)

My Lord,

Lisbon, March 13, 1877.

WITH reference to your Lordship's despatches of the 5th and the 15th of February, I have the honour to transmit the inclosed copy of the note I have addressed to the Marquis d'Avila, on the subject of the irregularities alleged to have been committed on board the British steam-ship "Roquelle," in the conveyance of labourers to the Island of San Thomé.

I have, &c.

(Signed) R. B. D. MORIER.

Inclosure in No. 113.

Mr. Morier to the Marquis d'Avila and Bolama.

M. le Marquis,

Lisbon, March 13, 1877.

WITH reference to Senhor Corvo's note of the 22nd of December, on the subject of certain irregularities reported to have taken place in the conveyance of negro labourers to the Island of S. Thomé, on board the British steamer "Roquelle," I have the honour to inform your Excellency that a searching inquiry has been instituted into the matter by order of Her Majesty's Government.

From the reports which have been furnished to them, it appears that the instructions issued by the Managers of the African Mail Packet Company to the Masters of the ships employed in the conveyance of negro labourers on the West Coast of Africa, are quite explicit as to the necessity of the greatest care being taken of those labourers, both as regards food and accommodation. There was no complaint made in Senhor Corvo's note respecting food, so it is to be presumed that, on this point, the instructions had been properly enforced. As regards the questions of accommodation and clothing, the Master of the "Roquelle" declares that the labourers conveyed on that occasion, had ample room, as they not only had the whole of the ship's deck, from the engine hatch forward, at their disposal, but also the between deck holds to retire to, if they thought proper. In the matter of clothing, he admits that they wore no more than the clothing of the country, namely, a cloth round the loins, and that they only received shirts upon their arrival at S. Thomé, from the agent of the parties by whom they had been

engaged. But from this written declaration of the Master, which has been forwarded to me, I gather an important fact, and that is, that there was no Portuguese official on board the "Roquelle" during her voyage to S. Thomé. Now it seems clear that, unless a Portuguese official accompanies these cargoes of labourers, there is no one to enforce the humane regulations of the Portuguese law, in regard to freights of this nature. A ship conveying labourers from a Portuguese port to a Portuguese port, subject to the regulations of the Portuguese Government, does not come in the way of being inspected by Her Majesty's officers, and it therefore appears very desirable that the Portuguese Authorities should themselves take some means of enforcing their own regulations, and punishing the infraction, and should they fail in doing so, withdraw their consent to the employment of such ships as will not conform to their orders.

Her Majesty's Government hope that the inquiry which they have instituted will conduce to the strict observance of the instructions which the Managers of the Company have given to their agents, and they have, moreover, called the attention of Her Majesty's cruisers on the West Coast of Africa to the irregularities in question; but it is nevertheless clear that the only effectual remedy lies in a strict surveillance over these ships on the part of the Portuguese Authorities themselves.

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

No. 114.

Mr. Morier to the Earl of Derby.—(Received March 22.)

My Lord,

Lisbon, March 14, 1877.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 21st of February, and to inclose herewith the copy of the note which I have addressed to the Marquis d'Avila respecting the release of the slave dealers captured on board the "Kunguru," the sale of female slaves at Lorenzo Marques, and the other subjects referred to in that despatch.

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

Inclosure in No. 114.

Mr. Morier to the Marquis d'Avila and Bolama.

M. le Marquis,

Lisbon, March 13, 1877.

YOUR Excellency will see, by reference to the correspondence which has been exchanged between the Department over which you preside and this Legation, that the suppression of the Slave Trade on the East Coast of Africa has continued to occupy the serious attention of our two Governments, and that, owing to the cordial and friendly co-operation between the eminent person who so ably and loyally fills the post of Governor-General at Mozambique and Her Majesty's naval and consular officers, important results in regard to the suppression of that traffic have been attained.

As reports from time to time reach Her Majesty's Government from the officers employed by Her Majesty on the East Coast they are forwarded to me, and it becomes my pleasing duty to register, in my official correspondence with the Government of His Most Faithful Majesty, the several steps which mark the onward progress of our joint and co-operated policy, as well as to take counsel with the advisers of His Majesty as to the measures most likely to conduce to the end both Governments have so much at heart.

On the present occasion I have been instructed to make known to the Portuguese Government the high appreciation which Her Majesty's Government entertain of the services rendered by your Excellency's illustrious kinsman, Senhor d'Avila, whilst in command of the Portuguese naval station at Mozambique; that officer having always co-operated loyally and willingly with Her Majesty's naval officers and with Mr. Consul Elton in their efforts for the suppression of the Slave Trade, and I have to request your Excellency to be the medium of communicating to Senhor d'Avila the sense entertained by Her Majesty's Government of his conduct.

I have also to make inquiries respecting a matter to which indignant attention is called in a despatch of Senhor Corvo, dated the 6th of November, and published in the "Boletim Official" of Mozambique of the 11th December. I mean the transport of female slaves from the ports of Quilimane and Inhambane to Lorenzo Marques in the Portuguese barque "Tejo," and their sale at Lorenzo Marques. It would appear that these slaves were bought in virtue of a Portaria of the 8th of October, 1870, which authorizes the purchase of slaves in order to be freed. Her Majesty's Government are desirous of learning whether, now that the status of slavery in all its forms has been definitely abolished in the Portuguese possessions, this Portaria is still in force, as it appears to them that, though a measure of this kind might have had some advantages to recommend it during the period of transition which preceded perfect emancipation, yet that now that the emancipation has been finally effected, it can hardly fail to foster abuses such as those so eloquently denounced by His Excellency the late Minister of Foreign Affairs, and thus seriously interfere with the work on which we are together engaged.

Lastly, I have to request your Excellency's attention to a question seriously affecting the principle of co-operative action from which such satisfactory results have already been obtained, but which runs the risk of being gravely compromised if the case to which I allude should become a precedent.

The case is as follows: a slave dhow, the "Kunguru," was captured by one of Her Majesty's ships on the 24th March, 1876, and condemned by the Admiralty Court at Zanzibar. The slave-dealers captured on board proved to be from Kissanga, and had thus been taken *flagrante delicto* in the act of carrying on the Slave Trade from Portuguese waters. They were accordingly made over, by Captain Ward, of Her Majesty's ship "Thetis," to the Governor-General for trial. His Excellency, Senhor Jose Guedes e Meneses, fully aware of the effect which the conviction of these men would produce upon the Arabs and Majoges engaged in the trade, appears to have been most desirous that they should be tried, but the judge, Senhor Crispiniano de Fonseca, entertaining serious doubts respecting his jurisdiction in the matter, the case was referred home. Before an answer was received from Lisbon, however, the prisoners were released.

I need hardly point out to your Excellency the disastrous effect which the release of these prisoners is likely to produce upon the slave-dealing population on the coast, who will necessarily come to the conclusion that, whatever they may have to fear from Her Majesty's cruisers as regards their vessels and other stock in trade, they may reckon on personal impunity as soon as they have been delivered over to the Portuguese authorities. The effect, in the present instance, is the more likely to be a bad one, that Kissanga belongs to the district of Ibo, whose Governor, Senhor de Bettencourt, has been lately tried by a court-martial in a matter which, though only indirectly connected with the Slave Trade, elicited evidence of a kind which had left the strongest impression on the public mind of the district that he was connected with the trade. The appointment of this officer to the Governorship of Sofala, taken in connection with the return home unscathed of the slave dealers of the "Kunguru," will, I fear, go far to produce the impression that the Portuguese authorities are relaxing their efforts to put down the Slave Trade, and undo many of the excellent results which have been obtained after so much toil by the joint efforts of the Portuguese civil authorities and the Portuguese and British cruisers.

But, apart from the particular case, it stands to reason that, unless the two Governments are agreed as to a clear and definite mode of procedure with reference to the bringing to justice of the slave dealers that chance to fall into their respective hands, the whole fruit of our combined action will be lost. I must, therefore, request the earnest attention of your Excellency to this important matter.

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

No. 115.

The Earl of Derby to Mr. Morier.

Sir, *Foreign Office, March 23, 1877.*
WITH reference to your despatch of the 27th ultimo, I transmit to you for your information a copy of a despatch from Her Majesty's Consul at Loanda, in which he
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reports the result of inquiries made by him into the accuracy of Commander Cameron's report on the Slave Trade in the Province of Angola.

I am, &c.
(Signed) DERBY.

Inclosure in No. 115.

Consul Hopkins to the Earl of Derby.

My Lord,

Loanda, January 6, 1877.

I HAVE the honour to report that I embarked on board Her Majesty's gun-boat "Avon," Commander Leicester C. Keppel, R.N., on the 29th November, 1876, and proceeded to Benguella, arriving there on the 1st December.

On the following morning, at an early hour, accompanied by Captain Keppel and several of the officers of the "Avon," I proceeded overland to Catumbella, so called after its founder, Pimental Catumbella das Ostras. It is situated on the Bay of Lobito on the north bank of the Catumbella River, about nine miles from Benguella. The town is picturesquely placed, airy, and considered healthy, and is about a mile and a-half from the sea-shore. The journey was by hammock, and occupied about three hours. We remained in the town until the following morning.

Catumbella is the point on the coast first reached by Cameron, and in his report he states having seen "slave clogs hanging on the bushes, or strewn along the road, within four or five miles of this place."

Natives were continually arriving with loads of produce for sale. I was informed these people were not slaves, but natives of the country, called Mundombes; but when caravans from the interior came in, nearly all the carriers were slaves. The owners of these slaves were people living at Bihé and other places in that district, and were always ready to sell them. Whether they were actual Portuguese or not I could not ascertain, as the Portuguese traders at Catumbella professed not to know, and seemed to consider the matter of very little importance who owned them, so long as the produce of the country was brought down to their stores.

In the slaving days caravans of about three thousand blacks would arrive, of whom one thousand would be slaves for sale. The whole caravan would be loaded with beeswax, ivory, and other produce.

There is no doubt that slaves are bought and sold in the country surrounding Catumbella and Benguella. The natives of the country, Mundombes, are very independent, and will not hire themselves to any kind of work. There are large cotton and sugar plantations, on which I noticed a great many people at work. Knowing they cannot be the natives of that part of the country, I can only conclude they must be slaves, free in name, no doubt, and probably receiving some small remuneration as well as food, but not treated as slaves used to be in America: they are not locked up at night, but are not allowed to roam about the town after a certain hour.

I must confess I saw none whom I might consider fresh importations from the bush. They all seemed joyous and happy enough, but doubtless any attempt at escape would be severely punished.

But few of them understand what is meant by the Government having made them free; it has not altered their condition in any way; they are as they always have been, and in all probability always will be. True, they are free—they cannot be sold—that would be a criminal act; they care not to heap up riches; sufficient for the day is their motto, and their wants are very small.

It is not in the towns on the coast that the horrors of slavery show, but in the interior, in the inhuman manner in which the poor creatures are captured, as described by Commander Cameron. Cameron has, I am sure, described what he has seen himself, but to bring the matter forcibly home to the notice of the Portuguese Government, it would be necessary for some one to pass into the country to Bihé, and round to Dondo, when the names of the actual slave dealers could be ascertained, and the manner of their organizing their expeditions reported.

From conversations I have had with Commander Cameron when he was in Loanda, I am afraid some of these slave hunters would be found to be holding Portuguese commissions. This must not be understood to mean European officers of the Portuguese army, but native chiefs and influential mulattos. It is the custom in Angola to give these people rank without command, in order to secure their allegiance.

Commander Cameron also reports that while at Bihé he was informed that steamers came to Mossamedes for slaves. I visited Mossamedes, and could hear of nothing of the sort having occurred there for years.

The last shipment took place from "Bahia Farta," a few miles south of Benguella, in 1863 or 1864, but the export slave trade of Benguella died out entirely from the activity of the cruisers off the coast of Cuba, and from the Spanish authorities capturing the slaves after they were landed on the island.

There is a governor and staff of officials at Mossamedes, also detachments of sailors and soldiers, and such a thing would be impossible at the present day. Slaves to be shipped must be brought to some place, and it would be known immediately.

At Benguella I visited an old Portuguese trader, whose name I have forgotten; but he is the Portuguese met by Dr. Livingstone some years ago far in the interior, and who has penetrated farther into the heart of the country than any other Portuguese. He was preparing his loads for a trading trip to Bihé. He did not intend to start for two or three months, but explained he required all this time to make his preparations, as the bales of cloth received from Europe had to be opened and repacked into smaller bales, up to the weight of 70 lb. or 80 lb. each. Each one of these bales is a man's load, and the manner of carrying it is to fasten it on to a framework between two long sticks, the load being placed at the extreme end, and when carried is brought close down to the shoulder, the long ends of the stick assisting as a counterbalance. More than three hundred carriers would be required for this journey. They would be hired and paid for in the usual way with goods. All these carriers were slaves, and would still consider themselves belonging to their different masters, but they had liberty to go and work for themselves, but at the same time the masters would receive something from the person hiring them.

Bihé is a town and district. It is about 180 miles N.N.E. from Caconda, 66 miles north from the district of Hambo Galengue e Sambos, 128 miles E.N.E. from Quilengues, and 135 miles east of Dombe Grande de Quinzamba.

The Portuguese have kept no force there since 1834, as they say, "in consequence of the docility of the inhabitants, numbers of whom are Christians, and that some of the Sovas or chiefs are not only faithful, but really attached to Portugal."

The Major Coimbra, whose son is spoken of by Commander Cameron as starting off on a slave-hunting expedition while he was at Bihé, was a powerful native chief, only nominally a Portuguese, but holding the relative rank of Major in the Portuguese Army. He was possessed of great wealth, and had considerable influence amongst his people, all of whom he always kept well armed, and, with the assistance of the other Sobas of Bihé, was the principal defence of the Portuguese eastern boundaries against the predatory incursions of the wandering Jagas, called Ganguelas, or Mu-Ganguelas, a very savage tribe. But since legitimate trade has nearly supplanted the Slave Trade, these people are becoming more docile.

The inhabitants of Bihé are described, by a Portuguese writer, as "valiant and industrious," but it may be, as described by Commander Cameron, their valour consists in making raids on defenceless villages, and their industry in collecting slaves. It is also said they are ingenious, and fond of travelling for information into neighbouring districts. In war they fight with desperation, as they prefer death to slavery, knowing too well the horrors they themselves have forced upon others.

In those dark days when slavery was a legitimate occupation, the Bihéans organized large campaigns against their weaker neighbours; setting out about September, and, if successful, continuing in the field until the end of May.

The unfortunate captives and their plundered property were divided at the termination of the campaign, some being given to the relatives of those who had fallen in the skirmishes, some to the wounded, some to those who supplied them with provisions, ammunition, &c., and some to the chief.

It will be seen by these few remarks that the Bihéans are well versed in the art of slave catching, and it will take many years, if ever, to bring the natives of Africa to understand the inhumanity and wickedness of the practice.

There is no such thing among the natives themselves as hiring labour, they purchase it right out in the person of a slave, and even the lowest slave looks forward to the day when he will be rich enough to have a "nigger" of his own. The term "nigger" is always understood by black men to mean slave.

The natives of Africa generally value life so lightly that the task of reclaiming them seems almost hopeless.

Civilized nations, with the highest, noblest, and most philanthropic intentions, have combined to suppress the Slave Trade, and improve the position of the poor negro.

Unfortunate is the man now who falls under the displeasure of his chief or master in the interior. Formerly he was sold into slavery, shipped perhaps to America, and stood his chance of becoming a respectable member of society. Now he is merely taken into the bush and killed. Thousands are sacrificed this way every year.

It is well known to all who have ever resided among negroes that the feelings of gratitude are unknown to them. On a plantation a few miles from Loanda, a short time ago a revolt took place among the plantation hands. They are, of course, all free, since the publication of the decree, and had entered into contracts with their former mistress for a term of service. There is a Government Officer, Dr. Ironi, whose duty it is to see these contracts are legally made, and that the native fully understands the nature of the agreement he has entered into.

One day a few weeks back they rose up, and being joined by others from neighbouring plantations, threatened murder and violence to their masters and mistresses.

Dr. Ironi was sent by the Governor-General to inquire into the cause of the disturbances, and found that they had really no cause of complaint, but they had been induced to revolt by the very people who had been best treated and who held the best situations on the plantations, and had for years been considered the most faithful.

Another case was told me by a Mr. Amzalak, a British subject. This is but one of hundreds. A few years a poor black man came to him in the street and begged him to buy him. Mr. Amzalak said, "You know I cannot buy you." "Yes," said the black man, "but my master is going to sell me; I don't know who will get me, if you buy me, or lend me the money to purchase my own freedom, I will work for you until it is all paid off. Mr. Amzalak went to the man's master, gave him £10, and gave the man his free papers; he worked for a short time, then suddenly left and took work elsewhere, without having completed his time to pay off the loan, which probably was the means of prolonging his life, as he might have fallen into bad hands.

It certainly is very difficult to understand correctly the character of the negro, or learn their manner of thought or reasoning, or in what way it influences their life and actions.

They know neither love, affection, jealousy, nor gratitude, and, until they do, the stronger will continue to prey upon the weaker, despite the efforts of all our well-meaning philanthropists.

Valuable lives and much money have been spent on an idea that the negro could be raised to a civilized state, and induced to abandon his cruelty and horrid customs; it is distressing and painful now to find, after fondly cherishing this idea for years, that all our labour has been in vain, he is as he was and so he will remain until his country is more fully occupied by a higher type of the human race.

I have, &c.
(Signed) DAVID HOPKINS.

No. 116.

The Earl of Derby to Mr. Morier.

Sir,

Foreign Office, March 31, 1877.

I TRANSMIT to you herewith, for your information, printed copies of the correspondence which has passed between this office and Her Majesty's Consul at Mozambique, subsequent to that forwarded to you in my despatch of the 21st ultimo.

With regard to those passages of Consul Elton's despatch of the 2nd ultimo, which refer to the co-operation of the Governor-General of Mozambique with Her Majesty's officers in the suppression of the Slave Trade, I have to request you to take an opportunity of expressing to the Portuguese Minister for Foreign Affairs the sense entertained by Her Majesty's Government of the cordial manner in which the Governor-General has acted with the British Naval and Consular Authorities on all occasions when a joint action was necessary for giving effect to the efforts of the two Governments for suppressing the traffic in slaves

I am, &c.
(Signed) DERBY.

No. 117.

The Earl of Derby to Mr. Morier.

Sir, *Foreign Office, March 31, 1877.*
 I APPROVE the note which, as reported in your despatch of the 13th instant, you addressed to the Portuguese Minister for Foreign Affairs, on the subject of the irregularities alleged to have been committed on board the British steamship "Roquelle," in the conveyance of labourers to the Island of San Thomé.

I am, &c.
 (Signed) DERBY.

No. 118.

The Earl of Derby to Mr. Morier.

Sir, *Foreign Office, March 31, 1877.*
 I APPROVE the note which you addressed to the Marquis d'Avila, on the subject of the various matters relating to Slave Trade in the Mozambique, which was alluded to in my despatch of the 21st ultimo, as reported in your despatch of the 14th instant.

I am, &c.
 (Signed) DERBY.

No. 119.

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

My Lord, *Lisbon, April 4, 1877.*
 ON the 2nd instant, according to the usual practice, the President of the Council of Ministers formally closed, in the King's name, the annual Session of the Cortés.
 In one of the last sittings of the Chamber of Deputies, Senhor Thomas Ribeiro, reverting to the charges raised against this country by Messieurs Cameron and Young, called on the Government to institute a searching investigation as to the mode in which the Laws on Slavery, and the Slave Trade Treaties are observed. The Minister of Finance generally concurred in the views expressed by Senhor Ribeiro, without, however, formally pledging the Government to any particular course of action in the matter.
 Senhor Ribeiro proposed that this inquiry should be chiefly directed to ascertain :—
 Firstly. Whence the negroes destined for slavery are principally brought.
 Secondly. What ports are most preferred for shipping them off.
 Thirdly. Who are, and what is the nationality of the principal agents.
 Fourthly. To what destinations the individuals thus engaged proceed, or are forwarded.
 Fifthly. If the contractors trade for their own account, or for that of other parties.
 Sixthly. What measures are required to put an end to the traffic.
 Seventhly. With respect to the Chinese emigration—Whether that emigration has entirely ceased, owing to the prohibitive measures adopted at Macao by Portugal, or if it is still permitted, and, if so, in what ports of China.
 Senhor Ribeiro further intimated that the preceding information should be obtained in the following manner :—
 Firstly. In the kingdom, by examining all trustworthy persons, both natives and foreigners, especially acquainted with the Portuguese colonies.
 Secondly. In all the Portuguese colonies of Eastern and Western Africa, and their dependencies, by examining all persons, including foreigners, able to furnish information on the subject.
 Thirdly. In the Portuguese possessions in India and Asia by the same means.
 Fourthly. By applying to the Portuguese Legation at Rio de Janeiro, as well as to the Portuguese Consulates in America, Africa, and Asia, for reports on the question.

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

No. 120.

Mr. Morier to the Earl of Derby.—(Received April 29).

(Extract.)

Lisbon, April, 24, 1877.

IN compliance with the instructions contained in your Lordship's despatch No. 25, Slave Trade, of the 31st ultimo, I have addressed to the Marquis d'Avila the note of which I have the honour to transmit a copy, expressing the satisfaction of Her Majesty's Government at learning the action of the Governor-General of Mozambique in forbidding the sale of negroes at Quilimane.

Inclosure in No. 120.

Mr. Morier to the Marquis d'Avila et de Bolama.

M. le Ministre,

Lisbon, April 24, 1877.

WITH reference to that portion of my note of March 13 in which I called your Excellency's attention to the anomaly of the continued existence of the Portaria of the 9th of January, 1875, allowing of the purchase of slaves on the plea of doing so for the purpose of setting them at liberty, I have now the honour to inform you that Her Majesty Government have learnt with extreme satisfaction that his Excellency the Governor-General of Mozambique had, in an instruction to the acting Governor of Quilimane, forbidden the sale of slaves brought down the Zambesi this year by the Chief Matipire, on the ground that such sales were not only contrary to the spirit of humanity, but to the express determination of the Portuguese laws.

In acknowledging this fresh proof of the consistent zeal with which General Jozé Guedes e Menezes has used his influence to put down the Slave Trade, Her Majesty's Government sincerely hope that the precedent thus laid down will, once for all, put an end to the abuses which could not fail to arise under the Portaria of 1875, of which the sale of female slaves at Lourenço Marques was so flagrant an instance.

I avail, &c.

(Signed)

R. B. D. MORIER.

No. 121.

The Earl of Derby to Mr. Morier.

Sir,

Foreign Office, April 30, 1877.

WITH reference to previous correspondence respecting the Slave Trade which is carried on from the Mozambique to Madagascar, I have to state to you that Her Majesty's Consul in Madagascar writing on the 23rd of November last, reports that he is "in possession of evidence, showing that large numbers of Makuas have lately been landed on the North West Coast of Madagascar and thence drafted into the interior."

I have to request that you will take an opportunity of communicating this information to the Portuguese Government.

I am, &c.

(Signed)

DERBY.

No. 122.

The Earl of Derby to Mr. Morier.

(Extract.)

Foreign Office, May 8, 1877.

I APPROVE the note which you have addressed to the Marquis d'Avila, expressing the satisfaction of Her Majesty's Government in learning the action of the Governor-General of Mozambique in forbidding the sale of negroes at Quilimane, a copy of which is enclosed in your despatch of the 24th ultimo.

No. 123.

Mr. Morier to the Earl of Derby.—(Received May 15.)

(Extract.)

Lisbon, May 7, 1877.

WITH reference to my despatch of the 24th April, I have now the honour to transmit to your Lordship the inclosed copy and translation of a note addressed to me by

the Marquis d'Avila on the 28th, in reply to mine of the 24th ultimo, conveying to his Excellency the satisfaction of Her Majesty's Government at the prohibition of the sale of slaves at Queilimane, by order of the Governor-General of Mozambique.

Inclosure in No. 123.

The Marquis d'Avila e de Bolama to Mr. Morier.

(Translation).

Most Illustrious and Excellent Sir, *Foreign Department, Lisbon, April 28, 1877.*

I HAVE the honour to acknowledge the receipt of the note which your Excellency addressed to me on the 24th instant, informing me that Her Majesty's Government had learnt with sincere pleasure that the Governor-General of the Province of Mozambique had issued the necessary orders to the *ad interim* Governor of Quilimane, prohibiting the purchase of slaves, as authorized in the "Portaria" to which your Excellency alludes, as being contrary, not only to the spirit of humanity, but also to the express determination of the Portuguese laws.

Having already communicated to the Minister of Marine and Colonies the contents of your note above-mentioned, I beg now to state to your Excellency that His Majesty's Government was gratified to see that Her Britannic Majesty's Government recognized, in this further proof of the zeal of the said Governor-General, the earnest endeavour on his part to carry out the instructions which have been sent out to him for the entire suppression of the odious traffic in slaves.

I renew, &c.
(Signed) AVILA E DE BOLAMA.

No. 124.

Mr. Morier to the Earl of Derby.—(Received May 25).

My Lord,

Lisbon, May 11, 1877.

I HAVE received from Senhor Carlos Bento, a copy of the report of the Mozambique Tariff Commission.

This document, of which I inclose herewith a translation by Mr. Duff, begins by laying down the general principle which has guided the Commission in its work, namely, not only not to make an augmentation of revenue the aim of the proposed reforms, but even to be content with a temporary decrease of revenue, if by a reduction of duties trade might be encouraged, markets extended, foreign capital attracted, and a guarantee given that the resources of the province should cease to remain unproductive, and, as it were smothered in fiscal restrictions. It then draws attention to the necessity of bringing the Portuguese tariff into harmony with those of the adjoining States, namely, Zanzibar and Natal, in order to prevent the commerce with the interior from falling exclusively into the hands of these States; and it refers in detail to the system in force in Zanzibar, exhibiting the results of this more liberal system in the large amount of commercial activity prevailing there as compared with that in the Portuguese provinces, namely, imports alone to the value of £1,777,777 per annum in Zanzibar as compared with a total of exports and imports in Mozambique of £444,444.

It therefore proposes as regards the traffic with the interior, to establish a uniform rate of 3 per cent., *ad valorem*, for goods in transit to foreign countries, with special enumeration of the Transvaal, Orange Free State, Zanzibar, and the kingdom of the Zulus, and vaguely to any new markets that may arise in the far interior to the north of the Zambesi in the dominions of Zanzibar, or to the south of that river in the dominions of the Transvaal, thus avoiding the difficult and delicate subject of goods in transit to unappropriated countries.

The report then turns to the question of the tariff for the province of Mozambique properly speaking, and lays down 10 per cent. *ad valorem* as the maximum which should, in regard to articles of large importation, not be exceeded, with the exception of arms and ammunition, fermented liquors, Kaffir hoes and beads. Other articles of which the consumption is inconsiderable, are grouped into one category as "sundry articles," paying an *ad valorem* duty of 6 per cent.

A large portion of the report is then taken up with the discussion of the question as to whether specific duties or *ad valorem* duties should be applied to the tariff. It decides that the rule should be *ad valorem* duties, but that in regard to cotton textures, the staple article of import, specific duties should be levied, and it proposes to divide all

cotton textures into four categories, to which, with the exclusion of minute subdivisions, four different rates of duties should apply, namely:—

1. Grey cottons or domestics.
2. Bleached or white cotton goods.
3. Prints.
4. Cottons dyed in the thread or in the piece.

This new classification, it should be observed, deprives certain coarse Indian cotton goods of the privilege they have hitherto enjoyed of being imported at exceptionally low rates.

As regards sugar, the report proposes to get rid of the two rates on unrefined and refined sugar levied under the Treaty of 1869, and to impose a uniform rate of 30 reis (1.6*d.*) per kilogramme, the so-called unrefined sugar now introduced from India being in reality a coarse sugar candy, which is generally used as sugar without need of further preparation.

It proposes largely raising the duty on spirituous liquors, and suggests an excise for the fermented beverages manufactured in the country. It suggests a higher duty on arms than the existing one, as a check to the purchase by the natives, but it does not recommend the nearly prohibitive system in force at Natal, on account of the facilities for smuggling.

The report then proposes the throwing open of the coasting trade to the flags of all nations, and that not merely between the existing ports of entry along the coast, but so as to allow foreign ships to land cargoes that have been cleared at any of those ports, at any point along the coast, and to ship the products of the country in the same way.

Further, the report proposes that all port dues under the head of tonnage, anchorage, or lighthouse rates, should be abolished, only retaining a charge for pilotage dues.

Export duties are only kept up on eight articles, varying from a minimum of 1 per cent. *ad valorem* on oil seeds to 6 per cent. on ivory.

A differential duty of 50 per cent. is retained in favour of national merchandize, *i.e.*, merchandize imported from Portugal.

The report then refers to my note of the 28th of February last, which had been laid before the Commission by the Minister of Marine. It so far misunderstands it that it supposes my reference to the 5 per cent. of the Zanzibar tariff was made with the object of suggesting the lowering of the Mozambique tariff to that rate, whereas I had only made my reference with a view to the transit dues.

It gives very good reasons for not being able to recommend so great a reduction, and then expresses the satisfaction of the Committee at finding that on most other points they had, previously to being made acquainted with my note, arrived at similar conclusions to mine; it particularly refers to the regulations for the clearance of merchandize annexed to the report, but of which I have not been furnished with a copy, in proof of the desire of the Commission to simplify the system now in force, on which I had laid an especial stress.

Such are the outlines of this able report, the recommendations of which, if carried out, will entirely revolutionize the system actually in force in the Portuguese colonies, inasmuch as, *mutatis mutandis*, the principles it lays stress upon will have to be applied to the other possessions of the Portuguese Crown, measures to that effect being already actively taken in hand.

There are questions of detail which will require consideration, but I shall only be able to treat of them when the report, as approved by the Government, has been officially communicated to me.

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

Inclosure in No. 124.

(Translation.)

Report.

Sire,

Lisbon, April, 1877.

THE Commission which your Majesty was pleased to appoint on the 20th of October last, in order to suggest the alterations which ought to be made in the Mozambique customs tariff, being convinced of the extreme importance of the matter, both for the future prosperity of that extensive and rich province, and for the civilization of the African people, by drawing closer their commercial relations with the civilized nations of Europe, has seconded the liberal designs of your Majesty's Government, with which its

own convictions are fully in accordance, and has endeavoured to comply with the mission entrusted to it in such a manner as to correspond with those designs. It has therefore maturely examined the actual economical conditions of the province, as well as the various circumstances which may modify the same in regard to the adjoining territories; it has discussed at length, in a great many sittings, not only the general views upon which its suggestions are based, but also the regulations which it has considered requisite to recommend in order to put an end to the highly restrictive practices in regard to trade which are still in force in accordance with old regulations issued by the local authorities, and it now submits to your Majesty's high consideration the result of its labours.

The Department of State for the Navy and Colonies furnished the Commission with important data, which were of great use in enlightening it, and in guiding its decisions. the principal of these being an extensive report of the present Governor of Mozambique, the numerous documents annexed thereto, the British customs tariff for the colonies of Natal and the Cape of Good Hope, and lastly, the report of the Consultative Board for the Colonies upon the navigation dues.

Your Majesty's Government signified their intention of initiating, by means of this reform, a new epoch of freedom and of commercial facilities that would throw open the markets of Eastern Africa to the mercantile activity of every country in the world, although some loss might thereby temporarily accrue to the treasury of the mother country in consequence of the deficit that might occur between the revenue of the province of Mozambique and its indispensable expenditure from the reduction of the customs duties wherever it might be necessary to do so.

The Commission, therefore, laying aside all apprehensions as to any detriment that might accrue to the administrative mechanism on account of the accidental and temporary diminution of the public revenue, dismissed the idea of creating new revenue, and directed its attention to the reduction of the customs duties, so as to encourage trade, to extend our markets, to excite the competition of capital from every country, and to afford such capital a guarantee that it was not to remain stationary and unproductive, and, as it were, smothered by fiscal restrictions.

It feels confident, however, that sooner or later compensation will come by means of the development of the public wealth, which will in due time cause an increase of the revenue of the province.

One of the first points which occupied the attention of the Commission, was so to draw up its suggestions as to prevent the adoption of a *régime* which, by widely differing from that in force in the adjoining States, should cause disturbance to the trade of the province, and to the interests of its exchequer. In truth, the fiscal *régime* on the coast of Zanzibar is so very little vexatious and onerous, that there is every reason to fear that the people of the interior will prefer to get their supplies from the markets on that coast rather than go for them to the coast of Mozambique, should the tariff of the latter continue to levy disproportionately high duties, and impose restrictions upon the entrance and transit of merchandize.

In the Zanzibar custom-houses, as reported by the Governor-General of Mozambique, a duty of 5 per cent. is levied upon imports, and the exportation is free. From unofficial reports it would appear that these duties, which are farmed, yield at present 400 contos, which implies an importation of 8,000 contos, whereas in the province of Mozambique the total amount of imports and exports together does not exceed 2,000 contos, consequently the great development of trade at Zanzibar is a fact worthy of the most serious attention, and although there are no precise and authentic data to confirm the above statement, it is sufficient to remember that twenty years ago the commerce of Zanzibar amounted to 6,000 contos, as stated in an official report from the British Consul, dated 1857, and which was not only published in the bulletin and annals of the Colonial Board, but has also been quoted in the report of the Governor-General of Mozambique.

Nevertheless the means of conveyance from Zanzibar to the interior are difficult, because there are no important fluvial communications there, which is not the case on the Portuguese coast, where there are conveniences for trade, such as warehouses, etc., and greater security for property. On these grounds, as the natural obstacles through the Zanzibar territory are greater, it does not seem unfair to ask a proportionately higher rate of duty provided this increase is not disproportionate to the advantages which we can offer.

The neighbourhood of the English colony of Natal would admit of the proposal of a customs tariff similar to that of the colony in question for all the districts adjoining British Caffraria and the South African Republic, by which tariff some articles pay heavier duties than those fixed in the actual Mozambique tariff; but the establishment of a different fiscal *régime* in the several districts of the same province, would be pro-

ductive of manifest inconvenience, inasmuch as it is moreover necessary to take into consideration the special circumstances in which Lorenzo Marques and Inhambane will be placed, if, as it is to be hoped, the railway is built to Lydenberg.

The considerable increase in the custom's receipts at Lorenzo Marques at the end of 1875, and in the beginning of 1876, ought, it appears, to be ascribed to the increased imports into that port, in transit for the South African Republic, *i.e.*, to a trade which was not formerly carried on, because the merchants residing close to our frontier exclusively received their supplies until then from Port Durban, which is the starting point of several roads to the principal cities both of the Free Orange State, and of the Republic of the Transvaal. A little more than two years ago, after the construction of the Portuguese road called "Matola," which crosses the river of this name, a company began to attempt the conveyance of merchandize from Lorenzo Marques to the Gold Fields, which are now being explored in the district of Lydenberg.

These first attempts were unsuccessful, because the terrible plague of the *tse tse* destroyed all the beasts of burden, without even sparing the camels sent out from Arabia. The Transport Company, after the loss of many animals, decided upon continuing to despatch cargoes for Lydenberg on the backs of natives paid for this work, and by this means, though on a small scale, transactions went on increasing, so that to these may be ascribed the greater commercial activity which has been recently noticed at Lorenzo Marques, and which has produced the increase of the customs receipts. The Governor-General has rendered effectual assistance to the attempts made to throw open the port of Lorenzo Marques to the Lydenberg market, by exempting from the payment of the 3 per cent. tax the merchandize bound thereto, which is a proof of the beneficial effects which may be expected from reducing as much as possible the charges which press upon trade in those regions.

In virtue of the treaty concluded with the President of the South African Republic, and as soon as the railway is built, the transit duty on merchandize bound thereto, will be 3 per cent. when imported through Lorenzo Marques.

The Commission does not hesitate to propose a similar advantage in favour of merchandize for other countries, or for the Transvaal itself, even if landed at other ports of the province, for instance, at Inhambane, or even at Quilimane. Lorenzo Marques also affords an access to the commercial exploration of the kingdom of the Zulus, and of the Free Orange State. The great extent through which the Zambesi is navigable may be an inducement to open new markets thereby in the interior of Zanzibar, proceeding from the left bank northwards, or else within the limits of the South African Republic proceeding from the right bank southwards.

It is also probable that it will be expedient to import through the Bay of Tongue, and other ports of Cape Delgado, various articles in transit for the regions of the States of Zanzibar which adjoin that district. With reference to these views it is that the Commission has the honour to propose to your Majesty to permit the transit of any kind of merchandize to a foreign country on the sole payment of a duty of 3 per cent. *ad valorem*, with the exception of arms and gunpowder.

It is unquestionable that, inasmuch as it is inexpedient to have a great many officials for fiscal purposes, which would absorb the public revenue, the measures proposed may give rise to the duties being defrauded; but even granting that this would amount to an important sum, which is not likely, it must be considered that there is a probability of new commercial arteries being opened, of new towns being built, and of the exchequer being able, later on, to levy higher taxes upon the wealth of the new markets, and then it will also be able to spend more on fiscal supervision if necessary.

If the advantage to be accorded to the transit trade, like all large measures in which a genial initiative is displayed, may, on the one hand, cause the risk of disturbing the interests already formed under the shade of the present régime, they, on the other, unquestionably promise important advantages to the province by attracting capital to the province, by attracting capital which will produce taxable property, and this will render a great service to civilization and humanity, by throwing open the interior of Africa to the adventurous spirit of speculators, thus adding to the current of emigration, and giving rise to the spread of the European element, which is as yet so scanty in those regions. The emigration thus attracted, and not a military colonization, or one exclusively composed of public officials, is the most useful of all, and one which will initiate the African tribes into the civilized customs which are unknown to them, and will furnish them with another mode of existence, and with comforts of which they have hitherto been deprived, but which they can and ought naturally to acquire, in accordance with the instructions and good example of the colonists.

All the above-mentioned circumstances have been maturely considered by the

Commission, in order that its suggestions, in case they should meet with your Majesty's approval, and be converted into law, may not hinder the regular development of trade, owing to the unequal conditions in which the province might be placed, as compared with the customs régime of the colony of Natal, or of the States of Zanzibar, and in view of the provisions contained in the treaty with the Transvaal.

Thus it was that it at once established as a basis for its labours that it ought not to propose higher duties than 10 per cent. upon all articles the importation of which is considerable, a few articles excepted, of which it will treat hereinafter; stating the reasons why it deviated from the rule which it had laid down; and, in regard to what remained, it grouped together, under the generic title of "Sundry Articles" and subject to a duty of 6 per cent., all those which, considered individually, owing to their insignificant consumption, are not susceptible of yielding any revenue.

Whether fixed or *ad valorem* duties ought to be recommended was also a matter which formed the subject of inquiry. The Commission considered that if, on the one hand, the losses which accrue to the exchequer from the latter duties are evident, on account of the enormous and repeated frauds committed under the shade of the fiscal regulations concerning them, and which are the source of fatal inequalities for such merchants as are more loyal and more observant of the laws; it was, on the other hand, necessary to attend to the fact that, owing to the absence in the colonies of technical officials duly qualified to distinguish exactly between the several characteristics, properties, and nature of innumerable products of industry, there would be very great difficulty in enforcing a tariff composed of a great number of articles upon which specific duties were leviable. There was also another objection against establishing specific duties upon several articles of merchandize for those custom-houses. Necessarily, having a very small staff of officials, sometimes weeks pass without any work, but at others they have to clear, at the same time, three or four shipments composed of numerous parcels of very different nature, and the verification of the weight of each article in order to levy the specific rates of duty would, on such exceptional occasions, become a hindrance which is tiresome and vexatious to trade.

From the report of the Governor-General of Mozambique it appears that the trade of the province in 1874 amounted to 1,830 contos in round numbers—the imports being 1,046 contos, and the exports 784 contos.

By grouping together all the imports of which the consumption is considerable, it is seen that their number is small, and that the corresponding value in round numbers is as follows :—

	Reis.
Cotton textures	438 contos.
Sugar	16 "
Alcoholic beverages	40 "
Kaffir hoes	60 "
Muskets	77 "
Beads	24 "
Gunpowder	20 "

The attention of the Commission was chiefly directed to these articles, because the consumption of all the others not mentioned herein is insignificant.

The question of determining the duties on textures took a long time to decide. If, on the one hand, it was well not to make any distinction as to quality in order not to create difficulties in the clearance; on the other hand, it had to be borne in mind that *ad valorem* duties give rise to many frauds, and, inasmuch as cotton constitutes the highest item of all the articles of importation, this was a stronger reason for trying to prevent such frauds where they could be most prejudicial.

The Commission was desirous that the highest duty upon textures should not exceed about 10 per cent *ad valorem*. It also recognized the fact that to establish uniform and fixed rates of duties on textures of different value would be productive of advantages in favour of the merchandize which stood least in need of fiscal protection, while it would, at the same time impose a heavier charge on merchandize of less value. The reason for this incongruity is that the Mozambique cotton imports consist not only of textures which are generally consumed in Europe, but also of others of far inferior quality, such as "loupas" and blue gingham, which are exclusively destined for the use of the natives.

Nevertheless it tried as much as possible to conciliate the general interests, avoiding great sub-divisions in the nomenclature. So that it reduced them to four, viz. :—Grey

cottons or domestics, bleached or white cottons, prints, and cottons dyed in the thread or in the piece.

It suggested for grey cottons the duty of 90 reis per kilogramme, and for bleached cottons that of 120 reis, the respective duties on which, according to the tariff of 1869 are 130 and 170 reis.

In regard to the other sub-divisions the Commission made the following analysis and observations :—

From the statistics of 1874 it extracted the following note, in order to ascertain the proportion between the printed and dyed textures, and the corresponding duties levied in accordance with the tariff in force :

Qualities.	Duties 1869 Tariff per Kilogramme.	Amount of Imports.	Value.	Duties.	Proportion between Value and Duty.
Prints, common	220 (11·73 <i>d.</i>)	16:807	\$17,705 (£3,934)	\$3,697 (£821)	20·8
Prints, fine	320 (1 <i>s.</i> 5·06 <i>d.</i>)	1:858	\$3,086 (£686)	\$953 (£132)	19·2
Dyed in the piece	230 (1 <i>s.</i> ·26 <i>d.</i>)	170:322	\$130,200 (£28,933)	\$30,657 (£6,811)	23·5
Panninho (calicos)	130 (6·93 <i>d.</i>)				
Coupas, blue gingham, and the like	180 (9·60 <i>d.</i>)				
	80 (4·26 <i>d.</i>)				
Dyed in the thread, common checks (riscados ordinarios)	180 (9·60 <i>d.</i>)	16:884	\$32,401 (£7,202)	\$3,039 (£675)	9·4
	240 (1 <i>s.</i> ·8 <i>d.</i>)	2:929	\$9,930 (£2,206)	\$703 (£156)	7
Ditto, fine checks (riscados finos)	260 (1 <i>s.</i> 1·86 <i>d.</i>)				
Ditto (caxe)	180 (9·60 <i>d.</i>)	25:913	\$29,436 (£6,541)	\$4,950 (£1,100)	16·8
Ditto (travatas)	40 (2·13 <i>d.</i>)	2:819	\$638 (£142)	\$113 (£25)	17·7
Ditto (calangains)	119 (5·86 <i>d.</i>)	7:444	\$5,499 (£1,222)	\$814 (£181)	14·8

The conclusion yielded by these data is that the proportion between the declared values and the rates of the tariff of 1869 represent an *ad valorem* duty of 19·4 per cent., and that the average proportion between the total weight of the above-mentioned textures and the duties paid thereon represent a duty of 181·9 reis per kilogramme.

The Commission had in view not to establish (within the several classes) any duties the levying of which should depend upon the superior or inferior quality of the merchandise, as it is seen was the case with the tariff of 1869, but to adopt, in a general way, the rates of duty to the average value of the several classes.

A few textures manufactured in India and known under different names enjoy, in virtue of the tariff of 1869, a differential rate which nothing can justify. Being of a quality which is more or less alike to our checks, calicoes, and blue gingham (riscados, panninhos, e zuartes) they pay there a lower duty than the latter. The Commission has, therefore, eliminated them from its proposal, thus doing away with impossible distinctions and nomenclature, and placing all textures, according to their quality, in the same general group, irrespective of the country of their origin.

There are no grounds for maintaining this protection, not only because the textures in question are manufactured in British India, and are consequently a foreign article, but

also because the commerce which has been carried on for centuries between Mozambique and India—inasmuch as it dates from an epoch previous to our occupation—has not been of the slightest use to the province. It is carried on by Banians and Batias, who may be judged by what Charles Vogel says in his book, “Le Portugal et ses Colonies,” who do not establish a fixed domicile at Mozambique. The Governor-General calls attention to the fact, and show that they treasure up the profits derived from the traffic for the purpose of transmission to India, and do not create any taxable property in the province.

The Commission did not exclusively rely upon the statistical data of the Mozambique Custom Houses in order to ascertain as approximately as possible what is the actual proportion between the value and the weight of the different kinds of textures ; it proceeded to make practical experiments, and it found out that the average proportion between the value and the weight of the different textures is as follows :—

	Reis.
Handkerchiefs dyed in the thread Per kilogramme	1,214
Handkerchiefs dyed in the piece ”	1,670
Blue ginghams and “loupas” ”	770
Checks ”	1,073
Prints ”	1,170

The calculation of the value is based upon the average cost in Lisbon, with an addition thereto of 20 per cent. for expenses as far as Mozambique.

These figures would point out to the formation of three groups of textures—viz, printed, dyed in the thread, and dyed in the piece—irrespective of the fact whether they had or had not the distinguishing designs and marks of handkerchiefs : but if it is easy to separate those printed from the others, it is not always possible to discriminate those dyed in the piece from those dyed in the thread. This difficulty would give rise to many disputes, and therefore the Commission preferred to reduce the groups to two—viz. (1) printed, and (2) dyed in the thread or in the piece ; and although the latter, by paying the same rate of duty as those dyed in the thread, will be more heavily taxed in proportion, the fact may, without any great fear of committing a mistake, be ascribed to the circumstance that they undergo a certain process for the purpose of giving them an artificial thickness and consistency which renders them heavier. This circumstance will naturally be modified by the manufacturers in their own interest and without any detriment to the consumer.

On these grounds the Commission proposes the duties of 200 reis upon prints, and of 160 reis upon cotton goods dyed in the thread or in the piece, which corresponds, on the average, to 10 per cent. *ad valorem*.

The tariff of 1869 fixes two rates of duty on sugar, according to its being refined or not. The Commission is informed that the unrefined sugar imported into Mozambique comes from India ; and that, if it is not extremely pure as that which is obtained from the modern process of refinery it is far from being susceptible of comparison with raw sugar. It is brought in crystals, and only differs from sugar candy in the colour being somewhat more amber, and in being somewhat less pure, which, however, does not prevent it from being thus sold for consumption without undergoing any other cleansing process.

Consequently there is no motive why a different rate of duty should be imposed upon the two kinds of sugar which are consumed in the province, and accordingly the Commission proposes a single duty of 30 reis per kilogramme.

Alcoholic beverages are one of the few articles upon which the Commission exceptionally proposes higher duties than 10 per cent. According to the present tariff they pay 45 reis per litre ; as suggested by the Governor-General they would have to pay 150 reis ; at Natal a duty is levied equal to 350 reis per litre.

It is admitted that the abuse of these beverages is one of the causes of the moral depression of the people of the torrid zone.

To render them less accessible by artificially raising the cost has been the dominant idea of the fiscal régime of the United Kingdom and of her colonies ; nevertheless, the Commission hesitated to propose such high duties as might give rise to smuggling in a country where it is not easy to prevent it, and limited the duty to 90 reis per litre on distilled beverages, to 40 reis on wine of any kind, and to 20 reis on any other fermented beverages.

The Commission has to state to your Majesty, as being a matter which is intimately connected with this question, that the proposal mentioned in the report of the Governor-

General of Mozambique for the imposition of a licence and excise tax on the sale of alcoholic beverages appears to it to be worthy of attention ; because, in addition to an importation into the province of such alcoholic beverages to the value of more than 40 contos, they are also made there from the juice of the "Caju" and from the sap of the palm tree.

This excise duty would be the means of diminishing the deficit that might be caused by the proposed reductions on the other items of the tariff.

The tax proposed for molasses is equal to that fixed for distilled beverages, with the object of preventing the clearance of brandy at the lower duty leviable upon that article ; as experience has shown that importers have succeeded in doing so by a fraudulent mixture of the two articles.

Under the generic title of beads the Commission includes in its proposed tariff, glass-wares (avellorio), glass trinkets (missangas), and false coral (mungaz), upon which merchandize different rates of duty are levied in virtue of the tariff of 1869. The statistics of 1874 show that the quantity imported of these articles, the respective value according to the statements handed into the Custom Houses, and the duties paid were as follows :—

Qualities.	Quantity of Kilogrammes.	Duty 1869 Tariff.	Value.	Duty.	Proportion between the Value and Duty.
Avelloris (glass wares)	21:300	Reis. 30 (1.60 <i>d.</i>)	\$5,000 (£1,111)	\$638 (£142)	Per Cent. 12
Missanga (glass trinkets)	36:500	40 (2.13 <i>d.</i>)	\$13,703 (£2,905)	\$1,460 (£324)	11
Mungaz (false coral)	21:800	120 (6.40 <i>d.</i>)	\$11,702 (£2,600)	\$2,616 (£581)	22

The proportion between the duty and the value in some articles is 11 per cent., and in others 22 per cent., or the double, which points out to the expediency of doing away with this disproportion ; besides which, to fix different duties upon each kind is to give the fiscal officers, who hardly possess any technical knowledge, the power of making a distinction of names at their good will and caprice, inasmuch as under any of those names are comprised articles more or less alike in form, but differing as to their material.

Beads are also one of those articles upon which higher duties than 10 per cent. are exceptionally fixed, considering that, so to speak, they are articles of luxury and not required to satisfy the primary necessities of man.

Similar reasons justify the duties proposed on arms. Moreover, in the interests of the Province of Mozambique, it is expedient to maintain peace between the tribes of the interior, who are constantly attacking each other under different pretexts, more or less frivolous. To afford them facilities for obtaining ammunition is tantamount to keeping up this state of things, and to create future difficulties for the province. The strength and preponderance thus acquired by the natives induce them very often to revolt against the constituted authority—of which there have been instances in past times ; for instance, in Zambesia, with the Chief of Massangans, and with the Kaffir Chiefs ; in Sofala with the Chief Muzilla ; and at Angoche with the Xequé Mussacanto. To render the acquisition of arms more difficult will also tend to their giving up elephant hunting, which practice accustoms those tribes to continual excursions and to a wandering life ; and it is natural to expect that their customs will become milder if those tribes were in preference to devote themselves to agriculture, which is certainly equivalent to their taking the first steps in the path of civilization.

The Commission is informed that the British Government have made representations against the facilities accorded to the importation of arms through Lorenzo Marques ; and it appears that such representations were made owing to the apprehension of strengthening the kingdom of the Zulus, which is independent, and which adjoins the Colony of Natal. Nevertheless in the latter the importation of arms is allowed, as may be seen by the tariff ; but there are certain regulations issued by the local authorities for the purpose of preventing the supply of arms to the natives. In accordance with these

views the Commission has inserted a special article in the preliminary provisions of the tariff, and, moreover, it proposes much higher duties upon arms and gunpowder than those of the tariff of 1869.

It has not adopted the almost prohibitory duties of Natal, because a sudden decision of this nature would give rise to smuggling, and there are not sufficient means to repress it throughout so extensive and accessible a coast.

Kaffir hoes, "cavadeiros landinas," thus called because they are used by the "landins" or Kaffirs, has been an important article of commerce in the districts to the south of Mozambique. Not later than 1874, their value, as above stated, amounted to 60,000 contos of reis, and their weight to 405,000 kilogrammes, which is equal more or less to 254,700 hoes. They yielded duties to the amount of 8,100 contos of reis, the respective duties being 20 reis per kilogramme, according to the tariff of 1869.

These hoes are not agricultural implements, as might be supposed by those who are not acquainted with the customs of those tribes. They are a commercial value, made use of for the purposes of exchange, and, as it were, a kind of coin by means of which they purchase cattle from each other, as well as other articles, and which, after having been in circulation for some time, are buried in the earth together with the owners, exactly as is the case on the Gold Coast with the cowry which is conveyed thereto from the East Coast.

On the grounds adduced with regard to beads and to alcoholic beverages, and also in view of the data above stated, the Commission has likewise had no hesitation in proposing a higher duty than 10 per cent. upon the Kaffir hoes, and as it preferred a fixed rate of duty, it has adopted the duty of 60 reis per each hoe, which is much less than what is paid at Natal, where the duty is 6*d.* or 112 reis per unit.

The other articles specified in the proposal are unimportant, with reference to the quantity imported for consumption in the province of Mozambique, and it is unnecessary to explain the alterations voted, because those were made in accordance with the general views above stated.

With reference to the importation, it is likewise superfluous to explain the grounds on which some articles were made free which were not so by the tariff of 1869. Nevertheless, inasmuch as, by the latter, vessels in any condition or for any purpose are taxed with a duty of 3 per cent., and now different rates are proposed, it will be well to state on what grounds this decision was adopted.

The duties on the transfer of vessels to the national flag ought, it appeared to the Commission, to be the same throughout the whole Portuguese territory. The case of a ship is very different from that of merchandize which is consumed in the port where it is cleared. Transfer to the national flag represents a certain number of advantages and privileges which accrue to the owner of the ship, which is bound not only to the port where the transfer to the national flag is effected, but also to any sea and to any port in the globe. The Commission is therefore of opinion that, from this point of view, there cannot be a different legislation in the colonies from that which is in force in this kingdom.

It is allowed by law to transfer a vessel to the national flag in foreign countries before the Portuguese Consuls, security being given there for the payment of the respective duties, which payment is subsequently effected in this kingdom. This is the case with the vessels which are nationalized in the Brazils, where they avail themselves of the permission accorded to them of carrying on the coasting trade.

For this reason it is that the duties on ships as proposed are the same that are levied in the continental part of this kingdom by the laws in force.

If the exception be intended to facilitate the purchase of ships for the coasting trade, it becomes unnecessary if the proposal to open up the coasting trade to all foreign ships, inserted by the Commission in the preliminary rules, is adopted. This measure appears absolutely necessary, inasmuch as the coasting trade is at present exclusively carried on by dhows manned by Moors, and void of sufficient accommodation or safety either for passengers or merchandize.

The import as well as the export or transit trade carried on between the ports of Portugal, the adjacent islands, and the Portuguese dominions, in accordance with the legislation in force, Article 1315 of the Commercial Code, can only be carried on in Portuguese ships. Our code, however, which came into operation 46 years ago, is not at present in accordance with the legislation of all other countries.

Up to 1650 the British navigation laws had for their object rather to regulate trade between the several ports and dependencies of the British Empire than the trade with foreign nations. On the 9th of October, 1651, the famous Navigation Act, or Maritime Charter, was promulgated, wherein it was enacted that no products of any country in Europe should be imported into Great Britain except under the British flag.

After this the system of reciprocity went on, gradually providing new facilities in favour of the ships of different nations, which were still further extended by the Navigation Act of the 1st of September, 1833, but even then the coasting trade and the conveyance of merchandize between the United Kingdom and its Asiatic possessions was exclusively reserved in favour of British ships up to 1854, when all vessels were freely allowed to engage in the coasting trade.

Previous to 1602 the conveyance of merchandize was freely carried on between the different ports in France under any flag. It was Henry IV who imposed duties for the first time on foreign vessels when engaged in the coasting trade, in spite of the opposition of Parliament, and contrary to the opinion of his Ministers. Afterwards Touquet, and then Colbert increased those duties, until the law of August 22, 1791, reserved the coasting trade absolutely to the French flag. France, however, had already, in virtue of the Convention of 1768—which was renewed in 1814—admitted into her ports Spanish ships for the purpose of carrying on the coasting trade, and in virtue of recent treaties, British, Italian, and Belgian steamers are allowed to convey merchandize between French ports, and French steamers are allowed the same privilege in the ports of those countries.

Germany, Sweden, and Holland have likewise modified their prohibitive laws as to foreign flags, and they now admit vessels of any flag to the coasting trade, provided the country to which they belong accords them reciprocity in that respect.

The United States have, to their own advantage, admitted the British flag to the coasting trade between their ports on the Atlantic and on the Pacific.

Lastly, the Brazils—not to quote any further instances—are now according to all foreign vessels the permission to carry on the coasting trade between their several ports.

If, therefore, the great nations do not hesitate to pull down the restrictive system and to abolish as altogether useless this kind of favour accorded by each country to her own ships, the revocation of the 1315th Article of the Commercial Code at Mozambique cannot give rise to any complaints, where, as it is notorious, there are very few Portuguese subjects that can consider themselves injured by this measure. In the province the number of coasting vessels is small, and the masters or captains do not possess the necessary qualifications for their office.

Your Majesty's Government did not hesitate to modify the said article when they sanctioned the Navigation Contract with the British India Company, with the object of establishing and maintaining regular communications between the metropolis and her possessions in Eastern Africa and in Asia, which measure was received by the commercial body and by public opinion as a real benefit.

It is therefore evident that there are much stronger reasons for doing away with the restrictive system which is now in force between the different ports of the Province of Mozambique. This will be the means of covering that great extent of the Indian Ocean which bathes the eastern coast of Portuguese Africa with ships, and the development of the coasting trade of a province having 400 miles of coast, and devoid of railways and even roads, is a matter of unquestionable importance and utility.

In the Province of Mozambique there are already seven custom houses, viz., those of Cape Delgado, Mozambique, Angoche, Quilimane, Sofala, Inhambane, and Lorenzo Marques. It appears there is no need of establishing any others. Perhaps it would be better to establish a custom house in the Bay of Tungue instead of the one at Cape Delgado, but the Commission does not insist upon this point, because it is of opinion that before this is done a treaty of boundaries ought to be signed and ratified with the Sultan of Zanzibar.

It is therefore indispensable, as already stated, to open the coasting trade to the ships of every flag, not only to convey cargoes from any ports to others where there are custom houses, but also to leave cargoes already cleared at any other port on the coast and likewise to receive the products of the country.

After the ports of the province shall have been thus opened to the trade of every nation, the Commission is aware that in the beginning some articles are likely to be imported without having been cleared, but the reduction of the duty does away with the inducement that existed for smuggling.

The system of liberty must naturally tend to establish new and prosperous centres of commercial activity, and give rise to a greater development of individual initiative which will by this means find itself free from the hindrances in the way of navigation in some places, which have for this reason remained desolate up to the present day, such as the mouth of the Gold River, or else solely explored by the Arabs placed under our dominions, such as Pemba, Fernao Vellozo, Tungue, and others.

It appears from the Report of the Governor-General of Mozambique, that he recommended, and your Majesty approved, the establishment of fortified fiscal ports, and very likely this task is now being carried into effect. The Commission, however, will not conceal its conviction that it will not be expedient to wait until these works are concluded, for carrying into effect the proposed commercial liberties and facilities.

Although in the time of transition from one system to another, difficulties may arise, it is true, nevertheless, that should this be the case, there can be no grounds to justify them; liberty is a general benefit which is advantageous to all except to those who derive profits from an artificial state of things due to an exceptional régime, and which they lose as soon as competition takes place. The Commission, however, hopes that the local authorities will firmly maintain the measures that may be enacted.

With respect to ships, they having attentively examined the documents which accompanied the "Portaria" of the 19th of December last, have the honour to submit to Your Majesty's approval the suggestion that they should be exempt from any port dues under the head of tonnage, anchorage, or lighthouse rates. These taxes, if they were levied at the same rate as in this kingdom, might yield, more or less, 1 conto reis, but the small number of vessels trading to those ports, and the difficulty of entering some of them, such as that of Quilimane, point out to the expediency of exempting ships from all charges with the exception of one, and a very important one, which must continue in force, *i.e.*, pilot dues. In order to regulate the pilot service, the Commission has the honour to recommend the provisions contained in the Appendix to this Report.

It appears that the local authorities are often at a loss how to provide pilots. The Moors who have sailed on the coast as masters of dhows, or of other coasting vessels, are in general good bar pilots, but as the shipping which frequents any of the ports is relatively small, the pilotage dues do not afford the pilots a remuneration in any way equal to that which they can obtain as masters of ships. For these reasons, the pilots receive a fixed salary as captains of the ports, but with the exception of the port of Quilimane, where the salary is 240 contos of reis per annum, in all the others it is only 240 contos of reis. Nevertheless, it does not seem expedient to increase the salaries to such an extent as to form the total income appertaining to the office (*i.e.*, to exclude all payment for the individual job) because if the natives do not receive a remuneration in proportion to their work, there would be reason to fear that the public service would suffer thereby. Such are the grounds on which the suggestion made with regard to the pilot service has been based.

The Commission is likewise of opinion that by means of new police and sanitary regulations for the different ports, a stop should be put to some restrictions prevalent there, and that the said regulations should be framed in accordance with the facilities granted in the fiscal regulations now proposed.

With respect to exports, duties are only levied on eight articles, all the others being free. The duties are 1 per cent. on oily seeds and orchilla weed, 2 per cent. on gum, skin and hides, 4 per cent. on india-rubber, wax and cowry, and 6 per cent. on ivory. Some of these duties may almost be considered as merely statistical.

Inasmuch as oily seeds and orchilla weed are articles of small value in proportion to their size, the cost of conveyance raises their price in such a manner that they cannot compete with similar products which have to traverse shorter distances in order to reach the markets where they are consumed, and for this reason every care was taken not to increase the cost artificially by means of a large duty thereon.

The progressive rates with reference to the other articles are due to the fact that the Commission thought that they were better able to bear the competition of other producing countries, and that they enjoy a more persistent demand, which has a tendency to increase.

The preliminary rules which precede the importation and exportation schedules form an abridgement, with some modifications, of the general rules which are in force in this country, and which the Commission considered applicable to Mozambique, in view of the circumstances of the province.

A differential reduction of 5 per cent. on the duties is proposed in favour of national merchandize, or merchandize nationalized in the continental part of the kingdom, and that of 3 per cent. in favour of merchandize re-exported from the customs depôts in Lisbon and Oporto. This provision, which may be opposed as being a favour accorded to the metropolis to the detriment of the revenue of the province, may be fully defended on the ground of the loss accruing to our Treasury, temporary though it be. It is, therefore, a compensation, and another attempt to convey labour and capital to that possession, although, unfortunately, experience has shown that Portuguese trade, in spite of the favours accorded in 1869, has still hesitated to risk any considerable amount of capital in

the commercial exploration of a province which is so notoriously endowed with so many resources.

This benefit does not represent an onus either to the colony or to the consumer residing there. It is merely a loss to the Treasury incurred for the purpose of inducing Portuguese trade to explore these regions on a large scale. Should the trade avail itself of this benefit, and set up a strong competition with foreign tradesmen and merchants, the country will bless the sacrifice. If, however, the national navigation and trade fail to avail themselves of the proposed facilities and advantages, the revenue of the province will cease to suffer any loss, it will be the same thing as if this favour did not exist at all.

The tariff of 1869 was already a great boon as far as regards the import duties, but the intentions of your Majesty's Minister who signed that reform were altered in carrying it into effect, because, previous thereto, orders issued by the provincial authority were in force, and continued to be so; in virtue of these a tax of 3 per cent. on imports, and of 1 per cent. on exports was levied. In order to prevent this from happening again, a final provision abolishing this tax has been inserted in the preliminary articles of the tariff.

In conclusion, the Commission states to your Majesty that the Marine Department forwarded to it for its consideration a note from the British Government, suggesting the expediency on behalf of the interests of the Province of Mozambique, of not imposing any higher duties than those levied at Zanzibar, of opening the coasting trade to all nations, and of doing away with complicated formalities and obstacles which delay the clearance of merchandize.

This note was communicated to the Commission when its labours were nearly at an end. Nevertheless, at its last meeting this document was laid before it. It was decided not to alter what had already been voted, inasmuch as all the suggestions therein contained had been duly considered by the Commission as soon as it was formed. The only difference in these proposals is that the same rates of duty levied at Zanzibar are not adopted for Mozambique, which would imply a great sacrifice to the exchequer of the metropolis. The Province of Mozambique offers more conveniences to trade than the States of Zanzibar, and, therefore, to reduce all the import duties to 5 per cent. would be to reduce the customs revenue to 50 contos reis, whereas they have until now amounted to 250 contos reis.

Nevertheless, the Commission does not fail to acknowledge that the remarks made by Her Britannic Majesty's Minister are really worthy of consideration as far as regards the fiscal régime which ought to be adopted in the interests of the province, and although, on the grounds above stated, the Commission does not think it to be possible to accept all those suggestions, nevertheless, it is glad to be able to assert that with respect to those in which it fully coincides, it had already taken a decision previous to the receipt of that communication. This was the case, as may be seen from the records of its first sittings, with respect to the opening of the coasting trade, and the abolition of all the clearance formalities that involved any vexation or unnecessary onus. Among the preliminary provisions of the tariff will be found those which regulate the mode of clearance, so that it may be effected as simply and as rapidly as possible, and so as to obviate any arbitrary proceedings on the part of the local custom houses.

The Commission trusts that the proposal relative to the preliminary rules of the tariff will meet with Your Majesty's approval, as well as that in regard to the respective schedules of duties, as it appeared to the Commission that this task would not have been rendered complete unless some instructions in the shape of regulations had been added thereto, and which might, at first sight, seem to be uncalled for, were it not for the reasons which have been stated above.

Nevertheless, your Majesty will decide what may be best.

No. 125.

Mr. Morier to the Earl of Derby.—(Received May 25.)

My Lord,

Lisbon, May 11, 1877.

THE Portuguese newspapers announce the departure for Angola, on the 7th instant, of the Portuguese transport "India," conveying the engineers and workmen who will carry on the several public works contemplated in that province, and especially the line of railway through the valleys of Quaqua and Lucalla.

This expedition is under the direction of Major Gorgas of the Engineers, and consists, like that sent to Mozambique at the beginning of this year, of about 80 persons in all.

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

No. 126.

Mr. Morier to the Earl of Derby.—(Received June 4.)

My Lord,

Lisbon, May 28, 1877.

WITH reference to my despatch of the 11th instant, transmitting to your Lordship the Report of the Commission charged with the task of revising the Mozambique tariff, I have the honour to state that the Commission has been publicly thanked by the Government for this very able Report, and has been further entrusted with drawing up a similar project as regards the tariff in force at present in the Cape de Verd Islands.

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

No. 127.

The Earl of Derby to Mr. Morier.

Sir,

Foreign Office, June 25, 1877.

WITH reference to Captain Elton's despatch of the 28th of April, a copy of which was transmitted to you in my despatch of the 18th instant, I have to request you to take an opportunity of acknowledging to the Portuguese Minister for Foreign Affairs the courteous and liberal conduct on the part of the Portuguese Governor-General of Mozambique towards Her Majesty's Consul, in regard to the facilities and assistance promised to him by the Governor to enable him to carry out his projected expeditions to the southward of the Mozambique Province and to Lake Nyassa.

I have also to request you to acknowledge, in suitable terms, the permission granted to the British cruiser conveying Captain Elton to act in the suppression of the Slave Trade in Portuguese territorial waters.

I am, &c.
(Signed) DERBY.

No. 128.

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

My Lord,

Lisbon, July 2, 1877.

WITH reference to your Lordship's despatch of the 30th of April last, I have the honour to inform your Lordship that the Marquis of Avila has addressed to me a note, wherein he states that the Governor-General of Mozambique had been called upon to report upon the fact mentioned in my note of the 24th ultimo, that a large number of Makuas had been landed from Mozambique, on the North West Coast of Madagascar.

Copy of my note above referred to, as well as a translation of the Marquis d'Avila's reply, are herewith inclosed.

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

Inclosure 1 in No. 128.

Mr. Morier to the Marquis d'Avila et de Bolama.

M. le Ministre,

Lisbon, May 24, 1877.

I HAVE been instructed by Her Majesty's Principal Secretary of State for Foreign Affairs, to inform your Excellency that Her Majesty's Consul in Madagascar, writing on

the 23rd of November last, reports that he is in possession of evidence showing that large numbers of Makuas have lately been landed on the north-west coast of Madagascar, and thence drafted into the interior.

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

Inclosure 2 in No. 128.

The Marquis d'Avila et de Bolama to Mr. Morier.

(Translation.)

Most Illustrious and Excellent Sir,

Lisbon, June 25, 1877.

IN addition to my note of the 5th instant, and with reference to that which your Excellency addressed to me on the 24th of May, I have the honour to acquaint your Excellency that the Minister of Marine informed me in his letter of the 15th instant, that on the 14th he had requested the Governor-General of the Province of Mozambique to furnish the necessary information with regard to the landing of a large number of Makuas, which is reported to have taken place on the north-west coast of Madagascar. In due time I shall not fail to communicate to your Excellency the reply which I may receive from that Minister.

I renew, &c.
(Signed) MARQUIS D'AVILA ET DE BOLAMA.

No. 129.

Mr. Morier to the Earl of Derby.—(Received July 17.)

My Lord,

Lisbon, July 11, 1877.

MESSRS. SERPA PINTO and Brito Campello, two of the three officers chosen by the Portuguese Government on the recommendation of the Royal Portuguese Geographical Society to take charge of the projected African exploring expedition, left this on the 7th instant for Loanda, where they are to be joined by their companion Lieutenant Robert Ivens, a Portuguese naval officer of British extraction now serving on that station. Their departure on this arduous undertaking elicited an unusual amount of interest and enthusiasm amongst all classes. They had some days previously been entertained at a special meeting of the Geographical Society, at which they were presented with a handsome banner, after many patriotic speeches had been made eloquently recapitulating the ancient glories of the early Portuguese discoverers, whose great deeds it was confidently asserted they would emulate. On board the steamer which conveyed them to Africa they were presented with numerous addresses and parting gifts, His Majesty the King having likewise sent one of his staff to wish them success in his name and that of the whole nation.

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

No. 130.

Mr. Gould to the Earl of Derby.—(Received July 26.)

My Lord,

Lisbon, July 20, 1877.

IN conformity with your Lordship's directions, Mr. Morier addressed on the 9th instant the note, of which a copy is herewith transmitted, expressing to the Marquis d'Avila the thanks of Her Majesty's Government for the facilities so liberally and courteously promised by the Governor-General of Mozambique to enable Captain Elton to carry out his projected expedition to the southern portions of that province, as well as for the permission granted to the British cruizer conveying him to act in the suppression of the Slave Trade within Portuguese territorial waters.

His Excellency, in his reply to the above communication, a translation of which is

likewise enclosed, takes occasion to express the very great satisfaction of His Majesty's Government at learning that the line of conduct pursued by the Governor of Mozambique has been so completely in accord with the tenour of his instructions.

I am, &c.
(Signed) G. F. GOULD.

Inclosure 1 in No. 130.

Mr. Morier to the Marquis d'Avila et de Bolama.

M. le Ministre,

Lisbon, July 9, 1877.

THE agreeable task once more devolves upon me of expressing to your Excellency the thanks Her Majesty's Government for the courteous and liberal conduct on the part of the Portuguese Governor-General of Mozambique towards Mr. Consul Elton, in regard to the facilities and assistance promised to him by his Excellency to enable him to carry out his projected expedition to the southern portions of the Province of Mozambique, and thence to Lake Nyassa.

I have also to convey the best thanks of Her Majesty's Government for the permission granted to the British cruiser conveying Captain Elton to act in the suppression of the Slave Trade in Portuguese territorial waters.

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

Inclosure 2 in No. 130.

The Marquis d'Avila et de Bolama to Mr. Morier.

(Translation.)

Most Illustrious and Excellent Sir,

Lisbon, July 13, 1877.

I HAD the honour to receive the note which your Excellency addressed to me on the 9th instant, conveying to me the thanks of Her Britannic Majesty's Government for the liberal and courteous conduct of the Governor-General of Mozambique towards the British Consul, Mr. Elton, thus enabling him to carry out the expedition which he had planned for the purpose of visiting various parts to the south of that province, and also Lake Nyassa.

In that note your Excellency likewise expressed the thanks of your Government for the permission granted by the said Governor-General to Her Majesty's ship which conveyed Mr. Consul Elton to act against the Slave Trade within Portuguese territorial waters.

I have had much pleasure in communicating the contents of your Excellency's note to the Minister of Marine, and I have requested his Excellency that when conveying the thanks of Her Britannic Majesty's Government to that official he should likewise inform him that the Portuguese Government was very much gratified to learn the line of conduct pursued by him, in compliance with his instructions, on the several occasions alluded to by your Excellency.

I am, &c.
(Signed) MARQUIS D'AVILA ET DE BOLAMA.

No. 131:

Mr. Gould to the Earl of Derby.—(Received August 4.)

My Lord,

Lisbon, July 30, 1877.

WITH reference to Mr. Morier's previous correspondence on the subject of the proposed new tariff for the Province of Mozambique, it is my pleasing duty to acquaint your Lordship that the tariff in question, after having been revised in a still more liberal sense than had been originally suggested, is this day to be submitted to His Majesty the King for his signature.

I am, &c.
(Signed) G. F. GOULD.

No. 132.

Mr. Gould to the Earl of Derby.—(Received August 15.)

My Lord,

Lisbon, August 9, 1877.

WHEN last I called on Senhor Gouvea, the Minister of Marine and the Colonies, I casually mentioned to his Excellency that very satisfactory reports had lately reached Her Majesty's Government from Mr. Consul Elton at Mozambique, respecting the measures about to be taken at his suggestion by the Governor-General of that province for the more effectual suppression of the Slave Trade.

His Excellency thereupon remarked to me that Her Majesty's Government must now be fully convinced that, in spite of the limited means at their command, and the great difficulties they had to contend with, the Portuguese colonial authorities were earnestly striving to bring about the total cessation of this odious traffic, an object which Portugal had quite as much at heart as Great Britain. The Portuguese Government, however, felt grievously annoyed and hurt that, notwithstanding all they were doing in this sense, their proceedings should still continue to be violently attacked and grossly misrepresented by certain English travellers and the foreign press in general. His Excellency concluded by requesting me to communicate in an official form the facts I had verbally alluded to, as he felt confident that under these circumstances Her Majesty's Government would not in common fairness wish to withhold from his Government such valuable testimony in their favour as that afforded by the reports of the British Agent at Mozambique.

I have, therefore, assumed the responsibility of transmitting to the Marquis d'Avila Mr. Consul Elton's report on his visit to Kivolane, in the note of which a copy is herewith inclosed for your Lordship's information. I took this step after mature deliberation, as I considered the request of the Minister of Marine and Colonies but fair, and such as I could safely comply with, seeing that Her Majesty's Minister had, under instructions from Her Majesty's Government, previously made similar communications to the Portuguese Government, and moreover that the report in question had already been submitted by Mr. Consul Elton to the Governor-General of Mozambique.

I am, &c.
(Signed) G. F. GOULD.

Inclosure in No. 132.

Mr. Gould to the Marquis d'Avila et de Bolama.

M. le Marquis,

Lisbon, August 9, 1877.

BEING aware of the deep interest taken by His Most Faithful Majesty's Government in the effectual suppression of the Slave Trade on the East Coast of Africa, I feel that I shall only be forestalling the wishes of my Gracious Sovereign in communicating to your Excellency the accompanying report which Her Majesty's Consul at Mozambique has addressed to Her Majesty's Government on his recent visit to Kivolani.

In forwarding this interesting report to your Excellency, I have much satisfaction in observing that it bears such internal evidence of the cordiality of the relations existing between his Excellency Senhor Jozé Guedes de Carvalho e Menezes and Mr. Consul Elton, and of the happy results of their co-operation, that, were it necessary, no more conclusive proof could be adduced of the earnestness of the efforts of His Most Faithful Majesty's Government to do whatever lays in their power to put an end to the Slave Trade in their East African possessions.

I avail, &c.
(Signed) G. F. GOULD.

No. 133.

The Earl of Derby to Mr. Gould.

Sir,

Foreign Office, August 20, 1877.

I INCLOSE for your information an extract of a despatch from Commodore Sullivan to the Admiralty, inclosing an extract of a despatch from Commander Keppel relative to the shipment of natives, supposed to be slaves, at Novo Rodondo, for the island of St. Thomé.

I also inclose copy of a despatch from Her Majesty's Consul at Loanda, who was instructed to inquire into and report on this matter.

I am, &c.
(Signed) DERBY.

Inclosure 1 in No. 133.

Extract from general Letter from Commodore Sullivan, C.B., dated at Cape of Good Hope, 19 March, 1877, No. 27.

BY last despatches from Her Majesty's ship "Avon," dated December 27, 1876, St. Paul de Loanda, that vessel was about to visit the Congo after having taken Mr. Consul Hopkins to Benguela, Equimina, Elephant Bay, and Mossamedes.

Having observed in the English papers lately that the Portuguese Government refuted the charges made by Commander Cameron, and Mr. Young, of Portugal's complicity in the Slave Trade, I beg to forward herewith an extract from Commander Keppel's letter, showing the local opinion on the subject, remarking that his statement is made merely on hearsay evidence, and is not verified.

I have, &c.
(Signed) T. SULLIVAN,
Commodore.

Inclosure 2 in No. 133.

Commander Keppel to Commander Sullivan.

(Extract.)

"Avon," Saint Paul's de Loanda, December 27, 1876.

During our stay visited by land Catumbela. From an English subject we were enabled to learn there was a vessel loading at Novo Rodondo with natives for Saint Thomas's Island. It is absurd to suppose these savages would go of their own accord, but as the vessel will be protected by Portuguese papers, it will be impossible to seize her; and I am informed, even if it were done, the natives are in such dread of their masters, that they would say they went willingly.

No. 134.

The Earl of Derby to Mr. Gould.

Sir, *Foreign Office, August 31, 1877.*
I HAVE received your despatch of the 9th instant, reporting a conversation which had passed between yourself and Senhor Gouveia, respecting the measures taken by the Governor-General of Mozambique at the suggestion of Mr. Elton for the suppression of the Slave Trade, and inclosing a copy of a note which you had addressed to his Excellency, communicating to the Portuguese Government a copy of Mr. Elton's report on his recent visit to Kivolane, and I have to inform you that I approve your proceedings in this matter,

I am, &c.
(Signed) DERBY.

No. 135.

Mr. Gould to the Earl of Derby.—(Received August 25.)

My Lord,

Lisbon, August 18, 1877.

THE Royal Decree putting in force the revised Mozambique tariff, to which I referred in my despatch of the 30th July, appeared in the Official Gazette of the 8th instant, and I have now the honour to transmit it herewith in original and translation for the information of Her Majesty's Government.

The Portuguese Government in taking this decisive step were, as your Lordship will see from the preamble to the above decree, thoroughly impressed with the cogency of the argument that unless they hastened to remove the existing impediments, the whole of the transit trade with the interior of Africa, would soon be diverted from their territories to those of the Sultan of Zanzibar. Under these circumstances they have wisely resolved at once to reverse the prohibitive commercial policy hitherto maintained at Mozambique, although fully aware that any sudden and important reduction of duties will probably,

for a time at least, cause a considerable falling off in the revenues of that colony, and thereby throw an additional burthen on the limited resources of which the mother country can dispose. The result is that they have framed a tariff, which in some few respects even goes beyond the liberal proposals of the Royal Commission entrusted with the task of drafting it, and under which Mozambique will be enabled successfully to compete for the East African trade not only with Zanzibar but likewise with the adjoining British Colony of Natal.

Under the new tariff the coasting trade is thrown open without reserve to the flags of all countries. The vexatious regulations hitherto in force with regard to taking in and discharging cargo as well as clearing vessels through the Custom-house are either entirely done away with or else greatly simplified. Goods liable to duty may be left in bond in the Government warehouses for six months without charge, and at the expiration of that term they will only be charged at the rate of 50 reis or about $2\frac{1}{2}$ d. per month per 100 kilogrammes, recoverable when they are taken out of bond. Specific duties are to be levied on the net weight of goods liable thereto, when it can be accurately ascertained and, when from the nature of the goods this is not feasible, a certain percentage is to be deducted from the gross weight of such goods according to a fixed scale. Without distinction all goods in transit will be merely liable to an *ad valorem* duty of 3 per cent. Goods re-exported or trans-shipped are declared free. The exports, on which *ad valorem* duties will be levied, are but eight in number, all the rest being exempted, and the duties thereon range from 1 to 4 per cent. with the exception of cowrie shells and ivory, which are to pay 4 and 6 per cent. The imports are grouped under twenty-four heads, coarse, unbleached or bleached cotton goods being charged 90 reis or about $4\frac{3}{4}$ d. per kilogramme, coarse cotton goods, dyed or stamped, 160 reis or about $8\frac{1}{2}$ d. per kilogramme, and all other textile fabrics, without distinction, 10 per cent. *ad valorem*. Under the remaining heads the duties are also reduced to very moderate amounts. A reserve is, however, made in favour of goods being the produce of, or having paid "octroi" dues ("direitos de consumo") in Portugal, the adjacent Portuguese Islands or the Portuguese Colonial possessions, which are only to pay 50 per cent. of the duties they would otherwise be liable to.

I have, &c.
(Signed) G. F. GOULD.

Inclosure in No. 135.

From the Official Journal "Diario do Governo" of the 8th of August, 1877.

(Translation.)

Sire,

Report.

SO great an impulse has been given to manufactures by the mechanical improvements which have been effected in machinery, and by the rapid means of communication now in existence, that the respective markets find themselves as it were glutted with manufactures, and no longer meet with any commercial currents in order to relieve them from the abundance of articles deposited there, and at the same time to maintain consumption at its proper level. For several years, commercial and industrial crises have been frequently occurring. To-day it is cotton goods, to-morrow it is iron, and then another day it is silk; and other articles which are in greater demand for different social uses are successively and alternately undergoing a sudden change in their value which disturbs the price of labour as well as the economy of nations. The European States as well as those of the American Union where the manufacturing interest is further developed are the regions where these oscillations are more frequently recurring, and where no secret is made as to the anxiety caused by the critical situation in which they are placed thereby.

Strenuous efforts of the most hazardous nature are being incessantly made with a view to the opening of new markets for the disposal of this excessive industrial supply which disturbs the social economy, and is a menace to the political status of the several States. The famous expeditions of every kind and from every country which of late have been despatched to the interior of Africa, so evidently manifest the tendencies of the age in this direction, that it would seem that they cannot be ascribed to any other cause. Without detracting from the merits and heroic devotion to the cause of science on the part of those engaged therein, it is lawful to think that these expeditions are not to be exclusively ascribed to a generous feeling of the human mind, which would naturally have to give way, sooner or later, to another sentiment also based upon grand ideas of the scientific or moral progress of humanity which would eventually be led to pursue another course.

There is a determined and fixed economical purpose which impels them onward, which will not recede but will persevere on its course until it succeeds in opening that vast continent to intercourse with the civilized world, and in imparting to it as far as possible the requirements of social life in our days. It is necessary to reckon upon this, and to provide against the fatal results which would follow from a foreign supremacy in the commercial relations with Africa, which were established and cultivated by us centuries ago.

The symptoms of this incipient rivalry are already clearly visible; roads and other means of communication into the interior of Africa are sought for; certain ports and bays beyond our dominions on the coasts of Africa are selected for the purpose of connecting those projected communications with the sea, and certain anchorages owned by us are even coveted with feigned sadness at the little benefit which we derive therefrom. Moreover, our fiscal régime is severely criticised in order to strengthen the idea of opening other commercial outlets beyond the limits of our possessions.

It became urgently necessary to take measures against the economical losses, and perhaps, also, against the political complications which would sooner or later accrue from this tendency of the public mind. Your Majesty's Government feeling the necessity of meeting the dangers in which our colonial interests might become involved in consequence of this current of ideas—were the principles and ideas of former times to be allowed to continue in force, has adopted certain measures with the object of securing and developing in accordance with the exigencies of the present day, the commercial advantages which we have already acquired for our African colonies. The revisions of the Customs tariffs of the Province of Mozambique is one of these measures, which was intrusted to a commission composed of competent persons; the object in view being to reform the Customs legislation of that colony so as to accord to trade those advantages and facilities which are considered requisite in order to maintain, and gradually to develop it in the ports of that province. The natural conditions of those ports, which are well known to the trade with South Africa, give us the assurance, considering the efficacy of this measure, that the traffic already existing there will not only continue, but will gradually increase.

Trade is not swayed by any autonomical sympathies, and does not waste its strength in seconding any more or less ambitious political projects. The only incentive by which it is led on is profit, and as long as it does not see any new channels opened to work upon in furtherance of its interests, it will not abandon the old route from which it may have derived benefits.

Starting from this point of view, the Commission appointed by the "Portaria" of the 20th of October last,—inspired as it was by the ideas of the Government upon this matter,—endeavoured to harmonize our fiscal régime with that of the neighbouring States, where more liberal regulations were in force, in order that we might not be swamped by the competition of Zanzibar, the trade of which has considerably increased during the last quarter of this century, in spite of the difficulties attending the conveyance of merchandize from the coast to the interior of a country which does not possess any important fluvial communications; and nevertheless it has overcome this formidable obstacle to the development of its trade by levying moderate import duties, and by allowing the free exportation of its own products.

Although the high rates of duty in the adjoining British colony of Natal might justify an equally high tariff in the districts of Mozambique, which adjoin British Cafraria and the South African Republic, nevertheless the Commission rightly judged that the inconvenience caused by different tariffs in the ports of the same Province, would be greater than the loss of revenue on that account, slight and temporary though it would be, because the increase of trade at Lourenco Marques during the last two years, which has been ascribed to the traffic with the Transvaal and with the Gold Fields will naturally be even greater on account of the moderate rates of duty as well as of the facilities of transit, and will powerfully tend to open other and more accessible markets in those African regions, which are still engaged in direct trade with our neighbours whose transit trade is also carried on to those regions.

In attempting to solve the problem as to the maximum amount of facilities we are able to accord to the trade of the world in the Province of Mozambique, a simple and rapid system for the clearance of merchandize, as well as the question of the coasting trade were matters which must needs be attended to. Due provision was made by the Commission as to the first point by means of the preliminary articles of the tariff, where positive rules are laid down so as to prevent any arbitrary proceedings on the part of the local Custom Houses; and as to the second point, the matter has been settled by the simple, and, at the same time, wide principle of the opening of the coasting trade to all flags.

This measure with regard to the coasting trade ought to be one of the most fruitful sources for the commercial development of Mozambique, without any detriment to the national shipping, which has derived no benefit from this privilege, but has, on the contrary, thereby thwarted a more active trade with the ports of the colony. The monopoly of the coasting trade which each country reserved for its own flag, is one of the very last monopolies, which is everywhere giving way before the competition of those that are best qualified to develop a branch of the public wealth, the progressive advantages derived from which amply compensate the hypothecal benefits derived from a privilege which, as far as Mozambique is concerned, has hardly been of use at all, except to a few miserable nationalized dhows manned by Moors and natives.

The transit and export trade are relieved from all charges that served as a hindrance thereto, and will only be subject to certain statistical rates and to others, such as the transit dues to the interior of Africa,—which are perfectly compatible with every kind of mercantile speculations which can offer an unlimited scope for colonial trade.

Portuguese trade is favoured by a differential rate of 50 per cent. under the established duties, a great advantage with which it is strongly armed in order to meet the competition of other nations in the colonial markets.

It is absolutely necessary to find out the real formula of colonial administration which will have the force to develop the natural wealth as well as the moral improvement of our transmarine possessions. To keep them in a perpetual state of tutelage is altogether impossible, not only because such a system would indefinitely paralyze their advancement, but also because the cost of this interminable tuition is decidedly incompatible with the resources of the metropolis.

Such are the capital points of the reform of the Mozambique Customs tariff, which were proficiently examined by the Commission, and which were argued by it at great length. No reference need be made to other secondary questions to which the Commission also devoted its attention.

A few rules for the purpose of improving the pilot service in the ports of the province, contained in six paragraphs (annexed to the preliminary rules of the tariff) complete the work of the Commission.

The Government after modifying a few of the provisions recommended in the report of the Commission, have, in accordance with the opinion of the Consultative Board for the Colonies, and with their own ideas upon the matter, adopted the draft of the decree, which I have now the honour to submit to your Majesty's royal sanction.

(Signed) JOZE DE MELLO GOUVEIA.

Marine and Colonial Department, Lisbon, July 30, 1877.

Royal Decree.

In view of the report made to me by the Minister and Secretary of State for the Marine and Colonial Department ;

Availing myself of the authority accorded in the 1st paragraph of the 15th Article of the Additional Act to the Constitutional Charter of the Kingdom ;

After consulting the Board for the Colonies, as well as the Council of Ministers, I hereby decree as follows :—

Art. 1. The Customs Tariff annexed to this Decree, and which forms an integral part of the same, as well as the 85 preliminary articles which accompany it, together with the rules relating to the pilot service which are annexed thereto, and which are all signed by the respective Ministers and Secretary of State, are hereby declared to be in force in the custom houses of the Province of Mozambique.

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

The Minister and Secretary of State for the Marine and Colonial Department shall accordingly carry this decree into effect.

At the Palace, on the 30th of July, 1877.

(Countersigned)

JOSE DE MELLO GOUVEIA.

(Signed)

THE KING.

Customs Tariff for the Province of Mozambique.

PRELIMINARY RULES.

CHAPTER I.—*Rules Relating to Shipping.*SECTION 1.—*Documents which must be presented to the Custom-house by the Masters of Vessels, and the duties of Masters.*

Article 1. Masters of vessels arriving from Portuguese ports are bound to deliver, duly closed and sealed, all the official letters or documents which they may have thus received at the custom-house of the port whence they may have sailed, and besides this, the ship's manifest, in accordance with the following articles.

Article 2. Masters either of national or foreign vessels, on arrival either from any national or foreign ports, are bound to exhibit a manifest in duplicate which, whenever it may be possible, shall be written in Portuguese, containing the following specifications, namely, name and tonnage of the vessel, flag, port where cargo was shipped, names of shippers, names of parties to whom merchandize is addressed, quality and quantity (*in extenso*) of parcels, marks and numbers in the margin.

Article 3. Whenever a master shall be unable to exhibit his manifest in Portuguese when his vessel is visited, owing to the fact of his being a foreigner, his manifest written in any language will be received, but he is bound to present a translation of the same within the term of twenty-four hours.

Article 4. No Consular certificates are required either in the manifests of the cargoes of any ship bound to the Province of Mozambique, or in any other documents that may have any reference to the custom house service.

Article 5. One of the manifests mentioned in the foregoing articles is to be delivered up, together with the bills of lading, if there be any, to the customs officer when he visits the ship on her arrival; at the same time the master shall deliver a nominal list of the passengers bound to the province, and of their luggage, and also another list of the ship's supplies and extra gear and stores.

Article 6. It is the duty of the master—

1. To appear at the custom house within twenty-four hours, and there sign the deed of entry of entry or of "franquia," *i.e.*, of retaining cargo on board for another port, on which occasion he shall deliver up one of the manifests.

2. Not to allow any boats to go alongside his ship without leave, whether she be unloading or under "franquia."

3. To maintain intact any seals that may have been placed by the customs officers on the hatches and partitions.

4. Either to sign himself, or else to get his representative to sign the documents relating to the unloading of his ship.

Article 7. It is unlawful for a master, without the custom-house permit or clearance —

1. To raise anchor for the purpose of going out of port, or of changing his anchorage, unless this change should be made in a case of "force majeure."

2. To unload, to tranship, or to receive cargo or take in ballast, and all articles or merchandize found on board vessels that are loading without the custom-house clearance, shall be looked upon as having been fraudulently taken on board in order to evade the duty.

3. To open any parcels that may have been shipped, the mere fact of opening a parcel being considered a transgression of the rules, whereas the subtraction of any articles therefrom shall be considered a fraudulent evasion the duty.

Article 8. After the unloading and cleaning of a ship is concluded, the master must apply—

1. Apply for his vessel to be visited, in order that the custom-house may certify to the unloading of the same, and the flag shall be hoisted at the maintopmast from the time of his making that application until the visit shall actually take place.

2. Keep his vessel in a fit condition to be visited; the extra sails to be placed out of the magazines, the sails to be loose, the gaff clear, and the ballast so placed as to enable one to see the inner sheathing near the carline; all the presses to be opened, for if closed they may be broken open. Any articles discovered in the course of this visit that shall not have been legally declared, shall be reputed as having fraudulently evaded the payment of duty.

3. Sign a deed of cargo, without which he cannot receive any articles on board except under special leave.

4. Vessels with cargo on board under "franquia" (*i.e.*, bound to another port), and which cannot therefore be visited, as being completely unloaded, shall have customs officers on board until their departure.

Article 9. Masters are admonished—

1. That it is forbidden to throw ballast overboard into the anchorage ground, and that any infraction of this rule is punishable by a special fine imposed by the captain of the port.

2. That they cannot land after their arrival until their ships shall have been visited, except for some reasonable motive.

3. That they are bound to obey the orders relative to the fiscal service that may be given them by the proper customs officers, who are hereby enjoined to act with moderation and prudence in the discharge of their duties.

4. That any contravention of the provisions above enumerated, whenever it is not considered an evasion of the duty, shall be looked upon by the laws of the country as an infraction of the fiscal regulations.

5. That, by the said laws, fiscal agents are forbidden to receive any gifts from any parties, under any pretext, the penalty being the same for those who give, as for those who receive them.

§ These admonitions, as well as any others which it may be necessary to publish in future for the due regularity of the public service, shall be transcribed in different languages, and communicated to the masters in print.

SECTION 2.—*Tonnage Dues.*

Article 10. All duties and taxes whatsoever that have been hitherto levied upon shipping in the Province of Mozambique under the titles of "anchorage," "tonnage," and "lighthouse" dues, or imposts upon dhows are abolished.

§ The salaries payable to the pilots on the coast or in the different bars for their services, which are to be subject to special regulations, are not held to be dues or taxes.

SECTION 3.—*Import, Export, and Coasting Trade.*

Article 11. The ports of Cape Delgado, Mozambique, Angoche, Quilimane, Sofala, Inhambane, and Lorenzo Marques are hereby thrown open to national and foreign trade. In these custom houses there shall be depôts for merchandize, and the coasting trade may be carried on between the said ports both by national as well as foreign vessels. Moreover merchandize subject to duty may be conveyed between those ports, such duty to be paid at the custom house through which it may be cleared.

§ The conveyance of merchandize between the said ports is, for all the intents of this article, to be free from any tax or bond, but, in accordance with the 69th Article, a custom house pass must be taken.

Article 12. The directors of the several custom houses shall accord permission to any national or foreign ships either to convey cargo which may have already become nationalized by the payment of the excise or "octroi" duties to the ports of Pemba, Fernayo Volloyo, Sangage Luzio, Quesingo Luabo, the mouth of the River Douro or Bembe, or to any other ports, bays, or inlets on the coast of Mozambique, or to ship there any articles produced in the province, under the following conditions:—

1. Provided the vessel shall have been duly visited by the custom house after unloading.

2. The master must present a person upon whom the custom house can place confidence as a surety.

3. Both the master and his surety must engage that the vessel shall return to the custom house which may have granted such permission, or else that she will proceed to any other custom house in the province in order to legalize the shipment of the cargo she may have received at any of the ports where there are no custom houses.

§ Should the Directors of the Custom-house refuse the permission above referred to, an appeal may be made to the Governor of the district, who will decide the matter under his own responsibility, but will immediately report the case to the Governor-General.

Article 13. The importers, owners, or consignees of any merchandize which may have been entered into the Custom-house depôt, are not bound to declare whether such

merchandize is intended for consumption, or for re-exportation; moreover, they may dispose of the whole, or of part of that merchandize for consumption, for conveyance in transit or for re-exportation at their option.

Article 14. All merchandize in the Custom-house depôts, shall be held to the order of the party who may have deposited the same, or of the owner or consignee. His title deeds shall be duly registered, and are transferable by endorsement.

SECTION 4.—*Transfer of Vessels to the National Flag.*

Article 15. Any foreign sailing or steamships, whether they be new vessels, or in a fit state for navigation, or else repaired in the province, inasmuch as according to the Customs tariff, they are subject to the duties leviable on their transfer to the national flag, shall be held to be national vessels for all intents and purposes, after payment of the duties in question, and after their owners, or their agents shall have exhibited the necessary documents to prove that the said vessels have been duly registered and entered, but the payment in question must precede the act of registration.

SECTION 5.—*Unseaworthiness.*

Article 16. The unseaworthiness of any foreign vessel is to be ascertained by means of a survey to be held by experts who are to be appointed by the Chief of the Custom-house, in the presence of the Captain of the Port, and of the respective Consular Agents. Should no such authorities exist in the place where such a survey is to be held, the Chief of the Custom-house will name the person that is to act instead of the Captain of the Port, and the chief local authority is to name some one to act instead of the respective Consular Agent.

Article 17. In order that a vessel may be declared unseaworthy, it is requisite that the experts shall estimate the cost of the repairs to enable her to proceed on her voyage, at a sum exceeding three-fourths of the total value of the ship in a fit state to put to sea, or else that there shall be an absolute impossibility of effecting the necessary repairs on the spot.

§ 1. A vessel that shall have been condemned on the ground that, in the opinion of the experts, it is impossible to repair her on the spot, cannot be granted permission to repair and to put again to sea.

§ 2. The records of the surveys held must contain the declarations of the experts in full detail.

§ 3. Should an appeal be made by the parties interested from the decision given by the Director of the Custom-house condemning a vessel, or declaring her unseaworthy, or should any protest be made by any of the authorities that may have taken part in the proceedings, the whole case shall be referred (together with all the documents) to the Governor of the district, whose decision shall be final, after consulting the Law Officer of the same district.

SECTION 6.—*Wrecks.*

Article 18. In the event of wreck taking place, the Director of the Custom-house, or his representative, as well as the officers whom he may appoint, shall immediately repair to the spot, and use every endeavour to save life and property, and prevent loss; moreover, they shall proceed as soon as possible to make an inventory of all the articles saved, specifying the respective marks, and other essential particulars, placing everything in safety. They shall persevere in these endeavours in accordance with the provisions of the commercial code.

Article 19. As soon as the news of the accident shall reach the Custom-house, the Director shall appoint the Customs officers, who are to proceed to the spot and superintend the salvage. As soon as the said officers shall arrive at the place of the wreck, all others shall withdraw, but the last named shall be entitled to receive a remuneration in proportion to the service rendered by them.

Article 20. Any articles saved, after all the expenses shall have been either paid or guaranteed, may be either cleared for consumption, on payment of the respective duties or else freely re-exported in accordance with the 5th Article.

Article 21. The first person that shall report a wreck on the coast shall be entitled to receive a gratuity of 10,000 reis. Any authorities that shall not immediately proceed to the place of the wreck, or who shall fail to report the fact to the nearest Custom-house, shall be liable to a fine, in proportion to the consequences of the omission on their part.

Article 22. Any articles or any merchandize that may be cast ashore, when it is not known to what vessel they may have belonged, shall, after a minute inventory has been made of the same, specifying the quality and marks of the same, as well as the number of parcels, be sold; one third of the proceeds is to be given immediately to the finder, and the other two-thirds are to be kept in deposit for the space of one year, at the expiration of which, should the owner not claim the same, they shall be entered as Customs receipts, and should anyone duly claim the same, the respective duties shall be deducted therefrom.

SECTION 7.—*Loading, Unloading, and Merchandize, under "Franquia," i.e., bound to another port.*

Article 23. Ships are to be loaded and unloaded from sunrise to sunset; the unloading, however, must be carried on in such a manner that the last boat-load must arrive on shore one hour before sunset, as the Custom-house will not be responsible for any damage that may accrue from the fact of any boat remaining alongside any ship during the night, owing to the fact of its not having reached the Custom-house at the appointed time.

Article 24. The embarkation of merchandize for exportation, or in transit, may take place from any quay, provided the Custom-house clearance shall have been obtained, any merchandize found on board without having been cleared through the Custom-house, shall be held to have evaded the duty, and the clause which treats of the evasion of duty is applicable thereto.

Article 25. Every ship having cargo on board for any port out of the province, as well as any vessel calling for orders, or having cargo on speculation, shall be granted "franquia," or permission to stay in port for ten days, but this period may be prolonged by the Director of the Custom-house, should there be any reasonable motive to do so.

Article 26. During the period of this free stay or "franquia," samples may be taken to the Custom-house once only; these samples will be allowed a free entry provided the duty leviable thereon is not more than 500 reis.

SECTION 8.—*Luggage and Passengers.*

Article 27. Passengers arriving by sea, whether bound to the province or in transit to other ports, shall be allowed to land immediately after the ship shall have been visited, and their luggage is to be examined immediately, either on board or on the Custom-house quay, at any hour of the day, even on holidays.

CHAPTER II.—*Rules relating to Merchandize.*

SECTION 1.—*Storage.*

Article 28. All articles liable to duty will be warehoused gratis for six months, at the expiration of which they will have to pay per month as follows:—

Dry articles—50 reis per 100 kilogrammes	..	..	2·66 <i>d.</i>
Liquids—1 real per litre	..	..	0·053 <i>d.</i>

These rates will be recovered on the clearance of the same.

Article 29. Articles that are free of duty will not be warehoused gratis for more than eight days, at the end of which they will be liable to the payments mentioned in the foregoing article.

Article 30. All merchandize of an inflammable nature is not to enter the Custom-house stores, but, after being landed, it must be examined on the quay, whence it must be conveyed to the owner's stores.

Article 31. Gunpowder, however, shall continue to be kept in the military forts, and in the magazines belonging to the State, in accordance with the established custom. The Governor-General, after consulting the Council of Government, is hereby authorized to issue uniform regulations for all the Custom-houses as to the mode of clearance of this article, in order that the Custom-house and the military authorities may act in harmony; the so-called "gunpowder fees" are abolished, and henceforward the tariff duty and the storage rates are alone to be paid upon this article, in accordance herewith.

Article 32. In the case of merchandize in transit from one Custom-house to another, the Custom-house pass shall mention the date of entry, in order that in the Custom-house through which the said merchandize may be cleared, the storage rates should be properly computed; it is understood that the six months' gratuitous storage is to be reckoned by adding up the whole of the time during which the merchandize may have been stored in different Custom-house.

Article 33. Any parcels re-entering the Customs stores, after being presented for clearance, shall pay the storage rates from the month in which they may have re-entered the same, but no parcels will be allowed to re-enter more than twice.

Article 34. Whenever, owing to the abundance of merchandize, no Custom-house stores, or any hired stores, are available for the reception of merchandize in deposit or in bond, it may be deposited in private stores, but every door is to be closed up with the exception of one door alone, of which use is exclusively to be made. This door is to have two different keys, one to be kept by the Custom-house, and the other by the owner of the merchandize, which is, however, to be examined on its entry, and the proper amount of duties is to be calculated, the owner of the said merchandize being responsible for the same.

Article 35. Any merchandize deposited in the Custom-house sheds or yards will only pay one-half the usual storage rates.

Article 36. In the event of a wreck taking place, or of a ship being forced to put in, and of her requiring to unload, the Director of the Custom-house is authorized to hire the stores that may be wanted for the purpose of storing the merchandize thus saved or landed, should the Custom-house not have any available stores of its own. This expenditure is paid for in accordance with the 1595 and 1596 Articles of the Commercial Code.

Article 37. Any merchandize not cleared within two years, shall be sold by public auction, thirty days' notice being given beforehand. From the proceeds, the amount of duty, the storage rates, the cost of improving the merchandize, and the auction charges are to be deducted. The balance shall be lodged and deposited in the public coffers, where it shall be kept, until it is delivered up to the person entitled to receive the same, if claimed within 10 years, at the expiration of which the said balance will revert to the public exchequer.

Article 38. Merchandize in deposit or in bond is liable to the payment of the duty in force, when it is actually cleared, and not to that which was in force when it was entered.

Article 39. The parties who have the right to dispose of any merchandize in deposit or in bond, shall be allowed to improve the same within the Custom-house stores or yards, and also to take samples, as far as may be strictly necessary to make people acquainted with the quality of the merchandize.

Article 40. The Custom-house is not responsible for any deterioration or any accidents which may befall any merchandize in deposit or in bond.

SECTION 2.—*Import Duties.*

Article 41. Goods and merchandize from foreign ports shall pay the duty fixed in Schedule A, those, however, which are produced or manufactured either in the continental part of the kingdom, or in the adjacent islands, or else nationalized therein by the payment of the excise or "octroi" duties, shall only pay 50 per cent. of the duties specified in the said Schedule A, as well as all colonial goods arriving from the transmarine possessions of Portugal.

Article 42. Whenever *ad valorem* duties are to be levied on imports, these duties are to be calculated upon the value of the merchandize at the place of origin or production, adding thereto the amount of freight, insurance, and commission, as far as the place of importation.

Article 43. Should the Custom-house consider the value given to the merchandize

to be insufficient, it may purchase it for the State, paying the owner the value as declared for clearance, together with an additional 10 per cent., or else it will cause a proper valuation to be made.

Article 44. The Custom-house is bound to make a valuation if the clearance agent should ask for it, whenever the Customs officers refuse to accept the value declared by him.

Article 45. Should the valuation prove that the value of the merchandize is not 5 per cent. over and above the amount declared, the duty shall be levied upon the latter amount. Should the excess, however, be 10 per cent., the Custom-house may either purchase the merchandize for the sum declared, or else levy the duty upon the amount of the valuation.

Article 46. Whenever the valuation shall exceed 10 per cent. over and above the amount declared, the duty shall be increased 50 per cent. as a fine.

Article 47. The expenses of valuation are to be paid by the Clearance Agent if the valuation exceeds 5 per cent. over and above the amount declared. If it does not exceed it they shall be paid by the Custom-house out of the fees.

Article 48. In order to proceed to the valuation of merchandize, the Clearance Agent shall name an arbiter, and the Director of the Custom-house shall name another, and these two shall name a third, who is to have the casting vote. Should the two arbiters be unable to agree as to the choice of the third arbiter, he shall be named by the Judge of the district, and in the latter's absence, by the Judge called "Juis de Paz." The Director of the Custom-house will apply in writing to the Judge, asking him to make this appointment.

Article 49. The owner of any merchandize arriving from any place out of the province, must present, on clearing the same, the bill of lading, signed by the master, or else the invoice, a letter, or some other document, in order to prove his right to receive the merchandize in question. Should these documents be missing, the custom house will deliver up the parcels, provided it is stated in the manifest that they are consigned to the party applying for the clearance of the same, or provided security is given that the missing document will be presented within a reasonable time.

Article 50. No merchandize can be cleared unless the Clearance Agent shall have declared the value of the same. In case he should not have received an invoiced or some other document to enable him to do so, the Director of the Custom-house will allow him to open the several bales and examine the merchandize, and thus declare the value of the same before the examination by the Custom-house shall take place.

Article 51. No merchandize after being cleared shall be delivered to the owners, unless the duty thereon shall have been duly paid, excepting the rules laid down in the following articles.

Article 52. All clearance tickets, the amount of duty of which is under 100,000 reis, shall be paid at once in cash. Those, however, of which the duty exceeds 100,000 reis, may be paid, should the Clearance Agent wish to avail himself of this permission, in bills to the order of the local treasury at certain fixed periods—to be endorsed by two firms, and duly guaranteed by an equivalent value existing in the Custom-house, but such periods are not to exceed three months.

Article 53. All clearance tickets that are paid by bills shall be entered as Customs receipts like all others, paid cash down before the merchandize leaves the Custom-house; these bills must be sent on to the local treasury or to its agents on the first of every month. The numbers of the clearance tickets shall be noted on the bills, and *vice versâ* the numbers of the bills shall be noted on the clearance tickets.

SECTION 3.—*Questions between the Custom House and Merchants.*

Article 54. Any questions that may arise between the owners of merchandize or their agents and the Customs officers as to the examination of merchandize, or as to the amount of duty, shall be decided by the Director of the Custom-house in conference with the two Customs officers next in rank to him. A record shall be drawn up of this conference, and a copy shall be given to the respective party; but should the latter dispute the decision, appeal may be made to the Local Board of the Treasury, by whom a final decision shall be given.

§ 1. The appellant, should he wish to have his merchandize out of the Custom-house before his appeal is decided, will have to deposit the highest amount of duty; but this amount shall be entered in a special book set apart for the purpose, and the real amount

paid will be passed over to the general Customs receipts, as soon as the Board of the Treasury shall have decided the matter.

§ 2. The permanent Tariff Commission appointed in virtue of the 22nd Article of the Decree of the 12th November, 1869, is hereby abolished.

SECTION 4.—*Tares.*

Article 55. All merchandize upon which a specific duty is leviabie, in accordance with Schedule A, shall pay that duty upon the net weight, which is to be ascertained, whenever it may be possible to do so, out of the respective tares; but should it be impossible to do so, an allowance for tare is to be made in accordance with Schedule D.

Article 56. Cotton textures, both dyed and printed, are always to be weighed out of the tares; grey cottons may be weighed therein, but a few bales must be opened at the side, in order that without taking away the iron belts, it may be ascertained whether any other kind of texture is contained therein; whenever it may be deemed necessary, the hoops of some of the bales will be taken out.

SECTION 5.—*Exemption from Import Duties.*

Article 57. In addition to the articles the importation of which is free in accordance with No. 25 of Schedule A, the following shall also be imported free of duty:—

- (a) Any seizures that may be made;
- (b) Fragments of any wrecks;
- (c) Luggage, including any clothes or furniture already used, as well as any tradesmen's implements belonging to the passengers or crew of any ship. Should any question arise, it shall be decided by the Director of the Custom-house in conference with the two Customs officers next in rank to him, saving the right of appeal to the Governor of the district, whose decision shall be final;
- (d) Any articles ordered to be cleared by the Local Board of the Treasury; the clearance of the same is to be made by its agent, and the letter of the Governor-General granting the necessary permission for the purpose shall be attached to the respective clearance ticket.

SECTION 6.—*Articles the importation of which is prohibited.*

Article 58. The importation of the following articles is prohibited:—

- (a) Pieces of artillery.
- (b) Books, engravings, or other articles that are obscene or immoral;
- (c) Copper money except that from Portuguese ports;
- (d) Any wines, textures, or other articles having any labels or titles stating them to be a national product, if it should be proved that such is not the case.

Article 59. The Governor-General of Mozambique, with the assent of the Council of Government, has the power, whenever circumstances may require it, to regulate or to restrict the clearance of arms or guns and gunpowder bound to the interior.

SECTION 7.—*Average.*

Article 60. Whenever averaged goods shall be presented for clearance, upon which the average shall exceed 3 per cent. of their original value, a reduction of the duty, if applied for by the Clearance Agent, shall be accorded in proportion to their depreciation caused by the average.

This rule does not apply to any articles of food or to any medicines, which, if averaged to the extent of more than 3 per cent. of their value, must be immediately destroyed; but should the owners be opposed to this destruction, it shall not be carried into effect without the assent of the expert acting on behalf of the Provincial Board of Health.

Article 61. Whenever it may be possible to do so, in view of the nature of the merchandize, the part or quantity which has been averaged, shall be separated from that which is in a sound and perfect condition, and the full amount of duty will be levied upon the latter part.

Article 62. Should any experts be appointed in the manner mentioned in the 48th Article, they shall specify the difference between the price of the merchandize in its averaged condition, and its value in a sound state. Should the two experts differ, the third shall have the casting vote. Should the interested party and the Custom-house not come to an agreement, an appeal shall be made to the chief authority of the district. If so, the merchandize may be delivered over to the respective party upon his depositing the highest amount of duty.

SECTION 8.—*Export Duties.*

Article 63. Articles exported to any national or foreign ports shall pay the duties specified in Schedule B.

Article 64. The local Board of the Treasury shall draw up every quarter a schedule of the official prices which are to serve as a basis for levying the Export Duties, which schedule is to be sent to the several Custom-houses, it being understood that the schedule last received is the one in force, although the quarter may have already expired. In order to draw up this schedule, the Board of Trade shall apply for information, in writing, from the local authorities and from any other persons that may be in a position to state what is the average price of the different articles produced in the province, upon which an export duty is levied.

Article 65. The clearance of merchandize for exportation is effected by means of a declaration on the part of the owners, without any previous examination on the part of the Custom-house; and after payment of the duty, such merchandize may be embarked at any place; but the Custom-house may, should it have any reason to suspect any fraud, examine the quality and quantity of the merchandize on board ship.

SECTION 9.—*Re-exportation and Trans-shipment.*

Article 66. The re-exportation of any articles from any depôts in the Mozambique Custom-houses either to Portugal or her colonies, or to any foreign country, if free of duty.

Article 67. The trans-shipment of any merchandize from a ship arriving from any ports out of the province to another vessel bound to any place also out of the province, is likewise free of duty.

SECTION 10.—*Of the mode of clearance of merchandize for conveyance in the Coasting Trade.*

Article 68. The conveyance, by sea, of any merchandize which may have paid the import duty, as well as of the products of the country, between any ports in the province, under any flag whatsoever, is free of duty.

§. The embarkation of such merchandize shall not take place until a regular clearance shall have been made in the manner laid down for the exportation of merchandize.

SECTION 11.—*Transit.*

Article 69. The transit of merchandize liable to duty from one custom house where it may have been in bond to another where it is to be cleared and the duties thereon paid, shall be allowed, in accordance with the option referred to in the 11th Article, provided the necessary declarations, signed by a duly qualified person, are sent in, upon receipt of which the Custom-house shall hand the respective party a pass with two counterfoils, specifying the marks, numbers, and the quality of the merchandize, as well as the weight; but the sealing or stamping of the several parcels is dispensed with. One of the two counterfoils above referred to shall be sent back by the Custom-house to which the merchandize is bound to that from which it was despatched; and the same shall be attached to a third counterfoil, which shall have been kept in the Custom-house whence the merchandize was sent.

Article 70. The transit of merchandize arriving from any place out of the province for the purpose of being conveyed overland or by river to any of the foreign countries by which the Portuguese territory is bounded on the north and on the south, as well as to the regions which are situated beyond the point of confluence of the Rivers Shire and Zambesi shall be allowed through the Custom-houses mentioned in the 11th Article, upon payment of the sole duty of 3 per cent. *ad valorem*.

§ 1. The necessary instructions will be issued by the Governor-General to the respective Custom-houses for the immediate execution of the provisions contained in this article.

§ 2. The reduction of the duty mentioned in the 41st Article is applicable to any merchandize cleared in transit.

CHAPTER III.—*Fees.*

Article 71. The Custom-houses shall levy the fees specified in Schedule C for the clearance of ships, and in remuneration for the several acts mentioned in the said Schedule.

CHAPTER IV.—*Statistics.*

Article 72. The owners of merchandize or their agents, as well as the respective Customs Officers, shall describe in the clearance tickets the several articles cleared through the Custom-house, giving as full details as possible, which will serve as a basis for drawing up the statistical returns of the Custom-houses.

CHAPTER V.—*Of Smuggling, Defrauding the Duties, Infractions of the Regulations, and Penal Enactments.*

Article 73. Smuggling shall be punished with the loss of the goods smuggled, and with a fine which is not to exceed the value of the said goods, but must not be less than 25 per cent. of that value.

Article 74. The owner or the receiver, or else in the absence of these, the carrier of any merchandize in evasion of the duties, is liable to a fine equal to double the amount of the duty as a minimum penalty, and to five times that amount as a maximum penalty, provided the latter does not exceed double the value of the merchandize upon which the duties may have been fraudulently evaded.

§ Should the merchandize, however, be found in a secret partition, or in any other hiding place, or concealed or mixed up with other merchandize upon which a smaller duty is levied, or which is entirely free; or should any merchandize be conveyed inwards after being cleared from the Custom-house, either for transit or for re-exportation, the fine imposed shall be equal to the value of the merchandize upon which the duty shall have thus been defrauded, adding thereto five times the amount of the duty as a maximum penalty, provided this maximum does not exceed the total value of all the merchandize in question; the minimum penalty to be double the amount of the duty.

Article 75. Any infractions of the fiscal regulations not amounting to any evasion of the duties, shall be punished with a fine of from 2,000 reis to 200\$000 reis, according to the extenuating or aggravating circumstances of the case.

Article 76. In every case when the duties have been defrauded, the merchandize itself, as well as the vehicles by which it is conveyed shall be seized and kept as a security for the payment of the fine, if the latter is not paid immediately or its amount deposited.

Article 77. The owners of the merchandize and of the vehicles by which it is conveyed are responsible for the proceedings of their clerks, carriers, agents, or employes in everything that relates to the payment of the duty, as well as to any infraction of the fiscal regulations.

Article 78. The mode of procedure shall be strictly in accordance with the rules laid down in the "Novissima Reforma Judicial;" but the trial of such cases shall appertain to the Director of the Custom-house, saving the right of appeal to the Local Board of the Treasury.

Article 79. The penalty imposed upon the crime of defrauding the duties is applicable to the case of masters of vessels who hand in incorrect manifests and lists of surplus stores, and, therefore, any parcels that may be found in addition to the proper number, or may be wanting, after the vessel is unloaded, and the manifests have been collated, shall be held to be an evasion of the duties.

Any false declarations by which loss may accrue to the Treasury are also punishable with the same penalty which is imposed upon the crime of defrauding the duty.

Article 80. All goods liable to export duty shipped without a Custom-house clearance, and found on board in greater numbers than those specified in the clearance ticket, or in case they should be a different kind of article, shall also be held to be an evasion of the duties.

Article 81. Any vessel which may have obtained permission to proceed to any port where there is no Custom-house, and shall not return to the port whence she started, or else to another Custom-house, in accordance with the declarations the vessel may have made, as laid down in the 12th Article, shall be liable, unless it be proved that she was compelled to steer another course through "force majeure," to the maximum penalty which is imposed for any infraction of the fiscal regulations, and moreover to the penalty imposed for defrauding the duty, should it be proved that the vessel has been guilty of this last named offence.

Article 82. Any articles composed of fulminating materials, as well as those of an inflammable nature that may be found in any parcels in the Custom-house, upon the outside of which the nature of their contents shall not have been specified when the said parcels were entered at the Custom-house, shall be seized; moreover, the owners or their agents shall be responsible for any damages that may be caused by any such omission.

Article 83. The laws for the suppression of the Slave Trade shall continue to remain in full force.

Final Provisions.

Article 84. The 3 per cent. and 1 per cent. *ad valorem* rates which have been hitherto levied in the Mozambique Custom-houses, to be applied to public works, are hereby abolished, and the local Government is expressly forbidden to renew the same, or to impose for the future any other taxes whatsoever upon imports or exports.

§. Out of the general Customs receipts of the province of Mozambique the Government will apply the part which may be necessary in order to meet the charges referred to in the 2nd Article of the Law of the 12th of April, and also in the 2nd Article of the Decree of the 28th of December, 1876.

Article 85. All the regulations at present in force with respect to the clearance of merchandize from the Custom-houses of the province of Mozambique are hereby cancelled; and it will be the duty of the Governor-General and of the Lieutenant Governors, with reference to any cases that have not been provided for, to issue such regulations as may be called for in accordance with the present law, and also such precise instructions as be required in order to carry out the foregoing articles, and other provisions relating thereto, always bearing in mind that the formalities of clearance are not to destroy the object in view, which is to simplify the mode of clearance from the Custom House, for the benefit of trade, but not excluding a proper fiscal supervision.

(Signed) JOSE DE MELLO GOUVEIA.

Marine and Colonial Department, Lisbon, July 30, 1877.

Annex.—Provisions relating to the Pilot Service.

1. The salaries voted in the Budget for the province of Mozambique in favour of the Masters of the ports are hereby maintained. It is their duty to pilot all vessels requiring a pilot upon payment of the fees laid down in the following articles:—

2. The fees referred to in the foregoing articles are to be fixed temporarily by the Governor-General of the province in council, after obtaining the opinion in writing of any experts or of any other persons who may be able to give him information as to the dangers and difficulties attending the entrance into the several harbours, in order that the salaries of the pilots may be duly proportioned to the labour and risk incurred in each, provided the maximum charge for piloting a ship of the largest tonnage shall not exceed reis 50\$000.

3. The masters of the ports or bar pilots must provide proper vessels and crews for the same at their own expense.

4. Should it be found that in view of the local reports, the pilot's salary at any port, together with the total average amount received for pilotage during the last two years, does not make up a sufficient remuneration for a skilful pilot, the Governor General is hereby empowered to increase his salary temporarily, acquainting the Government with the fact.

5. The salaries of the masters of the ports and of the pilots are considered as an allowance for house rent. Whenever they may be unable to serve, the chief authority of the district must appoint some one duly qualified to act in their stead.

6. The Governor-General shall draw up the necessary regulations for the pilot service in the ports of the province, in accordance with these provisions, and with the legislation in force in the continental part of the kingdom, as far as may be applicable thereto.

(Signed) JOSE DE MELLO GOUVEIA.

Department of Marine and Colonies, Lisbon, July 30, 1877.

SCHEDULE A.

Import Duties in the Custom-houses in the Province of Mozambique.

Nos. of Articles.	Name of Merchandize.	Unit.	Duty.	
			Reis.	Sterling.
1	SUGAR, in any condition	kilogramme	80	<i>s. d.</i> 1-60
2	OLIVE OIL	litre	20	1-06
3	DISTILLED BEVERAGES, whether sweetened or not, in any condition, of any kind, and in any kind of casks	litre	90	4-80
4	FERMENTED BEVERAGES of any kind (wine excepted), in any condition, and in any kind of casks	litre	20	1-06
5	WINE in casks, bottles, or demijohns	litre	40	2-13
6	TEA	kilogramme	150	8
7	BEADS of any kind, glass trinkets (missangas), beads made of glass or of any other materials, glass wares (avellorio), false coral (mungaz), &c.	kilogramme	50	2-66
8	SHIPS, either new or seaworthy, transferred to the national flag	ad valorem	5 per cent.	
9	SHIPS condemned as unseaworthy, for breaking up, sold entire, or in separate lots, excepting provisions and surplus stores	ad valorem	4 per cent.	
10	SHIPS condemned as unseaworthy, and for breaking up, that may be rebuilt and transferred to the national flag, irrespective of the costs of rebuilding or repairing the same	ad valorem	3 per cent.	
11	HOES, not for agricultural use, called Kaffir hoes (Cafreaes, landimas, on de Beja)	each	60	3-20
12	GUNS, GUN-BARRELS, AND REVOLVERS	each	1500	6 8
13	BUTTER from Europe or India	kilogramme	80	4-26
14	MOLASSES	litre	90	4-80
15	METALS, Raw, excepting iron	kilogramme	5	0-26
	Wrought, including small shot, and any tubes not made of iron, and excepting the articles of merchandize mentioned in the 11th, 12th, and 16th Articles	ad valorem	6 per cent.	
16	PISTOLS, AND BARRELS OF PISTOLS	each	500	2 2-66
17	GUN-POWDER	kilogramme	100	5-33
18	TOBACCO, non-manipulated	kilogramme	200	10-66
19	Do. manipulated into cigars	kilogramme	600	2 8
20	Do. manipulated in any other form	kilogramme	400	1 9-33
21	COTTON TEXTURES, closely woven, plain, serged, or twisted, including "cotim," and the same textures wrought up	kilogramme	90	4-80
22	Grey, white, including handkerchiefs, printed, dyed in the piece or in the thread, including handkerchiefs	kilogramme	160	8-53
23	COTTON TEXTURES, open or transparent, such as muslin, lace, "tules" and "filos," hairy cotton goods, such as baizes and blankets, velvet cottons, plush, quilting, any others not specified in the above-mentioned articles, as well as the said textures wrought up	ad valorem	10 per cent.	
24	WOOLLEN, LINEN, SILK, or any OTHER KIND OF TEXTURES, or mixed with cotton, whatever may be the predominant texture, as well as the said textures wrought up	ad valorem	10 per cent	
25	ALL OTHER MERCHANDIZE not mentioned in this Schedule.. .. .	free	of duty	

Marine and Colonial Department, Lisbon, July 30, 1877.

(Signed)

JOSE DE MELLO GOUVEIA.

SCHEDULE B.

Export Duties.

Name of Merchandize.	Unit.	Duty per cent.
EARTH-NUTS (amendoim), SESAMUM (gergelim), AND OTHER OILY SEEDS	ad valorem	1 per cent.
ORCHITTA WEED (urzella).. .. .	ad valorem	1 per cent.
GUM	ad valorem	2 per cent.
HIDES AND SKINS	ad valorem	2 per cent.
GUTTA PERCHA, CAOUTCHOUC, OR INDIARUBBER	ad valorem	4 per cent.
WAX.. .. .	ad valorem	4 per cent.
COWRY (cauril)	ad valorem	4 per cent.
IVORY (marfim)	ad valorem	6 per cent.
All other kinds of merchandize not mentioned in this Schedule ..	free of	duty.

Marine and Colonial Department, Lisbon, July 30, 1877.

(Signed) JOZE DE MELLO GOUVEIA.

SCHEDULE C.

List of Fees levied in the Mozambique Custom Houses.

	Reis.	s.	d.
1. For the Custom-house clearance of any trading or coasting ship from the entrance until the departure of the fiscal officers, exclusive of any Act mentioned in the following articles (NOTE A)	1\$200	5	4
2. Surety bonds	200	0	10.2
3. Cancelling any deeds.. .. .	100	0	5.3
4. Daily fees to each of the customs officers on wreck service at the bar (NOTE B).	1\$000	4	5
5. Ditto, ditto, on the coast (NOTE C)	2\$000	8	10
6. Daily fees to each of the customs officers on wreck service at the bar (NOTE B)	300	1	4
7. Ditto, Ditto, on the coast (NOTE C)	600	2	8
8. Surveys or any other service out of the ordinary custom house hours, i.e., before 9 A.M., or after 3 P.M., or on holidays whenever the parties interested shall apply for such service, and provided such service is performed out of the Custom-houses, or of the customs stores (NOTE B)	1\$000	4	5
9. Searching any records in the Custom-house books, or among other records, if dated more than a year previous to the time of search, and provided the respective parties do not state the month	500	2	2
10. Certificate extracted from any books which have been closed as far as 2 pages	300	1	4
11. Ditto, ditto, for each page beyond the second	100	0	5
12. Certified copies of any clearance tickets, passes, or of any other sundry documents; per each document	200	0	10
13. Certified copies of any documents written in a foreign language	400	1	9
14. Fees to be paid into the customs guards' coffers for each vessel carrying a guard who is accompanying merchandize that is re-exported or cleared in transit, provided such merchandize is liable to duty (NOTE C).. .. .	250	1	1
15. Customs guards' service on board ship, per diem (NOTE C)	400	1	9
16. Surveys held on board, in order to ascertain the unseaworthiness of any ship, in accordance with the decree of the 11th of August, 1852	4\$500	£1	0 0
17. Fees to be levied on proceedings instituted on account of any seizures, or of any infractions of the fiscal regulations, and on auctions.			

The fees, as specified in the schedule of fees of the judicial tribunal which may be in force in the province, as far as they may be applicable. For this purpose the Director of the Custom-house is placed on the same footing as the Judge, the Custom-house Scrivener as the judicial officer of the same name, the public crier and the customs' guards who serve the legal notices as the judicial officers; but the total amount shall be put into the coffers, either of the internal or of the external officials, according as the case may be.

NOTES.

A. No fees are to be recovered from any vessels which do not effect any commercial operation.

B. These items do not form part of the revenue derived from fees, which is placed in the coffer set apart for the purpose, but are received in full by the customs officials who perform the service.

C. These items form part of the revenue which is placed in the coffers of the guards of the respective Custom-house, and are only received on account of the stay of the customs guards on board ships in the following cases:—

1. After 10 days shall have elapsed since the date of the arrival of the ship.

2. Whenever the customs guards shall be acting as health guards on board ships in quarantine.

3. Whenever any provisions or extra stores are kept on board after the vessel is unloaded, and at the request of the respective parties.

4. Whenever a vessel, having on board the whole or part of her cargo, is being repaired.

5. Whenever leave is applied for to load and unload at the same time.

6. Whenever a ship shall load, unload, or trans-ship cargo, or be placed under "franquia," that is, be granted permission to retain cargo on board for other ports *outside* the usual anchorage, where ships under the Custom-house supervision are in the habit to anchor. Should there not be a sufficient number of customs guards, application is to be made to the proper military authority for a number of soldiers who, in addition to their pay, will receive an allowance of 200 reis, 10*d.* per diem, to be paid by the Treasury, provided it is not one of the cases mentioned in the six foregoing numbers, and out of the customs guards' coffer, should the contrary be the case; but the difference between the 200 reis, 10*d.*, and the 400 reis, 1*s.* 9*d.*, paid by the ship is to be placed in the said coffer.

Marine and Colonial Department, Lisbon, July 30, 1877.

(Signed) JOZE DE MELLO GOUVEIA.

SCHEDULE D.

Schedule of the allowance for Tare to be made from the gross weight of merchandize subject to specific rates of Duty.

Merchandize.	Nature of Parcels.	Tare, Reis.
Sugar	Barrels, casks, and cases	10 per cent.
	Baskets and hampers	6 per cent.
	Sacks	2 per cent.
Tea	Single chests	30 per cent.
	Double chests	40 per cent.
	Inclosed in cases	2 per cent. additional
Liquids	Molasses	10 per cent.
(Note A)	Not specified	18 per cent.
Butter	Barrels or Firkins	20 per cent.
	Jars or Jugs	30 per cent.
Textures	Bales with hoops	3 per cent.
	Ditto without hoops	2 per cent.
Any other merchandize when not weighed out of the Tares.	Barrels, casks, cases, and leather sacks	12 per cent.
	Panniers, hampers, large baskets, baskets, small barrels, tin cases, small panniers, round baskets, baskets (cabazes), and wooden crates	6 per cent.
	Parcels that are cased or covered with oilskin cloth, besides the respective tare, an additional allowance of	2 per cent.
	Vases or earthenware	25 per cent.
	Bottles of glass	10 per cent.

NOTE A.

The laws of liquids are mentioned, although these articles do not pay duty by weight, because it is by weight that a more correct estimate can be formed of the quantity of liquid contained in the different casks, for which purpose the following process ought to be adopted; let the cask be weighed; deduct the respective tare; the remainder (in kilogrammes) must be divided by the number of grammes which is equal to a litre of wine, brandy, or of any other liquid as the case may be, and the quotient will give the number of litres contained in the cask. In order to know the proper weight of the litre, there must be a duly gauged measure, with the allowance for tare marked thereon.

Marine and Colonial Department, Lisbon, July 30, 1877.

(Signed) JOZE DE MELLO GOUVEIA.

No. 136.

Mr. Gould to the Earl of Derby.—(Received August 25.)

My Lord,

Lisbon, August 18, 1877.

WITH reference to my despatch of the 9th ultimo, informing your Lordship that I had communicated to the Portuguese Government Mr. Consul Elton's report on his visit to Kivolani, I have the honour to forward herewith the translation of a note of the 13th instant, which I have received from the Marquis d'Avila, and in which his Excellency expresses the thanks of his Government for this gratifying acknowledgment of the cordiality of the relations subsisting between Her Majesty's Consul at Mozambique and the Governor-General of that province, as well as of the earnestness of the efforts of the Portuguese nation for the suppression of the Slave Trade.

I am, &c.

(Signed) G. F. GOULD.

Inclosure in No. 136.

The Marquis d'Avila et de Bolama to Mr. Gould.

(Translation.)

Sir,

Foreign Department, Lisbon, August 13, 1877.

I HAD the honour to receive the note which you addressed to me on the 9th instant, forwarding to me the report which Mr. Elton, the British Consul at Mozambique, made to his Government on the 21st of May, relative to the visit which he paid to Kivolani, and at the same time expressing your satisfaction in view of the cordial relations which subsist between the Governor-General of the Province of Mozambique and the said Consul, and also of the successful result of the efforts made by His Majesty's Government for the complete suppression of the Slave Trade in the Portuguese possessions on the East Coast of Africa.

While thanking you for the transmission of this important document, as well as for your remarks with reference to the incessant efforts made by the Portuguese Government to put an end to that odious traffic, I beg to inform you that I shall this day communicate to the Minister of Marine the contents of your note above-mentioned, as well as of the report referred to therein, for his information.

I am, &c.

(Signed) MARQUIS D'AVILA ET DE BOLAMA.

No. 137.

Mr. Gould to the Earl of Derby.—(Received August 30.)

My Lord,

Lisbon, August 25, 1877.

IN connection with the fiscal reforms lately introduced into the custom house regulations and the tariff of the Portuguese colony of Mozambique, I have to add that, chiefly with a view to check drunkenness amongst the natives, a decree has been drawn up and now only awaits the Royal assent, establishing an excise duty on wine and spirits, the principal provisions of this measure being framed on the regulations adopted by the neighbouring British Colonies with respect to this matter.

I am, &c.

(Signed) G. F. GOULD.

No. 138.

The Earl of Derby to Mr. Gould.

Sir,

Foreign Office, September 1, 1877.

I HAVE to acknowledge the receipt of your despatch of the 18th ultimo, inclosing the new Commercial Tariff which has been fixed for the Province of Mozambique; and I have to request you to convey to the Portuguese Government an expression of the satisfaction with which Her Majesty's Government have received this proof of the liberal commercial policy which now inspires the Government of His Most Faithful Majesty in their dealings with the Portuguese Colonies.

I am, &c.,
(Signed) DERBY.

No. 139.

The Earl of Derby to Mr. Morier.

Sir,

Foreign Office, September 28, 1877.

I TRANSMIT to you herewith a copy of a despatch from Her Majesty's Consul at Mozambique,* on matters connected with his departure on the visit to Nyassa on which he is at present engaged, and on certain points relating to the Slave Trade; and I have to request you to express to the Portuguese Government the acknowledgments of Her Majesty's Government for the courtesy shown by their authorities to Consul Elton.

You will observe that Captain Elton reports that, owing to instructions received from Lisbon, the Governor-General of Mozambique had found himself obliged to decline any co-operation of ships of Her Majesty's naval forces with those of the Portuguese navy in the suppression of the Slave Trade in the territorial waters of Portugal, and that in consequence that trade had revived. Such a step is to be regretted, but I must leave it to your discretion whether a representation to the Portuguese Government on the subject is likely at the present time to be productive of good results.

I am, &c.
(Signed) DERBY.

No. 140.

The Earl of Derby to Mr. Morier.

Sir,

Foreign Office, October 6, 1877.

I TRANSMIT to you a copy of a despatch from the Acting British Consul at Loanda, reporting the arrival of the African traveller Mr. H. M. Stanley.

I am, &c.
(Signed) DERBY.

Inclosure in No. 140.

Mr. Newton to the Earl of Derby.

My Lord.

St. Paul de Loanda, August 24, 1877.

I HAVE the honour to report to your Lordship the arrival at this port of the distinguished African traveller, Mr. Henry M. Stanley.

He reached here on the 21st instant, in the Portuguese gun-boat "Rio Tamega," from Cabenda, where he arrived on the 11th instant, having successfully followed the River Congo to the sea, and proved without doubt that the River Lualaba is the Congo. He has traversed a country hitherto unknown, and I am sure his success will be highly appreciated by every nation.

He had to fight his way in several places, the natives being in some parts extremely unfriendly, not even allowing him to trade for provisions, but looking upon him and his men more as wild animals, fit only to be shot at, than as human beings. He had to pass fifty-seven cataracts or rapids, above which the river is navigable for about 2,000 miles for vessels of large size.

After passing these falls, finding his men sick and dispirited, he struck across country, and after five day's journey came out at Boma, where he met English and Portuguese traders for the first time. From Boma he proceeded to Cabenda in a steamer belonging to one of the English houses, at which place he was received on board the Portuguese gunboat. He brings with him 115 natives, being all that are left out of 347 he had when he started from the East Coast, many having been lost in the cataracts. The young Englishman, Frank Pocock, who had accompanied him all the way, was also drowned in passing one of the cataracts only some two months before his arrival at Boma.

It was only at Nyangwe that Mr. Stanley first learned that Captain Cameron had accompanied Portuguese traders to the West Coast.

Mr. Stanley is in good health, but requiring rest after his journey. Many of his men are sick and suffering from sores. At present he is undecided what will be his future actions until he has arranged the return of his men. The Portuguese expedition, composed of Major Serpa Pinto, Mr. Brito Capello, and Mr. Ivens, who are about to start for the interior on a scientific expedition, are anxious to arrange with these men to accompany them, as they find great difficulty on this coast in arranging suitable carriers and men to accompany such an expedition.

Mr. Stanley since his arrival has received every attention and assistance from the Governor-General and the authorities here.

I have telegraphed to the Foreign Office news of Mr. Stanley's arrival via St. Vincent.

I am, &c.
(Signed) ROBT. S. NEWTON.

No. 141.

Mr. Morier to the Earl of Derby.—(Received October 16.)

My Lord,

Lisbon, October 8, 1877.

WITH reference to your Lordship's despatch of the 1st ultimo, instructing me to express the satisfaction of Her Majesty's Government at the publication of the new Mozambique tariff, I have the honour to transmit the inclosed copy of a note I addressed upon this subject to the Marquis d'Avila, on the 22nd September last.

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

Inclosure in No. 141.

Mr. Morier to the Marquis d'Avila et de Bolama.

M. le Marquis,

Lisbon, September 22, 1877.

I HAVE not failed to keep Her Majesty's Government informed of the measures contemplated by the Portuguese Government for the reform of their Colonial policy, and I have had particular pleasure in forwarding to them the new tariff for the Province of Mozambique, together with the Report of the Commission, on whose recommendations the great commercial reforms on the East Coast of Africa have been undertaken.

I have, in reply to these communications, been instructed by Her Majesty's Principal Secretary of State for Foreign Affairs to convey to the Government of His Most Faithful Majesty the expression of the satisfaction with which they have received this proof of the liberal commercial policy which now inspires the Portuguese Government in reference to their colonies.

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

No. 142.

The Earl of Derby to Mr. Morier.

Sir,

Foreign Office, October 18, 1877.

I APPROVE the note which you addressed to the Marquis d'Avila, and of which a copy was inclosed in your despatch of the 8th instant, expressing the satisfaction of Her Majesty's Government at the new Mozambique Tariff.

I am, &c.
(Signed) DERBY.

No. 143.

The Earl of Derby to Mr. Morier.

Sir,

Foreign Office, December 31, 1877.

I TRANSMIT to you herewith, for your information, a copy of a report from the Captain of Her Majesty's ship "Lynx," respecting the refusal of the late Governor-General of Mozambique to accept the co-operation of that vessel against the slave-traders of the Barrowa River.*

Consul Eiton's report on this affair has not yet reached this office.

I am, &c.
(Signed) DERBY.

PORTUGAL. (*Consular*)—*Mozambique.*

No. 144.

Vice-Consul Manning to the Earl of Derby.—(Received January 6, 1877.)

My Lord,

Mozambique, November 29, 1876.

I HAVE the honour to report the following events that have taken place since I have been left in charge of Her Britannic Majesty's Consulate at Mozambique during the temporary absence of Consul Elton on an inspection of the Northern Slave Trade section of Coast.

On the 9th October the Portuguese corvette "Mindelho" arrived at the port of Mozambique, at a considerably later date than the Governor-General had expected her, and his Excellency's departure to visit the Southern Portuguese Settlements was further deferred by the necessary delay connected with her commander taking over charge of the naval station, and the changes consequent on his instructions from Portugal. Invitations were in consequence issued for a ball, given at the Palace on the 31st October, in honour of the birthday of King Dom Luis.

On the 19th October, Her Majesty's ship "Lynx" arrived in port, having cruised since the departure of Admiral Macdonald in suppression of the Slave Trade. She, however, reports no sign of Slave Traffic on the old run from the coast south of Mozambique to Madagascar. She was delayed until the 28th October in port owing to the illness of her First Lieutenant, who remains at Her Britannic Majesty's Consulate to recruit his health.

From Consul Elton I received advices from the town of Tugulu, from Napoota, and Mwendazi. He reports having passed through the whole of the former district, considerably inland to the westward, where up to a recent date the Makuas had been hunted down by parties from north, east, and south for Madagascar supply.

The only difficulty he apparently experienced was from the fear of treachery, and the want of confidence on the part of the natives, who could not understand any stranger passing through their country with other than hostile intentions.

From the Tugulu country, the uninhabited line of Namoti, which is keenly watched by armed men to give timely warning of the advent of the slave-hunters, caused him some delay. Hence Mwendazi was reached; from Mwendazi, after thoroughly examining the districts bordering on the bay,* he proceeded to Merengi, Semooka, and the Lurio, where he was fortunate enough to find a Sub-chief, who guided him up the Mgaruma into the suspected districts at the back of the range of hills marked on the map as the "remarkable craggy peaks," which are known, however, far and wide, amongst the natives as the range of Sorisa. Hence the Upper Lurio was struck at a point where its course breaks through the mountains in a series of rapids and cataracts, that appear quite to preclude its being of any assistance as a means of water communication inland.

I should also inform your Lordship that the extreme impracticability of the mountain paths appear to have led him to give up the idea of this Lurio line as a Nyassa route.

From Lurio Consul Elton went to Umkufi, formerly a large export Slave Trade district and port, thence to Xanga.

At Xanga he freighted a boat, and slipped up with fine weather to Kissanga, one day from Ibo, the intermediate country having been visited by him on his previous voyage.

Although I had no positive instructions from the Consul to go so far as Ibo, yet, after the departure of Her Majesty's ship "Lynx," the arrival of the "Mindelho," and the suspension of any work for the time at Mozambique, owing to arrangements for the Provisional Government during the Governor-General's absence, I availed myself of the offer of a passage by M. Fabre in his yacht to Ibo, taking charge of the mail and provisions which he was to wait there to receive. I arrived at Ibo on the 7th November, and could hear no news of his whereabouts.

I therefore marched down the coast as far as Mwambi (Pomba Bay), being very

* Memba on the chart.

well received on the mainland by the Sheikh Abdullah Ali, here again I failed to trace his line, and therefore returned to Kissanga, where the day after my arrival, on the 14th November, his party arrived from Xanga. I am glad to say that Consul Elton is in better health than he has previously enjoyed on this coast, and owing to this and to the rains keeping off, he is anxious to complete the inspection of the entire northern Slave Trade district so far as Cape Delgado this year. As this journey will be principally by boat within the reefs of the islands and in the rivers, I have therefore brought back his carriers by the steamer "Natal" to Mozambique, he preferring to proceed alone with his own men and two or three armed followers.

Consul Elton will send in a full report with map to your Lordship on his return, which will be between this and Christmas-day.

Throughout his journey, which has extended at present to 380 miles, no slave caravans, or signs of marauding slave-hunting parties have as yet been met, and this section of the export trade coast has apparently abandoned the Traffic in Negroes.

Further to the south, between Mozambique and the Zambezi in the section, he proposes to visit next season.

I fear, however, that there is only a temporary cessation in shipment, and opportunity alone is wanting, not the will amongst the Mujoges to re-engage in the lucrative Slave Trade at Madagascar, in connection with which their lives have been spent.

It does not appear to me that there is anything further of interest to report to your Lordship, and, therefore, I have, &c.

(Signed) W. E. MANNING.

No. 145.

Consul Elton to the Earl of Derby.—(Received February 5.)

(Extract.)

Mozambique, January 3, 1877.

I HAVE the honour to inclose a Report upon the Consular visit recently made by me to the northern limits of the Portuguese possessions on this coast.

In the preliminary note to this Report I divide the Mozambique coast, whence export Slave Trade is carried on, into two sections, namely:—

1. From the Zambezi to Mozambique.

2. From Mozambique to Cape Delgado, and briefly sketch the system upon which I have acted in my attempts to aid in the suppression of the Slave Trade.

I propose, so soon as the present bad season is over, leaving Mozambique (in April or May), and working out section 1; but in order to do this effectually visits should be made to the Antonio, Angoxa, and other rivers in boats, and I would venture to suggest to your Lordship, should my plans meet with approval, to move the Admiralty to give instructions to Rear-Admiral Macdonald that one of Her Majesty's cruisers in the Mozambique channel may be directed to take me, at the expiration of the rainy season, to such rivers suspected of Slave Trade, practicable of entry by boats, situated between the Zambezi and Mozambique, as I may judge it expedient to visit in the interests of the suppression of the Slave Trade.

Such an inspection would not occupy more than three weeks (or even less if the ship detailed is furnished with a steam-launch), and I should propose subsequently to visit Mateos, Moussa, and other Chiefs who are immediately concerned in the Madagascar Slave Trade by land, commencing my journey from Mozambique and coming out at Quillimaine, whence after meeting my mails, I could speedily visit the Livingstonia Mission, which Dr. Stewart appears anxious I should do, being prepared to send boats to meet me on the Shiré.

This inspection would occupy a little longer time than the one just completed.

Inclosure in No. 145.

Report on Consular Visit from Mozambique North to Cape Delgado: October, November, December, 1876.

THE principal objects held in view during the Consular journeys undertaken upon the East Coast of Africa, within this Consular district, have been to obtain information regarding the Slave Trade generally, to ascertain whether shipments of slaves are made, or have been made, recently from the ports, and subsequently to test the value of state-

ments made upon the seaboard by personally ascertaining whether slave collection is still carried on in the interior country from the various fields that notoriously, up to no very distant period, have been hunted to supply the Madagascar trade with negroes, the only means by which information can be properly checked.

It has been convenient hitherto, and will be so on the present occasion, in order to make the position clear, to divide the coast whence export Slave Trade is carried on from the Portuguese possessions to Madagascar into two sections, viz :—

1. From the Zambezi to Mozambique.
2. From Mozambique to Cape Delgado.

And of these two sections, beyond a doubt the greater traffic has in these latter days been carried on within the limits of the first, wherein the Kivolane, the Umfusi Delta, the Antonio River, the intricate creeks about the embouchure of the Angoka River, the Moma, the Maravoni, Yusi, Kizungo, and Mariangoma, all notorious haunts of Mujoge men-stealers, are situated.

Passions were, however, reported to have been running high at one time south of Mozambique, owing to the destruction of the slaving Colony of Umfusi; the expeditions of Her Majesty's ship "Thetis" to the Umfusi, Kivolane, Moma, Kizungo, &c.; the capture of the "Kunguru," and the frequent visits of the Portuguese gun-boats to suspected points; and difficulties of land communication exist, owing to the numerous rivers; hence it was considered prudent to defer any Consular visit south, in order to avoid the probability of collision with the natives, and, in the first instance, to complete the inspection of section 2, where more facilities for communication exist, and a less independent people inhabit the coast.

Various tentative journeys were instituted before section 2 was fairly travelled through, such as the expeditions to the Mosembi country, the Table Mountain (Meza), and the low outlying lands of the Tugulu Makuas to the seaward of their mountain fastnesses, and followed up by visits paid to the various coast ports, bays, and rivers in June last, by sea, as far as Ibo. These minor journeys have in their due course been reported upon, and their moral effect has paved the way to the more effective inspection just completed, embracing the whole of section 2. After its success it is believed there will be no fear of any hostility within section 1, which it is proposed to visit so soon as the season for travelling comes round again, and the present rains and hot season are over.

The journey is divided into four stages, viz. :—

1. The Makua country to Mwendazi.
2. Mwendazi and country north to Ibo.
3. Biribesi.
4. Querimba Islands to Cape Delgado.

I. *The Makua Country (Makuani).*

At the back of the Mosembi district lies an immense tract of plateau, stretching away to the inland and to the westward and northward, inhabited by Makuas. Thence most of the slaves and "libres engagés" have been obtained in recent times for export to Madagascar and the French Colonies, and hitherto the Portuguese have mainly relied on the same source for their labour supply, negroes being collected by the employment of Mujoge and Arab agents, and often through the treachery and jealousy of the very Chiefs themselves ruling over Makua tribes, who were frequently ready enough to avail themselves of the double advantage of obtaining guns, gunpowder, and lead, and of simultaneously weakening a suspected neighbour's strength. Indeed, it is only repeating history to assert that for many years the Portuguese policy has been to take advantage of native jealousies and their petty civil wars, and so directly increase their stock of slaves, until it became a necessity to export them in order to secure public safety.

This Makua country, vaguely termed Tugulu (from the Tugulu hills), had never been travelled through, and it is doubtful whether even the road to the north near the coast had been followed up, previously to the recent journeys, by a European; consequently, considerable difficulties were experienced at the outset in procuring guides and carriers and in determining on the line to follow; for although I had the advantage of the advice and assistance of the Sheikh of Saucoul, he saddled the expedition with a dangerous scoundrel as leading man, who commenced intriguing with the Chief of Tugulu, delayed my progress, and caused great discontent amongst my followers; and it was not until I got rid of him and his three chief supporters by disarming and then discharging them early one morning whilst the tents were being struck for the day's journey, that matters went smoothly. Although he carried away five of my porters on leaving, and did his

best to induce more to follow him, no other disagreeable incident occurred during the expedition; for, with the disappearance of the mischief-makers, the road through the Makuas was, with a little diplomacy, readily opened, and even guides eventually procured, when, by marching by compass for half a day, I had shown the Chief that I would, failing guides, still keep on my way in the right direction, and had no intention of retracing my steps, as he wished me to do.

The four days' route to the town of Tugulu passed through a hilly country scantily supplied with water, the Paô Mountain being on our left, and the road circling round the distant Meza on our right. Numerous trading parties of negroes, all well armed, were passed, carrying supplies and india-rubber to the outlying Portuguese settlements near Moosuril, where they are bought in barter by agents who act for Mozambique firms or for their masters. They exercised great caution in guarding against chance forays made by Maziza's Makuas, who live near the Paô, and occasionally sweep the road of travellers; and following their example, I placed night sentries over my camp. This Maziza was the woman suspected of connivance in the murder of Sheikh Abderhaman in 1875, who apparently finding a great risk in making money by Slave Trade in these days, now seeks to monopolize legal trade by intimidation and highway robbery.

The Chief of Tugulu, known to his followers as the "Hakim," is by name Maruha (a singular difficulty is made by all Makuas in calling any one of note by his name, it being considered an insult to even speak of any Chief otherwise than by his popular title), and is by no means deficient in tact, neither do I fancy would he be found deficient in treacherous craft, if occasion arose for its employment. He adopts a semi-Arab dress, but drinks freely in private, and has an emaciated, nervous appearance, that appeared, together with his pointed beard and slight moustache, to be admired as proofs of aristocratic descent.

Siringia, his brother, holds the country about Nakuga, and Pirira (also a relation), governs to the south-west of the Erawozi, so that although he complains of Maziza's freebooters, he only fears to send in produce to Mozambique for sale, but has no dread of his country being attacked. His reputation as a wizard (spiritualist?) is also a mainstay to him, and he did me the honour to invite me to a séance in the inclosure of his private kraal, where, after a great deal of ceremony and by-play, he gradually assembled round him fully a hundred white-necked ravens, which flew about him and pitched upon the mat at his feet to be fed, whilst he pretended to carry on a conversation with them, his people the while standing aloof, and apparently awe-stricken, at some distance off. Unfortunately a large retriever I had with me (which evidently was not a medium) rushed in and spoilt the performance, yet on his ignominious expulsion from the kraal being effected, the birds were soon enticed back again, and it was really wonderful to see the confidence they had in the Chief. No ravens are, of course, molested in the vicinity of the town, all being looked upon as Maruha's familiars.

The relations of Hakim with the Mosembé country have always been inimical, the Mujoges on that coast having succeeded in entirely clearing out those of his tribe on the lowlands stretching towards the Meza. Even now, it is only by twos and threes that the Makuas venture down from their comparatively sterile plateau, to settle and sow crops in the alluvial soil of the adjacent plains, and this notwithstanding a personal understanding arrived at between Maruha and the Sheikh that there should be no more kidnapping of slaves upon either side.

I found Hakim, in common with most Makua Chiefs, willing to recount successful ventures in which he had supplied slaves, and he appeared to be puzzled at the late cessation of demand, and at the recent immunity of his own subjects from attack or capture, and I therefore carefully explained to him the movement that was going on at Zanzibar and at Mozambique, the vigilance of our cruisers, and the understanding between England and Portugal to completely close all slave export to Madagascar, and it is, I feel convinced, of the utmost importance, and one of the principal advantages of these Consular visits, that the headmen of the interior country gain some correct information of outside news and proceedings bearing upon their own interests, and so advance a distinct step by acquiring a craving for further knowledge.

Dense forests are the principal features of the Tugulu district, and of the districts of Okuso, Maridi, and Nangiri, through which my path lay in order to reach the neutral ground of Namsti, upon the Uncomburi River, flowing into Mwendazi * (Memba Bay). Through these forests, narrow winding paths and thorny and difficult tracks lead you to the villages, to clearings, and cultivation, and water (mostly obtained by digging in the

* Many of the names given by the Portuguese and English charts to the places on the coast are utterly unknown in practice to Arabs and natives. Fernan Veloso, Memba, and Pemba Bays convey no meaning to the dhow-master, who only knows the proper native names of Mazazima, Mwendazi, and Mwambi.

sandy beds of ravines and rivers). The broad paths lead to burnt and desolated settlements, deserted through fear of the slave-hunters, and through the workings of that suspicious uneasiness engendered by their raids, now so striking a feature in the character of these Makua tribes, whose lives are certainly not passed in pleasant places. My camp was generally pitched under the large trees bordering the ravine beds, and even there dense undergrowth had often to be cleared away to make space enough to pitch a small tent. It was difficult, too, except when a mountain pass was crossed, to gain any extensive view of the lay of the country,—one continuous succession of hill ranges inclosing wooded valleys, and pierced by wild gorges, through which the rivers run in periodical torrents on their way to the sea.

Food was scanty, and had I not taken the precaution to bring rice from Mozambique for the carriers to fall back upon, we should have fared badly; for but little game was shot, and the Hakim's hunters were all out, engaged in exterminating what there was to be found. Traces of two elephants only were seen, and it is now several years since their chase has been discontinued. It used to be the custom to watch every pool and water-hole in ambush during the dry season when at one time they were plentiful, and, after a great slaughter, the remnant of the herds deserted the country entirely and moved to the westward. The sole export of the country, therefore, now consists of india-rubber, there not being sufficient people left in the villages to till the soil. Excellent rice is, however, raised, and coffee grows wild on the highland slopes.

No communication is allowed without express permission from a council of Chiefs with any foreigner, and no one under pain of death may enter the Lomwé country, Mosembé, or Mwendazi, without giving previous warning to his head men and a reference being made to higher authority; whilst tracks of land are laid bare, left uninhabited upon the frontiers, and carefully watched by scouts, whose duty it is to report the approach of all strangers, who are uniformly treated as enemies. Indeed, the only legal pass into the country is that by which I arrived; and hence arose the difficulties about guides, and the necessity of bribing the Hakim with a present, in order to avoid retracing our steps. And directly the neutral ground of Namsti was reached, only one man could be persuaded to put us on our way until the remarkable Loguno Peak (Nrogi) was sighted, and he, fearing to be seen by enemies during the day, travelled back along the river-bed by night to rejoin his companions, who awaited his return in a cave high up on the side of the Makubinja Pass, near the border limit.

From Nrogi I took the precaution to send on two men to report my arrival to the Chiefs ahead, and awaited their return there. One day's march thence took the party to Mwendazi Bay and out of the true Makua country.

That there had been recent collections of slaves in the Hakim's outlying villages I knew previously, but I am convinced that there have been none for some months on the highlands or in the heart of his country, and that no people have been collected by him of late for sale to Madagascar traders. The collection in outlying villages is also stopped; and it is to the interest of the Hakim, now fully alive to his want of able-bodied men and women to till the ground and keep off famine from the door, to keep his promise and prohibit all sale of the people by their sub-Chiefs, whilst desisting himself from transactions with the Mujoges adventurers, who, I carefully impressed upon him, were now thoroughly bankrupt, and could only deceive him in their transactions.

The Governor-General, on my writing him a note from Tugulu, adopted measures to prevent Hakim's lawful trade being interfered with by Maziza, and has, I believe, succeeded in improving the security of the road to Mozambique.

II. *Mwendazi, and Country North to Ibo.*

Mwendazi was reached on 23rd October, and a few days' halt made for provisions and letters. Nothing, however, arrived, owing to bad weather, and we afterwards learnt that the boat dispatched from Mozambique was driven into Kisimajulo harbour by the northerly wind and forced to put back.

A considerable trade is carried on at Mwendazi by three Banyan houses. One of the Indians, a British subject has been settled at the port, a creek on the Mkubwa River, for over fourteen years, during which period he has paid two visits to Kutch, and under his guidance my party on first arrival was marched off to the house of the Sultan's son, Namaruha, who received us civilly, and selected us an encamping place under a grove of trees near the Mwendazi River, on the plantation of a very old lady who overwhelmed us with attentions, provisions, and fruit. The only annoyance here arose from the curiosity of the crowd; at least 250 people accompanied our line of march as soon as we reached the villages, and did not leave us till hours after the camp was pitched, whilst

from daylight until after sunset the camp was never, during my stay, free from noisy and chattering visitors.

Time was fully occupied with daily excursions to the country around, to the Uncomburi River and beyond to the fallen rocks of Nungara and the Mwamba Koma district, where I had an interview with the Chief and visited the villages reported as dangerous to our party when we anchored in Mwamba Koma Bay last June. There is but a scanty supply of game in this country. Elephants are now commoner in London than in the great forests stretching away from Mwamba Koma over the slopes of the hills, whence arise the fantastic peaks so characteristic of this part of the coast, far up the Uncomburi, where formerly they lived in large herds. Every man carries a gun now-a-days, and the game get no peace, but is driven from pillar to post, and in a short time will be literally exterminated. Waterfowl and fish are plentiful, as well as rice, millet, Indian corn, fruit, and poultry; whilst the export trade to Mozambique comprises timber, indiarubber, grain, rice, coffee, mats, and bags, with a little ivory. The coffee comes from Tradi, a hill settlement not far from Makubinja, towards the Lurio River, and although the berry is small and slightly bitter, yet mixed with Mocha, Aden, or Natal coffee it improves the flavour. The same is the case with the Mozambique coffee, which the Arabs object to drink by itself, but like to mingle with other qualities.

Of the three rivers falling into the bay, the Ncomburi and Mwendazi are impracticable as ports, but the Mkubwa (Tembo on chart) is a broad and deep river, coming from far inland, so the natives report, with a narrow entrance between the reefs from the bay, through which the largest dhows pass with safety. Here the Banyan settlement is situated, consisting of several well-built and whitewashed houses, a large flag-staff on which they fly a red flag with a white star and crescent on great occasions, and a gun fired each day at sundown. Herds of goats are about the village on the left bank, and thence from the ferry numerous and prosperous native settlements are passed until Cape Unbulu (Tapamandu on chart) is reached.

Although properly Makuas, the people about Mwendazi distinctly differ from the Tugulu Makuas, who, by comparison, are savages. Proximity and free access to the sea board, intermarriage with strangers, less work and plenty of food, a far easier life, and intercourse with the Banyan, Arab, and Mujoges traders have improved the race, toned down the hard facial lines, and considerably improved upon its normal characteristics. Instead of the almost naked savages of Tugulu, here the women are neatly dressed in coloured cottons and wear head ornaments and brass ear-rings with pendants of a really graceful pattern, whilst the men of the better class adopt the long white Arab gown, called "kanzu" and twine a small blue or white turban round their heads.

Namaruha, the "Sultan's" son, who lives in a gaudily painted house with a large porch, constructed by a Banyan architect from Mozambique, appeared to direct the government of the people, and it was not until two days after my arrival that I saw his father, Mpata Mno, a shaky old man with a bent back, and a large red umbrella, grotesquely recalling to one's mind by his restless manner and antics the Prime Minister in the "Grande Duchesse." The next day I was sitting in the head Banyan's house when Namaruha dropped in, and the master of the house thereupon, in a very audible voice, commenced explaining to me that the son was the real Sultan, and in a few days would have the entire power in his hands, when round the corner came the father shaking with passion, and flourishing his red umbrella. He addressed himself to the Banyan: "Tell him—tell the white man—I am the big man! I am the Sultan! I give him the power! I am the father, he is the son! He is nobody yet!" This ludicrous assertion of dignity broke up the party, and I left to cross the river in a canoe with my followers to walk on to Cape Unbulu, but we were pursued and caught up by a young Banyan and Namaruha, and the former confidentially informed me that "it was no good the old man talking, this one (the son) would be made Sultan in a few days," the latter nodding his head mysteriously the while in acquiescence.

After this statement I felt rather like a conspirator, and fully expected to witness a *coup d'état* before my departure; but although I was quite wrong in this conjecture, I did witness an abdication. On the 1st November the old Sultan's brother, in company with several minor Chiefs, called upon me with an invitation to attend the ceremony of the surrender of power by Mpata Mno to his son, a long deferred formality that was to be celebrated that afternoon. A hot walk in company with the Sultan about to retire into private life, who chattered and flourished his umbrella, and scolded like an old woman all the way, brought us to the Mkubwa River, where an immense crowd awaited the arrival of a boat bearing Mamaruha, with his face covered up in the folds of a red shawl reaching down to his feet. Guns were fired off recklessly in every direction as fast as their carriers could load and discharge them, and amidst great cheering from the crowd

the old Sultan ran down to the beach to greet his successor, and earnestly assisted in hoisting him upon the back of the chief councillor, by whom he was carried off in triumph through a deep mud swamp with the aid of the lesser Sultans, who bolstered him up, and finally deposited him in the porch of his house, in the front of which dancing and firing of guns lasted all through the night until the next day at dawn. The councillor's frantic exertions, the energy of all concerned, the antics of the old man, the general grotesqueness, and the strange solemnity maintained throughout the ceremony of this East African abdication made the scene past description.

From Momaruha and the Banyans I learnt that a large dhow had lately called in from Madagascar and attempted to buy slaves, but was ordered by the former to leave the following day, both he and the trading community holding in memory the punishment of the Umfusi, and not being inclined to risk the chance of having the settlement on the Mkubwa burnt by an expedition from Mozambique. The inhabitants of Mwendazi never exported their their own people even in old times, but made war upon the Makuas in the interior by way of Namoti to procure slaves. The evil effects of these raids are still felt, as the Tugulu people watch for every opportunity to make reprisals, but Namaruha asserts he is attempting to make peace with them now the Madagascar Slave Trade is "shut." He will hardly find this an easy matter with so suspicious a tribe as the Tugulu, but perhaps the Hakim may believe in his good faith after his late schooling in outside events.

From Mwendazi the upper villages of the Semookhoo were visited. Here the people ascribe their entire immunity from slave-dealers' visits to their attack on a slave dhow that entered the river years ago, and their slaughter of all on board. There is, however, nothing apparently innately treacherous about their character, nor is there any danger in passing through their district, where neatly thatched houses, gardens, and plenty, clearly show that no dread of interference is entertained—greatly in contrast with the state of affairs in the Makua country.

Over a long and tiring road, very short of water, the Lurio River was next reached. From here I proceeded, after a day's rest, inland to high up the Mgaruma River, thence obliquely to the upper waters of the Lurio, which were followed to the Sorisa Mountains. Large villages lie on the Lurio and on the road towards the Mgaruma River, and the land appears well cultivated and the people peaceful. From the Mgaruma our path lay along the spurs of the mountain range, until a pass was crossed, and the Lurio again sighted lying beneath us, winding through the valley and disappearing amidst the groups of distant conical peaks.

The scenery on the Upper Lurio at Mtegari was very fine.

Our first camp was pitched upon the green hill-side, under large trees, overlooking a broad and deep pool, formed by a long reach of the river, and bordered by basaltic rocks.

Leaving this standing, I pushed on with three men and a light equipment for three days farther into the hill country. Here the river narrows its course, and, confined between steep escarped walls, foams down in rapids and cascades from basin to basin, where great pools are formed, and herds of hippopotami live.

On every side rise the sugar-loaf peaks of Sorisa, here and there varied in character by huge masses of amorphous rocks, that overtop the thickly-wooded lower range of undulating hills.

All these remarkable peaks, dotting the country from Ferman Veloso Bay (Mazazima) to Pomba Bay (Mwambi), known as the Sorisa range, and forming so marked a feature on the horizon when viewed from the sea, appear to partake of the same nature. I visited Makubinja, Nrogi (Loguno), the peaks about Mwendazi, and those on the Upper Lurio, and found them to be uniformly composed of disrupting and overlying igneous rocks, into the composition of which crystal, talc, and mica largely enter. Talc is also plentiful in the composition of a protognil rock that is very common, and is found besides in glittering scales in the sandy beds of all the streams, mixed with mica, felspar, and crystals, whilst mica-schists enter largely into the composition of the river banks. About Mwendazi and at Mungarara, where the gneiss is curiously traversed by broad seams of granite, many porphyritic masses exist, and at a large salt lake in that vicinity quartz rock in great profusion is the principal feature. The traces of "slate-casing," so eagerly looked for by the gold-seekers in connection with quartz reefs, were not observed, although it is possible that, amongst such metamorphic strata careful search might lead to the discovery of indications of the precious metal. In prospecting Sorisa no difficulties would be met with by a carefully conducted party, for the Makuas on the Upper Lurio are an extremely tractable people, hard-working, and confident in their resources, and by no means unfriendly in their manner.

These mountains, however, notwithstanding the picturesque feature they form in the scenery, are a great impediment to rapid movement, and the path towards the Nyassa leading through them is tortuous and difficult. From the isolation of Tugulu no communication is possible viâ Tugulu without overcoming the suspicions of the Makuas—a hard matter—whilst here upon the Lurio much valuable time would be wasted; and it is noticeable that on inquiry the so-called trade from the Nyassa consists only of ivory passed on by the Lomwé tribe, and bartered for by the Makua tribes beyond the peaks of Sorisa. Hence I must withdraw a theory formerly advanced, that perhaps the Lurio presented the best approach to the lake, for subsequent experience and inquiry clearly show that the roads viâ Angoxa to the south, and from Ibo, viâ Kissanga and Biribesi, are nearer, more easily travelled over, and better known; but to this I shall recur in section 3 of this Report.

On our return to Lurio the rains were threatening, and I pushed on across the Mgaruma and Limbwezi (no guides were procurable, owing to the bad weather) as far as the Umkufi River—a long and tedious twenty-eight miles' march. Here I found, rather to my surprise, a very large settlement of Arabs and Mujoges, and one Hamis-bin-Shela, formerly of Zanzibar, who has been a considerable traveller, and received me most hospitably. The port is sheltered by the reefs, and apparently has a deep passage, the creek within being quite impassable except by ferry boat. The principal trade of this part of the coast is, however, carried on from Xanga, by which name two settlements are known—the one to the south being distinguished indifferently as “Xanga-Mororo” (from the name of its Chief), or “Xanga-Livubulu” (from the name of its river), and that to the north—the principal port—as “Xanga Mrebwi,” being under tribute to a Chief living in the hills to the westward at a place called Mrebwi. Xanga-Mororo I reached on the following day, and found the greatest difficulty in obtaining a boat to avoid making the long round of Mwambi (Pomba Bay, visited in June last) on foot, the reason of the difficulty being as follows:—

A trading craft called the “Sicandaria” was wrecked about a year ago on Xanga Reef, and plundered by the natives from the hills at Xanga Mrebwi, in retaliation for which the Portuguese Local Government threatened to seize any of the Xanga craft that came into Ibo, no distinction being drawn between the two Xangas.* Hence the Xanga Mororo people feared to risk their dhows, although it was evident that they were in no way connected with the wrecking; for neither could they arrive in time to assist the “Sicandaria,” nor would they have been allowed by the Mrebwi people to share in the plunder. After some discussion I at last hired an open canoe of about 5 tons, and the weather being fine, and wind fair from the south, sailed on the 15th at 3 A.M., ran up in the smooth water within the reef to Xanga Mrebwi (fifteen miles), saw where the schooner had been destroyed, and after passing the bar into the open sea, reached the shelter of the southernmost Querimba Islands, through the Arimba passage, by mid-day, and Kissanga by 3 P.M. Further than Kissanga the captain refused to take me at any price; and after landing my party and receiving the passage-money, returned at once home.

III. *Biribesi*.

At Kissanga I was hospitably received by my old friend the Sheikh, who informed me that Vice-Consul Manning had arrived with my mails and provisions at Ibo, and had passed through Kissanga the day previously on his return there, after making an attempt from Ibo, viâ Kissanga, to connect with my party south. I, therefore, wrote to Mr. Manning to send me a boat to Kissanga, and arranged with the Sheikh that, after the arrival of the mail steamer, he should show me the way to Biribesi Lake, and to the passes on the Nyassa road beyond, so that I might judge of the practicability of this road, in comparison with that by the Lurio.

On the next day I was rather surprised to greet upon the beach the arrival of a number of the prisoners captured in March last on board the “Kunguru” with 94 slaves, who had been shipped at Maravoni, south of Mozambique. They arrived in two boats from Cabaceira, and informed me they had been released by the Portuguese authorities. All the chief actors in this shipment it appears are from the vicinity of Ibo, and, therefore, Portuguese subjects; and the “Kunguru” was well known to the coast here.

Ibo was reached on the 17th November, and on the 19th the Union Company's mail steamer “Natal” called in according to previous arrangement. By her Mr. Manning

* Subsequently I had an opportunity of explaining the confusion about Xanga to the Governor of Ibo, who removed the interdict from the southern port.—F. E.

returned to Mozambique with twenty-one of my carriers, whose contracts being over, I paid off and discharged, the greater portion of my remaining journey being by sea. On the 20th, 21st, I visited the Kirimakoma (Cramacoma) River, formerly the principal port of shipment for the export of slaves to America and Cuba, and latterly that of shipment for Madagascar.

From Kirimakoma I returned to Kissanga, and proceeded via Kionga and Namadai under the guidance of the "Sheher," Sheikh Abdallah, to Biribesi Lake, which was reached on the third day. The Biribesi villages are thickly peopled with Makuas, and situated in clearings made in the forest slopes bordering the lake, a fine open sheet of water some six miles by one-and-a-half in extent, with three islands upon it, abounding in hippopotami, crocodiles, and wild fowl. At the south-west end of the lake, a low range marks the continuation of the Lorisa hills, and the passes of the Nyassa road can be distinctly traced from the farthest point reached near Madula. The Sheikh himself had visited Nyassa by this route, and he, in concert with other men who had travelled there, gave the following list of stages:—

1. Kissanga to Namadai.
2. Namadai to Biribesi.
3. Biribesi to Nadulu (hill and village, passing by Miridiani and Podo, a high pass whence the sea and Mwambi Bay are visible).
4. Nadulu to Mkwabbé (village, Halawa; Chief, Mohero).
5. Mkwabbé to Mategeni (village, Mkoribo).
6. Mategeni to Mwere (by Mrebba).
7. Mwere to Mikiziri.
8. Mikiziri to Mwalia.
9. Mwalia to Mambi (hill pass).

The Chief of Mambi is one Mwalia, a Makua, and here the roads divide. One day's march by the upper road to Mkwya, followed by eight days through an uninhabited forest country (=9+9=18 days), bring the traveller to Mataka's town, where Bishop Steere's Mission is establishing a station, whilst by the lower road the following marches lead to Nyassa:—

10. Undodi.
11. Mzua.
12. Maridi.
13. Muvo River.
14. Nikurengi River.
15. Lurimwana River (affluent of Lurio).
16. Luangansi River (affluent of Lurio).
17. Lurio River (strike upper waters of).
18. Matiwa (Chief).
19. Malema River.
20. Lalassi.
21. Sanjika (Maviti).
22. Mtunda.
23. Mwerimba (Yao).
24. Levagala.
25. Msomba.
26. Maremia (Chicala Hill; sight lake from).
27. Nyassa (near ferry).

The first three of these marches are long, the country being easy, but from Nadula they principally average half-a-day's journey. Guides and carriers are readily to be obtained from Kissanga and Kionga, and plenty of game is reported on the route.

From Biribesi I returned via the Lake of Kakavelo (visited last June), where I halted one day to see old friends, and shot three hippopotami for the Makuas (I had already shot two for the villagers of Biribesi, whose crops have failed, and a large party followed us in the hope of getting more meat); thence to Maridi, Kionga, Kissanga, and Ibo, which I reached in a small boat at 2 A.M. on 1st December, my men and baggage arriving the next day.

There is certainly no slave collecting going on upon this interior line, the greatest confidence being shown by all the natives on our approach. The Sheikh representing the Portuguese Government holds jurisdiction to a point midway between Namadai (a flourishing settlement) and Biribesi; thence the Makua Chief of Biribesi rules.

IV. *The Querimba Islands to Cape Delgado.*

The District of Ibo joins that of Mozambique on the Lurio River, in latitude $13^{\circ} 31'$ S., and extends to Cape Delgado in latitude $10^{\circ} 41'$ S., and comprises within its limits the twenty-eight Querimba Islands between Cape Delgado and 12° south latitude. Of these Amiza, eight miles by one-and-a-half miles, is the largest. Fumbo, Querimba, Ibo, and Matemo, are the only ones inhabited, of which Ibo has been already described in a previous report; the remainder, Kipako, Kiziba, Calaluhia, Samucar, Rolas, Molandulo, Inhati, Mahato (or Macaluhé) dos Mastios, Xanga, Zanga, Minhuge, Timbuza, Namego, Zuno, Lahamba, Mistunso, Numba, Kia, Amiza, Caiamimo, Longa, Jongo, and Ticona, being uninhabited.

Although water is the great want on all these islands, still signs of former occupation exist upon many of them, the Sakalava invasions at the end of the last century, and the facilities for kidnapping slaves, having driven out the settlers. On Querimba there are the ruins of a large church and many houses, where to day only a scanty population of less than 200 wander from clearing to clearing to plant their crops, shifting at the same time their "makuti" huts, made of poles and cocoa-nut leaves. At Macaluhé there are the ruins of a large reservoir, occasionally used to the present day by dhows for watering, and at Amiza there are to be seen the walls of an ancient establishment of the Jesuit Order.

The islands are separated from the mainland by a channel thoroughly sheltered from the sea by the outlying and protecting reefs, from ten miles to a mile broad, wherein small craft can ply up and down with perfect security. The south-west monsoon commences in March, the north-east in November, variable winds intervening, but from either monsoon the anchorage under the Corõa de S. Gonçalo at Ibo is fairly sheltered, as also the channel.

In June and July thousands of sea-birds frequent the islands to lay their eggs, and the natives cross over in large numbers to secure them, the birds being clubbed, or killed on the nests in enormous quantities.

The principal industry is, however, the turtle catching, and the islands are let out annually at Ibo to people who follow this trade.

The tortoise-shell procured from the "carrete," the hawks-bill turtle, is of excellent quality, although a larger variety frequently captured is better eating. Parties of negroes are landed upon the islands during the breeding season—November, March,—and from time to time provisioned and supplied with fresh water from the mainland. Near full moon they trace the tracks of the turtle, when seeking a convenient spot to scoop out its nest, and as the animals always return by the same path, easily waylay them on subsequent journeys. It is said, however, that the reckless destruction of eggs is already making a serious reduction in the numbers of the turtle, and the importance of the fishery. No system being followed or check placed upon the natives. Orchella weed is also collected on the islands, and the people of the mainland daily send out numerous fishing-boats to the reefs.

My visit to this archipelago was made in the "Provence" (the same dhow chartered in June last), and occupied from the 2nd to the 17th of December, extending from Ibo within the reefs to Cape Delgado.

Pangani, Mucimba, and Molurio are the principal trading settlements whence ivory, ebony, grain, manioc, grass mats, cowries, indiarubber, and tortoise-shell are exported. the barter with the natives being effected with coloured cloths, guns, and gunpowder, and brass and copper wire. To the north the bay carries on but little trade, except from the Arab settlement of Kiwea. This Colony is under a Governor from Zanzibar, who has under him an Akida with ten Arab soldiers, a cannon, and a Custom-house, and it is apparently prospering and doing a good deal of trade with the Comoros.

I fear that Mohilla, and other of the Comoro Islands, have their slave supply kept up from this neighbourhood, notwithstanding the assertions to the contrary of the inhabitants.

Two large dhows came into Kiwea and anchored there during my four days' stay, and a third arrived on the fifth day that was expected (we passed her off Tikoma Island), all bringing grain and manioc, the crops being failures on the greater part of this coast section, and food very scarce, but what return cargoes were expected I was quite unsuccessful in discovering. There was no ivory or ebony in the place, and certainly not enough indiarubber to fill one small craft, and these were dhows of 170 or 180 tons burden.

Again, on 15th December, a large dhow with the Comoro flag, after behaving most suspiciously on sighting us, beached on Nameguru Island, within a convenient distance

of communication with Mucimba, where she had certainly no business to go. It is also noticeable that there is continual communication kept up between Mkindani, Lindy, and Kiwea, and just sufficient activity shown by the inhabitants to raise suspicions of Slave Trade, that will I expect be justified should one of the cruisers work on the line from Cape Delgado towards the Comoros, special attention being paid to Mohilla.

The Union Mail Steamer called for me at Ibo on 19th, and Mozambique was reached on 20th December. The total distance covered during the expedition by sea and land was 957 miles, of which over 450 miles were accomplished on foot, and it is satisfactory to record that no collision, or even serious misunderstanding took place with the natives, notwithstanding the bad character usually ascribed to the Makua race. Their bark is worse than their bite, and they do not require more tact in management than Matabele or Makala, south of the Zambezi.

On the first section of the journey, from Mozambique by land to Ibo, I had 12 men with guns, and 21 carriers; on the second, to Biribesi, 16 carriers and 6 guns. On the dhow 6 guns, my followers being an admixture of Zanzibar and Mozambique people.*

From the Portuguese authorities I met with every assistance and kindness, and I should not omit to notice how obliging the Union Company has been in calling twice at Ibo in the interests of the expedition.

From the entire journey the following conclusions may be drawn:—

1. In the Makua country from Mozambique north, comprising the Tugulu and other tribes about Mwendazi Bay, and about the Semookhoo and Lurio, so far as Umkufi River, all active slave collecting for export to Madagascar is at the present time stopped.

2. At Mwambi Bay (*vide* Report, June) a slave caravan† was brought down recently from the interior for shipment, but no shipment was effected, and since then slave collection for export is discontinued. There also is no slave collection in the neighbourhood of Kissanga, Biribesi, &c.

3. At Ibo a disgraceful attempt (in connection with a robbery close by) has been made by a gang of Frenchmen to revive export Slave Trade to Madagascar, and strong suspicion rests upon the ex-Governor of connivance in the attempt.

4. It appears highly probable that the Comoro Islands import slaves from the northern ports on the mainland, within the Querimba Islands, from Kilwa (Tonghy Bay), and possibly from the lower Mungao ports of Zanzibar.

Mozambique, December 28, 1876.

* Not a single case of fever occurred to any of the party throughout the entire journey.

† *Vide* No. 25, *Consular*, of 1876. Report on Mwambi.

APPENDIX I.

STAGES and Times made *en route*.

[The (°) indicates where there is a well.]

From—	To—	Hours.	Minutes.	Totals.	Miles.	Totals.
				H. m.		Miles.
Mozambique	Mussooril (by water) .. ..	..	..		..
Mussooril	Mtengo-tengo	3	30		11	
Mtengo-tengo	Chivita	3	35		10½	
Chivita	Umkulukovu	1	0		3½	
Umkulukovu	Mkato	3	0		10½	
Mkato	Nakugu	2	30		8	
Nakugu	Erawozi	2	0		7	
Erawozi	Tugulu	1	0		4	
				16 35		54½
Tugulu	Napoota	5	30		18	
Napoota	Okuso	5	0		15	
Okuso	Maridi	2	30		8	
Maridi	Napoota	5	0		15	
Napoota	Nangiri	6	30		27	
Nangiri	Makubinja	3	30		10	
Makubinja	Nrogi	6	0		18	
Nrogi	Mwendazi	4	0		10	
				38 0		121
Mwendazi	° Mkoto River (near)	9	30		30	
° Mkoto River	Kunumba	2	30		9	
Kunumba	° Almeida Bay	5	0		17½	
° Almeida Bay	Chahoonde River	1	30		5	
Chahoonde River	° (Well)	3	0		9	
° (Well)	Lurio River.. ..	3	30		10	
				25 0		80½
Lurio (or Luri) River	° On river	5	30		15	
° On river	Mgaruma River	2	30		7½	
Mgaruma	° In forest (and back)	7	0		14	
Mgaruma	Lower Lake (Lurio)	6	0		18	
Lower Lake	Mtegari (Narrows)	2	0		7	
Lurio Narrows	Lake	2	0		7	
Lake	Ford near Lurio Straits	5	0		17	
Lurio	Umkufi	8	0		28	
Umkufi	Xanga Livubulu	4	0		12	
				42 0		125½
Xanga (Livubulu)	Ibo (by sea) .. ..	..	..		48	
Ibo	Kirimakoma (and back by sea) .. ..	..	..		20	
Ibo	Kissanga (by sea) .. ..	..	..		14	
						82
Kissanga	Kionga	2	0		8	
Kionga	Namadai	2	0		8	
Namadai	Biribesi	6	0		20	
Biribesi	Kakavelo	6	0		20	
Kakavelo	Maridi	3	0		8	
Maridi	Kissanga	3	0		10	
Kissanga	Ibo (by sea) .. ..	..	..		14	
				23 0		88
				143 35*		
Ibo (by sea)	Cape Delgado, and back .. ..	..	..		..	240
Ibo (by sea)	Mozambique .. ..	..	..		..	180
						971½
Total distance covered		..	..	..	..	971½

* On foot, 455½ miles were covered in 143 hours 35 minutes.
By sea, 516 miles were covered.

Total, 971½ miles were covered in journey.

APPENDIX II.

CORRECTIONS for Names on Charts not usually known on Coast to Native Pilots or Dhow-masters.*

From Mozambique North to Ibo—						
Fernando Veloso Bay	..	..	..	..	..	= Mazazima.
Cape Loguno	..	..	..	..	..	Rasi Mwamba Koma.
Memba Bay	..	..	..	..	..	Mwendazi.
Loguno Peak	..	..	..	..	..	Nrogi.
River falling into south of Memba Bay	..	..	..	..	..	Umcomburi River.
Point on east of mouth of same river, marked $\frac{1}{10}$, fallen hill and rocks ..	..	..	..	..	..	Nungarara.
River falling into centre of Memba Bay	..	..	..	..	..	Mwendazi.
River Tembo (north of Bay)	..	..	..	..	..	Mkubwa River.
Cape Tapamandu ..	..	..	..	..	..	Umlulu (rasi).
River Semevo ..	..	..	..	..	..	Merengi River.
River Mosangui ..	..	..	..	..	..	Kunumba River.
River Minsangegy ..	..	..	..	..	..	Chahoondi River.
Xanga ..	..	..	..	..	..	Xanga Mrebwi.
Pomba Bay ..	..	..	..	..	..	Mwambi Bay.

APPENDIX III.

LIST of Game killed (three days' halt only were made specially for shooting).

								Head.
Full curlew	..	..	..	..	..	..	..	46
Guinea fowl	..	..	..	..	..	..	..	15
Ibis (<i>Falcinellus igneus</i>)	..	..	..	..	..	..	..	9
Sacred Ibis (<i>Geronticus Ethiopica</i>)	..	..	..	..	..	..	..	1
Wood pigeons	..	..	..	..	..	..	..	7
Tiger cat (<i>Felis caracal</i>)	..	..	..	..	..	..	..	1
Antelope (<i>Antelope Arundinacea</i>)	..	..	..	..	..	..	..	1
Crocodiles	..	..	..	..	..	..	..	3
Goose	..	..	..	..	..	..	..	1
Wild duck	..	..	..	..	..	..	..	3
Giant Heron (<i>Ardea Goliath</i>) shot at Kiwea	..	..	..	..	..	..	..	1
Hippopotamus	..	..	..	..	..	..	..	9
Total	..	..	..	..	..	..	..	97

No. 146.

Consul Elton to the Earl of Derby.—(Received February 5.)

My Lord,

Mozambique, January 3, 1877.

MY despatch of this day's date, covering the report of my visit north, contains such Slave Trade information as I was able to collect on my recent journey, and it would, perhaps, have been better placed in this series.

There are, however, two questions raised by this report that appear to me to require special consideration as in connection with our efforts for Slave Trade suppression, in combination with Portugal, viz. :—

1. The release of the slave-dealers captured in the "Kunguru" (24th March, 1876,) by the Portuguese authorities.

2. The apparent failure of justice in the case of the ex-Governor of Ibo.

On the capture of the "Kunguru," the prisoners taken in possession of slaves were made over by Captain Ward, Her Majesty's ship "Thetis" to the Governor-General with a despatch in which allusion was purposely made to the release of the four prisoners previously sent down by Dr. Kirk from Zanzibar for slaving in the Moma River within Portuguese territory. (A copy of this letter was forwarded by me to your Lordship in 1876.) The Governor-General made over the prisoners to the Judicial authorities for trial, and I accompanied Captain Ward and some of his officers to the Mozambique Court on a summons to give evidence. From time to time, when I inquired about these men I was told that the Judge (Senhor J. M. Crispiano de Fonseca) was much perplexed about the case and doubted his jurisdiction, but that they would be held in confinement until the question was properly settled.

At Kissanga, near Ibo, on the 17th November, much to my astonishment, I met the principal prisoners on the beach just arrived from Mozambique, who told me, in answer to my inquiries, that they had been released by the Judge a short time previously, and

* A copy of these corrections has been sent to the Admiralty.—F. E.

having lost their dhow and property had returned home (to Kissanga) to seek for help from their friends.

I accordingly instructed Mr. Manning, the next day, after reaching Ibo, to write to the Secretary-General on his return to Mozambique and inquire from him, from my direction, for the information of the British Government, whether these men had really been released by the Judge, and also whether they had been tried and condemned, or tried and acquitted, or not brought to trial at all, as I had received no information regarding the conduct of the case, and it was one that might serve as a precedent.

Mr. Manning wrote to the Secretary in this sense, and some days afterwards received an answer directly from the Judge himself, copy of which, in translation, is inclosed, defending his action.

On my return in December, when I called on the Governor-General, he entered fully into the subject, and informed me "that he had made the prisoners over to the Judicial authorities and that the Judge had, whilst stating his incompetency to try the case, actually committed an act of competency by ordering their release, without referring to him in any way. He had called upon the Judge for an explanation, and the Judge had written directly to Mr. Manning in the matter. He had constantly pressed for a trial, and was anxious to secure the punishment of these men as an example, and he would certainly have taken upon himself the responsibility of keeping them in custody until orders upon the subject arrived from Lisbon, whither he had referred the whole question," &c.

From the very first day the Judge showed a great unwillingness to take up the case, but his plea of want of evidence cannot hold good as he was already in possession of sufficient evidence to condemn the prisoners, and had he wanted more, or the Decree from Zanzibar pronounced against the dhow by Dr. Kirk, he had only to refer to me, it being specially mentioned in Captain Ward's despatch that I should be always ready to furnish any additional evidence required.

That the release of these prisoners (although they have spent six months in prison) will produce a bad effect upon the Arabs and Mujoges I cannot doubt, when I know that they couple this case with that of the escape of the late Governor of Ibo, who has been acquitted of receiving the plundered property of M. Régis ainé, by a court-martial and transferred to the Governorship of Sofala, although the belief in his guilt, and in his complicity in the Slave Trade sought to be established by Grattet, Millenet, and Barré, is thoroughly entertained by the inhabitants of Ibo district and the general public.

It is said this court-martial was loosely conducted, and a great deal of evidence suppressed; the Judge, Senhor Crispiano, who had investigated the case at Ibo, and who found the stolen property in Government House, being made (much against his will) to surrender his "dossier" to a military prosecutor. In this case the Judge has, I am informed, written most strongly to Lisbon on what he publicly terms "a perversion of justice." There is, however, evidence forthcoming in the approaching trial of Millenet and Barré that may yet lead to Governor Bettencourt's recall from Sofala and his fresh trial, and, personally, I should add that I have not hesitated to express to the Governor-General my conviction regarding his Slave Trade transactions; indeed, I purposely placed my Consular Report on the coast in his Excellency's hands for four days, in order that he might clearly know my impression of the state of affairs at and about Ibo in reference to this matter, and take such notes as he might wish of the rest of the information collected upon the coast.

As then both these questions have been brought prominently before Senhor Corvo's notice, viz. :—

1. The release of the slave-dealers.
2. The apparent failure of justice in the case of Senhor de Bettencourt.

I venture to think that your Lordship may judge it advisable to instruct Her Majesty's Ministers to move at Lisbon that some decision should be come to as to whether slave-dealers sailing from Portuguese waters and captured by one of Her Britannic Majesty's ships, and delivered up to the Portuguese authorities, can or cannot be tried for slave-dealing by the Judge of Mozambique, and also to make mention of the exceedingly bad effect produced by Senhor de Bettencourt's appointment to another governorship on the coast, when even if not guilty of the other charges brought against him, he has at least connived at a revival of the Slave Trade.

There is also another matter in which possibly good work might be effected. In the Government "Boletim" of 11th December, there is a despatch published from Senhor Corvo, of which I annex translation, regarding the transport of some slaves in the Portuguese barque "Tejo," and their subsequent sale at Lourenço Marques, in which these transactions are condemned most strongly. But, at the same time, the Portaria of

8th October, 1870, respecting which I wrote to your Lordship on the 1st October, 1875, and which was brought to Lord Lytton's notice on 3rd December, 1875 (Blue Book, Slave Trade, 1876, No. 198), does not appear to be abolished, and thus it would seem slaves can still be bought in order to be freed. How this Portaria can be allowed to exist any longer, or what excuse can possibly be made for its present maintenance if the tone of Senhor Corvo's despatch on the "Tejo" is to be taken as exponent of his policy, it is difficult to perceive.

During my temporary absence from Mozambique I am glad to be able to report that there has been an exodus of Arab and Mujoge settlers from the Kivolane-Umfusi Delta, who have given up slave-trading as impossible in the face of the hindrances set in the way by British and Portuguese policy. These people have settled in large numbers on the Island of Mozambique itself, where they have built houses and formed quite a small colony at the south-west end of the island away from the town. To my certain knowledge, however, one Mujoge is persevering in collecting slaves on the chance of running them across the channel, but I am having his movements carefully watched, and hope to enable the Governor-General to catch him at the right moment and deprive him of his post as Capitão Mor of Sancoul.

From near Angoxa a small cargo of slaves were run, I fear successfully, in November, by a dhow that cleared as a lawful trader at Angoxa, and then slipped into one of the many creeks near the entrance of the river. It was rumoured at Mozambique that Senhor Mello, the Governor of Angoxa, connived at the shipment, and the Governor-General at once sent down a Commission of Inquiry in one of the gun-boats, from whose report it appears that he was not in any way concerned in the transaction, which was simply a well-managed venture upon the part of a Madagascar slave-dealer.

It is nevertheless satisfactory to be able to sum up what is known of the position of the Madagascar export Slave Trade during 1876, and compare it with Report No. 1 Slave Trade series of the previous year, furnishing Returns for 1875.

During 1876 only one slave dhow has been captured by Her Majesty's cruisers, the "Kunguru," with 94 slaves from the Maravoni River, taken by Her Majesty's ship "Thetis," on 24th March last. Two are known to have escaped with slaves from the Antonio River (a river that has never yet been examined, but which native report asserts is navigable for ten days' journey to the westward), and now a third from the Angoxa, giving a total of four slave dhows on the move in 1876, as against sixteen captured by Her Majesty's cruisers in 1875. And the slave-dealers estimate that in 1874-75 at least three dhows escaped with cargoes for every dhow taken; if strictly applied to 1876, this rule would give only four dhows with 120 slaves (480 slaves) run, as against sixty dhows with 120 slaves (7,200 slaves) in 1875. But perhaps four dhows are too small an estimate, as taking it for granted the Antonio River dhows should have been captured had not both the "Thetis" and the "Flying Fish" been unavoidably detained in the harbour of Majunga at the time they ran, that would give a total of thirteen dhows with 120 slaves (1,560 slaves) run; yet even this higher estimate shows a reduction in the trade of 1876, as compared with that of 1875, of forty-seven dhows employed in carrying 5,640 slaves, a result that I am glad to be able to record.

The Portuguese naval force now available for the suppression of the Slave Trade consists only of the "Mindelho" corvette, the "Sena," "Tete," and "Quillimane" being all crippled, and the gun-vessel "Rio Douro," stationed at Lourenço Marques, to watch events in the Transvaal. Neither has the "Mindelho" yet effected much, for she has been delayed in harbour to convey the Governor-General to the various ports, a voyage that has been decided upon over and over again, and as often deferred, until now the rainy season is an excuse for not moving. Besides, the only doctor on the island of Mozambique being seriously ill, the one surgeon of the "Mindelho" has the sailors, the soldiers, all the inhabitants of the island, and the hospital under his charge; and Captain Bassos naturally enough objects, on such a coast as this, to cruise without a medical man.

Her Majesty's ship "Flying Fish" is, I believe, still detained by Consul Pakenham at Tamatave, and Her Majesty's ship "Lynx" is overdue at Mozambique, where I have her provisions, mails, and money, arrived by last Union mail-steamer from Zanzibar. Dr. Kirk informs me that the "Lynx" is shortly to be relieved by Her Majesty's ship "Philomel."

The bad season is now commencing here (January, February, March), but there is not nearly so much sickness as at this time last year, nor is the weather so trying as it was then. The whole of my party returned without one case of fever after three months' continuous travelling, and, personally, I am able to report that I have thoroughly shaken off all traces of the continued debility that succeeded my attacks of fever in the early

part of last year, and regained my strength. Mr. Manning, however, I regret to say, has been obliged to go for a cruise in Her Majesty's ship "Lynx," having suffered from exposure and sun during his visit to Ibo.

From the Livingstonia Expedition I have received letters from Dr. Stewart, in which he states all his party are in good health and confidence, and that he has succeeded in passing his heavy baggage above the Shiré Cataracts. By the last Union steamer from Zanzibar, his cousin, Mr. Stewart, a civil engineer under the Indian Government, arrived here on his way to Nyassa to spend two years' leave of absence he has obtained with the expedition.

I gave Mr. Stewart what assistance I could, and procured from the Governor-General permission for all his baggage, instruments, provisions, guns, &c., to pass through the Custom-house untouched.

Mr. Stewart left this on the 23rd December for Quillimane, and will no doubt prove a valuable acquisition to the Doctor's party. Mr. Young, R.N., I learn, returned shortly to Europe viâ Mozambique.

I beg to acknowledge the receipt of Mr. Lister's despatch relative to Mr. Stanley's proceedings in Central Africa, but fear that Mozambique is too far to the south to enable me to carry out your Lordship's instructions to communicate with Mr. Stanley, if possible, regarding his assumption of the right to fly the British flag.

I would venture to bring to your Lordship's favourable notice, with the view to its being made known to the Government at Lisbon, the cordial manner in which Senhor José d'Avilla, of the Portuguese navy, for some time commanding the naval station here, has co-operated with British officers against the Slave Trade. He arranged the joint Moma Expedition of 1875 with Captain Ward and myself, and accompanied me to Mosembe, and on my expedition to Ibo in June last, whilst at all times he has supported British assistance in the suppression of the Slave Trade. A fever contracted from exposure during the Ibo visit he could never shake off, and was consequently invalidated to Lisbon shortly after my departure north in October.

A Portaria has appeared in the "Boletim Oficial" of 4th December, calling attention to the fact that the Carta de Lei, 29th April, 1875, provides for a "Curador Gral for the negroes who pass under *tutella publica*, and thus obtain the condition of liberty," and abolishing, so soon as the new system is in vigour, the "Juntas Protectoras dos Escravos e Libertos," established by Article 18, Decree, 14th December, 1854.

At the end of the month the Carta de Lei should come into force, when I shall have the honour to report on its working.

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

Inclosure 1 in No. 146.

COMPARATIVE SLAVE RETURN, 1875-76.

I.

1875—								
	Dhows captured	..	..	..	..	..	..	16
	Dhows known to have escaped with slaves on board	..			..	..	..	7
	Total	..	..	..	..	..	..	23
1876—								
	Dhows captured	..	..	..	..	..	..	1
	Dhows known to have escaped with slaves on board	..			..	..	..	3
	Total	..	..	..	..	..	..	4

II.

1875—							
	Slaves captured and set free	..	..	..	..	..	285
1876—							
	Slaves captured and set free	..	..	..	..	..	94

III.—ESTIMATED Amount of Total Export Slave Traffic by Report.

1875—

Sixty dhows run, with average of 120 slaves each, equal 7,200 slaves.

1876—

Thirteen dhows run, with average of 120 slaves each, equal 1,560 slaves.

Reduction in the export Slave Trade from Mozambique to Madagascar in 1876 as compared with 1875, equal to 47 dhows, employed in carrying 5,640 slaves.

(Signed) F. ELTON,
Her Majesty's Consul at Mozambique.

Mozambique, January 3, 1877.

Inclosure 2 in No. 146.

Senhor da Fonseca to Consul Elton.

Sir,

Mozambique, November 24, 1876.

I HAVE seen the copy of an official letter written by you through your Chancellor to the Governor-General of this Province relative to some slave-dealers who were taken, if my recollection is right, near Madagascar by a man-of-war of the nation to which you have the honour to belong.

You ask if these slave-dealers had been kept in prison by order of the said Governor, or whether they had been made over to the judicial power. I do not know what will be told you in reply, but, as I am the Judge de Direito of the district, I find myself concerned in the question asked in your despatch, and I hasten to give you the following explanations, that you may use them as you think proper.

In March (I think it was) of the present year I received a despatch from the Secretary to the General Government informing me that an English vessel-of-war had taken a dhow with 94 slaves and 31 crew and passengers, and that these latter had been given over to the said Government, and were now placed at my disposal to be judged.

I had scarcely received this despatch before I replied officially to the Secretary-General saying that I was incompetent to institute any process whatever against these prisoners.

The Portuguese Legislature establishes as a base for a criminal process against slave-dealers the sentence which judges the capture legal.

This sentence not existing, and as in no way is it in the attributions of the Portuguese Tribunals to know the captures made by the English cruizers, I am convinced that no one can seriously say that I was not right.

Besides this, even if the sentence, of which it is a question above, should not be the base of the process, certainly I was not a competent Judge to judge individuals taken by the men-of-war of a foreign nation, and in a sea not belonging to the Portuguese Crown.

These reasons and many others, amongst which is this, "which of the two nations would have paid the indemnities supposing that it was proved that the prize was illegal?" I exposed all these motives to the Secretary-General, and at the same time I sent to the Minister the copy of my official letter, begging him to declare as promptly as possible if I had been in the wrong in refusing to receive the prisoners, or if it had not been the Governor-General of the Province in receiving them. I have not yet received the answer to this despatch.

It is now some time since the delegate of the Procurador of the Crown and Finances begged me to liberate these slave-dealers. This request was accompanied with a petition from the said slave-dealers to the Governor-General, in which they asked to be set free, and upon which the Government had docketed "To the Minister Public to say what is just."

Under these circumstances, was I not obliged to grant what the Minister Public asked? Certainly I was.

After the docket by the Government, the prisoners ceased to be at the disposal of the Governor-General and of the judicial power. I could not detain them prisoners in the face of what the docket determined.

God guard, &c.

(Signed) J. M. CRISPIANO DA FONSECA.

Inclosure 3 in No. 146.

Extract from the "Boletim Official" of December 11, 1876.

(Translation.)

DESPATCH No. 219 of 4th September last was laid before His Majesty the King, in which the Governor-General of the Province of Mozambique calls the attention of the Government to the document, which is inclosed in copy, relative to the sale in Lourenço Marques of some female slaves, brought there on board the barque "Tejo" from the ports of Quilimane and Inhambane, and also states that on that same day he had informed the judicial authorities of the occurrence, in order to institute the necessary inquiries; the same august Senhor, considering that since the promulgation of the Law of 29th April, 1875, that abolished the condition of libertos, under whatever form, the sale of negroes should be considered null, and that, for that reason, the affair in question is doubly criminal, if true, directs that, the necessary inquiries regarding this matter being made, the most severe rigour of the laws be applied against the delinquents, the execution of which shall be inexorably carried out with any authority who, by any possibility, may appear to be implicated in such a crime.

This is communicated to the said Governor-General of the Province of Mozambique or his information and execution, by the Secretary of State, &c.

(Signed) J. A. CORVO.

Palace, November 6, 1876.

No. 147.

Sir J. Pauncefote to Consul Elton.

Sir, *Foreign Office, February 21, 1877.*

I AM directed by the Earl of Derby to inform you that his Lordship has instructed Her Majesty's Minister at Lisbon to make representations to the Portuguese Government in the sense suggested by you on the various subjects touched upon in your despatch of the 3rd ultimo; and also to bring to their notice the sense entertained by Her Majesty's Government of the co-operation always shown by Senhor d'Avila in the efforts made by Her Majesty's Naval and Consular officers for the suppression of the Slave Trade.

I am, at the same time, to express to you his Lordship's appreciation of the tact and energy shown by you in carrying out the anti-slave-trade policy of Her Majesty's Government in your Consular district.

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

No. 148.

Mr. Lister to Consul Elton.

Sir, *Foreign Office, March 2, 1877.*

I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 3rd January, containing an interesting report of your visit to the northern portion of your Consular district, and suggesting that you should be allowed to visit in a similar way the southern part of the Province of Mozambique.

In reply I am to state to you that his Lordship sanctions your undertaking the tour of inspection as proposed.

I am further to add that the Lords of the Admiralty have been requested to place one of Her Majesty's cruisers, if available, at your service in furtherance of the objects of your journey.

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

No. 149.

Sir J. Pauncefote to Consul Elton.

Sir,

Foreign Office, March 9, 1877.

WITH reference to your despatches dated the 3rd of February and 21st of April of last year, on the subject of the Portuguese Law of 1875, abolishing entirely the status of slavery in the Portuguese possessions a year after the date of the publication of the law in question in the Portuguese Colonies, I am directed by the Earl of Derby to request that you will avail yourself of the opportunity that will be afforded you by your projected tour through certain portions of the Portuguese possessions in Mozambique, to ascertain whether the provisions of this law are honestly carried out by the authorities in the interior of the Province of Mozambique, and you will make to his Lordship a report upon this subject as well as upon the condition generally of the slaves and libertos who may have become emancipated.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 150.

Mr. Lister to Consul Elton.

Sir,

Foreign Office, March 9, 1877.

WITH reference to my despatch of the 2nd instant, I am now directed by the Earl of Derby to inform you that the Lords of the Admiralty have instructed the Admiral commanding the East India Station to place a vessel at your disposal to enable you to carry out the proposed tour to the southern ports of your Consular district, provided always that such services is compatible with the other requirements of the station.

I am, &c.

(Signed) T. V. LISTER.

No. 151.

Consul Elton to the Earl of Derby.—(Received March 21.)

(Extract.)

Mozambique, February 2, 1877.

HAVING fully reported by the last mail upon the Slave Trade, it was not my intention to have written again on the subject by the steamer arriving here to-morrow, had I not thought it my duty to call your Lordship's attention to the interesting correspondence inclosed in translation between the Governor-General and the Governor of Quilimane.

In my despatch of 3rd January, I criticised the apparent anomaly of the continued existence of Portaria of 9th January, 1875, that could be construed into an authority for purchasing slaves from the interior being co-existent with Senhor Corvo's severe denunciations of the people who sent certain slaves from Quilimane to Lourenço Marques for sale, in the Portuguese barque "Tejo." Yet it now appears that the Governor-General has taken upon himself the authority to forbid the sale of slaves brought down the Zambezi this year by the Chief Matipire, a precedent that I think is a very forward step in co-operation with the efforts of the British Government to extinguish the African Slave Trade.

It has been the custom of this Chief to visit Quilimane nearly every year and bring down large gangs of slaves for sale to the Portuguese colonists, and it was my personal knowledge of this fact, and of a similar Slave Trade prevailing at Mosheesh near Inhambane that elicited from Senhor de Lancastre a reference to the Portaria of 9th January, 1875, in justification of the legality of the purchase of such slaves by the Portuguese.

This abuse will, I trust, be brought to an end by General José Guedes' prompt action in the case of Matipire; and I venture to suggest, my Lord, that it would be opportune for Her Majesty's Minister at Lisbon to commend the Governor-General's conduct in this matter to Senhor Corvo, and endeavour to secure his approval of it as a precedent.

Mr. Vice-Consul Manning returned to Mozambique much benefitted by his cruise in Her Majesty's ship "Lynx," on 22nd January, and I beg to inclose copy of a report he has written upon the voyage.

Owing to the "Lynx's" visit to Europa Island, the fairway of the slave dealers running from the Mozambique coast has been left quite clear during December and part of January, and I regret to say that three dhows are reported to have run cargoes, two from or near Angoxa, and one with thirty slaves from Umfusi. Of this the Governor-General is aware, although I have not brought the matter officially to his notice, as the informations were not precise, and were not received in time to stop the dhows sailing, and because I was aware of the crippled condition of the Portuguese craft in harbour.

I therefore on the 6th ultimo availed myself of an offer made me by the Union Company's steamer "Natal" to take a passage to Zanzibar and back on the inauguration of the commencement of the Ibo mail service, where the steamers are now permitted to call both going and coming down from Zanzibar every other month.

Although my stay in Zanzibar was limited to a day and a-half, I think some good was effected by the visit, as I was enabled to talk over with Dr. Kirk, and state to both Dr. Kirk and Captain Sullivan, the Senior Naval Officer, my suspicions as to the existence of an active Slave Trade between the Comoros, the northern part of Ibo district, and Mungao, and the uneasiness I felt as to the "Lynx's" continued absence.

This uneasiness I found was shared in by Captain Sullivan, who at once dispatched Her Majesty's ship "Diamond" to Majunga to make inquiries respecting her and cruise for the suppression of the Slave Trade in the Mozambique Channel.

Dr. Kirk had already arranged to visit Mchinga and Mungao before my arrival in Her Majesty's ship "Philomel," but so far changed his plans that we left together in the Union steamer, and Captain Travers landed him there. The "Philomel" was to cruise between the Comoros and the mainland, and then call for Dr. Kirk.

Besides the Ibo mail service every alternate month, I am glad to say that the Union Company's steam-ship "Natal" now has permission (also on alternate months) to enter Quilimane and Inhambane Rivers; thus the service I suggested will be to a certain extent established, and communication every alternate month is all that the coast requires at present. At my instance the Governor-General has made the steamers free of the various port charges, given them permission to work the "cabotage" of the coast, and promised to buoy Ibo roads.

The civility of the Union Company in calling at out-of-the-way places for Her Majesty's Consular Officers I would wish to testify to, and I feel sure Dr. Kirk will be with me in doing the same.

There are rumours here that slaves run to the Comoros, are re-shipped at Mohilla under the French flag with passports from the Queen of Mohilla as "free labourers," but I have as yet no means of verifying the truth of them, and Dr. Kirk is placed in a better position than I am for so doing.

Inclosure 1 in No. 151.

Senhor Bacellar to Senhor Sarmento.

(Translation.)

Illustrissimo Senhor,

I HAVE the honour to communicate to you, for the information of His Excellency the Governor-General, that on the 9th instant, at 8 P.M., a messenger presented himself here from the Chief Matipire, accompanied by seven negroes, to beg permission to enter the town.

Last year, at their last visit, they committed some small thefts and disorders; therefore, I told them they must encamp at Inhamacata, which is three hours distant, and might send from thence their messengers to trade in the town.

The Chief Matipire agreed to this when he called upon me the following morning. This year he has not presented to the Governor the present of little negro boys ("negrinhos"); however, I distributed spirits ("aquadente") and tobacco in a small quantity.

This tribe inhabits the borders of Nyassa, and is in movement in the interior a great part of the year. There are now in Quilimane some 600 to 700 of them.

It is important for commerce that, in the future, they should come here. This year

they bring 300 to 400 tusks of ivory, and a great quantity of "enchadas," and it is reported to me they have scarcely more than fifty to sixty slaves for sale.

God guard, &c.

(Signed) MIGUEL VAZ GUEDES BACELLAR,
Acting Governor of Quilimane.

Secretariat of the Governor of the District of Quilimane,
September 11, 1876.

Inclosure 2 in No. 151.

Senhor Sarmento to Senhor Bacellar.

(Translation.)

Illustrissimo Senhor,

YOUR despatch of the 11th ultimo was laid before his Excellency the Governor-General of the Province, in which you report having given leave to sundry negroes of the Chief Matipire to encamp at Inhamacata, and thence to come to trade in the town.

His Excellency charges me to communicate to you to make them clearly understand that they will always be well received by the Government, and their complaints listened to, by taking steps that their trading shall not be hindered or themselves annoyed or robbed; nevertheless, he is not able to consent to their selling slaves, for it is contrary to the spirit of humanity and to the express determination of our laws.

At the same time, you should warn them to conduct themselves soberly and peacefully by engaging themselves in the bartering for all articles that are objects of legitimate trade, and thus always meet with the necessary support and protection from the Government.

God guard, &c.

(Signed) A. C. RODRIGUES SARMENTO,
Secretary-General.

Secretariat-General of the Province of Mozambique,
October 6, 1876.

Inclosure 3 in No. 151.

Vice-Consul Manning to Consul Elton.

Sir,

Mozambique, January 23, 1877.

I HAVE the honour to report that I received by the British Indian steamer "Cashmere" an invitation from Lieutenant Browne and the officers of Her Majesty's ship "Lynx," to proceed with them on a cruize in the Mozambique Channel.

I took advantage of the hospitality offered me, for I was then suffering from an acute attack of fever and ague, and unable to attend to my duties, remembering at the same time your permission that if I was attacked with illness during your absence, I had best go away for a change.

I accordingly proceeded by the mail steamer to Majunga, which port we reached on the 30th November, after a fair weather passage of 48 hours; here I at once went on board the "Lynx," and was received with great kindness by Captain Ommaney and the officers, and placed under care of the medical officer.

As this was my first trip to Madagascar, and knowing that slave trading had been carried on to a great extent on the coast of that island, I naturally looked forward with interest to seeing a place, which has of late years attracted so much public attention, and has required to be so narrowly watched by Her Britannic Majesty's cruisers.

We left Majunga on the 2nd December for Mainterano, the ship's launch having been dispatched the day before under charge of Lieutenant Knowles, with orders to cruize off Cape St. Andrew.

On arriving at Mainterano, no little interest was felt on board, concerning the rumours that had of late been afloat with regard to the hostile attitude of the Sakalava tribe towards Her Britannic Majesty's cruisers, but from the hospitality shown to all by the Sheikh and the whole population on this occasion, it is evident that as a result of the visit paid by you with Captain Ward in Her Majesty's ship "Thetis" in August last, the natives of Mainterano are beginning to see the folly they had formerly displayed in

attempting to frustrate the plans adopted by Her Britannic Majesty's cruizers, and we found them quite willing to give any information they knew respecting the running of dhows within their district, and they reported to us that a dhow then lying in harbour had successfully landed a cargo of slaves five days previously to our arrival.

The Captain and some of the officers thereupon proceeded to examine the dhow, and endeavour, if possible, to ascertain the truth of this statement, but they were unable to find any proof of her having carried anything but cocoa-nut and grain.

The Captain of the dhow did not himself show up for more than an hour, and when called upon for his papers, replied that he had come from a small port a short distance up the coast, and they were not necessary in his case.

Great interest being felt on board Her Majesty's ship "Lynx," concerning the nationality of a certain merchant ship, which was wrecked on the island of Europa, some sixteen months ago, we left on the 8th for that island, which we reached on the 10th, but owing to a very heavy sea running at the time, it was thought inexpedient to send boats on shore, and we had to be contented with getting a full view of the wreck from the southern side of the island.

The vessel is a fine three-masted American schooner, of about six hundred tons, and had been laden with rice and cotton, bound from America to Bombay, but was driven ashore there in a heavy gale; her cargo has been entirely removed by French schooners, and she is a total wreck, yet, notwithstanding the heavy weather she has been exposed to for so many months, her hull is still in fine preservation.

Europa island is the most southern island in the Mozambique Channel, and is only visible at a short distance; it is well wooded, and abounds in goats and turtles, it has a small lake about the centre, and there are fresh-water springs on the island.

The French are in the habit of sending over parties of men to pick oschilla-weed on this island, where they remain as long as five or six months at a time, and erect temporary huts.

We left this island the same day and proceeded to Tullear.

We reached Tullear on the 15th December.

The coast scenery about this part is very fine; high mountains with granite projections. The chief mountain is Westminster Hall, visible a great distance off at sea; it lies about three miles inland from Tullear, and it derives its name from having at either end of it a pointed hillock.

On arriving at Tullear, most of us went ashore, and I am glad to say that by this time I had sufficiently recovered to enable me to walk a short distance. We had a pull of four miles to reach the town, and it was very evident that we had anchored considerably further out than there was occasion for.

We were received very kindly by the only two Europeans residing there, and we were surprised to find such a large and thickly-populated town. Provisions are very abundant here, viz., cattle, poultry, and maize; the latter is extensively cultivated, and the natives are far more energetic here than in any other part of the coast.

I have every reason to believe that the visits of Her Majesty's ship "Flying Fish," and the deaths of the brothers Rosier, have quite put a stop to the exportation of Sakalava prisoners to the French Colonies.

On leaving Tullear, on the 19th December, it was the intention of the Captain to proceed up the coast to Cape St. Andrew, and thence to Mozambique; but his plans were frustrated, the coal by this time having got very low, we had to trust to our sails, and as the north-west monsoon had by this time set in with unusual severity, we could, of course, make little or no headway.

On Christmas Day we had very heavy weather. On the 26th we got up steam, expecting to sight Mozambique in a few days, but were unable to do so, owing to the unusually strong current; next morning a craft was sighted, probably a slave dhow, but we could not ascertain what she was owing to our crippled condition.

On the 30th December Table Mountain was, it is believed, sighted, but the adverse current increasing to so great an extent, all idea of attempting to make this port was abandoned. Orders were accordingly given to turn about and proceed to Cape St. Andrew to pick up the launch, and then to Nossi Bé to get coal.

On the 31st December, the weather being still very stormy, we anchored mid-channel in a very exposed situation; here we remained until the 5th January unable to take any observations of the sun; during this time we parted cables twice and lost one anchor.

On the evening of the 6th, we again made sail for Cape St. Andrew, and luckily sighted the launch and picked her up at midnight; she had lost her rudder and was otherwise damaged, having also encountered very heavy weather.

The following morning we made for Nossi Bé, which we reached on the 8th January, and it was great satisfaction to all on board to be safe in harbour again.

I waited at this port until the arrival of the British-Indian steamer, when I took passage to Mozambique, and was only too happy to return, having gone through a most uncomfortable trip, although completely recovered in health.

You must have thought that I was taking an advantage in remaining so long away, but, of course, it was perfectly impossible to do otherwise, and I sincerely trust that my absence has not caused you inconvenience.

I have, &c.
(Signed) W. E. MANNING.

No. 152.

Consul Elton to the Earl of Derby.—(Received March 21.)

(Extract.)

Mozambique, February 3, 1877.

I HAVE the honour to inclose extracts of letters received by me this evening from Lake Nyassa by Mr. Herbert Rhodes, who has returned from his travels in the country above Zumbo, and proposes remaining at Mozambique until the present bad season is over.

Dr. Stewart and Mr. Cotterill's letters speak for themselves, and do not call for any comment on my part; but I would beg to observe that, with the arrangements Dr. Stewart proposes to make, I should reach the lake in about twenty-one days from Quilimane.

P.S.—My proposed inspection of the southern section of the Slave Trade coast by land will now be carried out with every facility, as my party will consist (in addition to Mr. Oates) of Mr. Rhodes, Mr. Downie, and, probably, the Honourable Guy Dawnay, and will be strong enough to go anywhere without fear of collision with the slave-traders.

Inclosure 1 in No. 152.

Mr. Cotterill to Consul Elton.

(Extract.)

"Livingstonia," Lake Nyassa, November 27, 1876.

YOU will probably have heard, ere this, of our safe arrival, boats and all.

This is a most lovely spot, and the climate seems to be healthy, and is certainly very pleasant.

For the last month we have done little but settle down in expectation of the rains. They do not seem to be very formidable, a sharp shower now and then, especially at night, followed by a deliciously cool day, is the order of things at present.

The chief drawback of this position is the difficulty we have in procuring food, for there are no villages (except quite new ones) within the radius of ten miles.

I fancy a better spot might be selected for other purposes, viz., to command the entrance to the lake.

The Arabs have cleared out of this end of the lake, but they still send their devils to procure slaves from Mpouda and others.

We have heard of two cases of slave gangs passing through the country to the south of us, one northwards to Makinjera's and the Arabs, and the other to Quilimane. A good deal must go on without our knowledge.

We were all disappointed at not having your company up the river. Perhaps you may some day soon find your way up here.

The communication is now much easier, since we have boats on the lower river, and the steamer above the cataracts.

I have lost my boatman, who has to return on account of his health, but shall try what I can do alone in my steel boat. It was a hard job getting her sections over the sixty-five miles of cataract country.

With best Christmas wishes.

Inclosure 2 in No. 152.

Dr. Stewart to Consul Elton.

My dear Sir,

"Livingstonia," Lake Nyassa, November 30, 1876.

WE have been here a month now, or rather more, but from there being a good deal to do on the spot, I have not yet been able to make any examination of the surrounding country. From what I have gathered, however, I rather fear that the effect of the presence of the small steamer, the "Ilala," on the transit of slaves across this territory has been somewhat exaggerated. No doubt it stopped that for a time at first, but as soon as they (the dealers) got over their fright they commenced again. However, perhaps I may be better able to inform you by-and-bye.

My object at present is to say that, since the plan you contemplated for visiting Lake Nyassa has fallen through for this year, that we shall be most happy if you can visit us next June, July, or August,

I can send down to Mazaso for you one or two good roomy boats (light cutters or cutter-gigs); these would bring you up to Mastiti—the lowest of the Murchison cataracts—in a fortnight or less, four days more (three and a half generally) will bring you by easy marches to Pimbi, where the steamer will be awaiting you if I hear from you in time as to the exact date when you may be expected there. Pimbi is not a healthy place, and it is not advisable to keep the men longer there than is necessary.

If the country contains as much game eight months hence as it did four months ago, from what I myself saw, you will not lack sport at game of all sizes.

I don't shoot myself, chiefly from at present having had other things to occupy me, but some of the others have shot a good deal.

There is a good deal of vagueness at present as to what is actually being done in slaving here. I don't think anything like 19,000 slaves are carried across the lake annually, nor is there any spot where "thousands" of skeletons can be found, according to Mr. Young's statement.

A personal inspection and report to Government from yourself would carry weight. At any rate, it is well that while you are doing all that can be done to stop the outlets on the coast you should know the sources from whence the supply comes.

I should anticipate great good from a visit from yourself, though at first it only produced really accurate information on the subject.

I cannot say much about this site yet, it is rather confined, though cool and very pleasant. There will be a little fever here of course, but the form will be mild I think. I have a slight attack just now myself, but it is very slight; enough, however, to affect my handwriting.

July would, I think, be the best time to start from Quilimane; say about the beginning.

Pray let me hear from you at your earliest convenience, and with best wishes, believe me yours, &c.

(Signed) JAMES STEWART.

No. 153.

Mr. Lister to Consul Elton.

Sir,

Foreign Office, March 23, 1877.

THE Secretary of State for the Colonies has applied to the Earl of Derby for additional information as to the times kept by the Union and British India Companies respectively in the performance of their mail contract service on the East Coast of Africa; and I am now directed by his Lordship to instruct you to supply this information for the past and current years so far as it may be in your power to do so.

I am, &c.

(Signed) T. V. LISTER.

Consul Elton to the Earl of Derby.—(Received April 6.)

(Extract.)

Mozambique, March 4, 1877.

ON the 13th the Union Mail steamer "Kaffir" arrived from Zanzibar with the English mail, and her commander, Captain Garrett, informed me of his intention, under permission from the Directors of the Union Company, to attempt the entrance of both the ports of Quilimane and Inhambane, with a view to regularly calling at them both, and the establishment of commercial relations, and he offered me a free return passage down the coast if I could accompany him. This I was able to do, and on the 14th sailed from Mozambique, leaving Vice-Consul Manning in temporary charge of Her Majesty's Consulate, the Governor-General being exceedingly pleased that I purposed following up the first complete voyage to the Portuguese ports that had been announced.

On the 16th, the "Kaffir" anchored off Quilimane at 2 A.M., and fired a signal gun. The pilot came out at daylight, and we steamed in over a perfectly smooth bar, and up the river to the anchorage off the pier in front of the town, in 3 hours 50 minutes, where we were most cordially received by the new Governor, Senhor Silva Valente, a very superior man, recently appointed by the Lisbon Government, and the officials and townspeople. The pilotage and port dues were remitted by order of the Governor-General, and the prospects of trade are cheering, for notwithstanding a complete drought more than one thousand tons of produce (oil nuts and india-rubber principally) are awaiting shipment for Europe and Mozambique. This, however, is probably owing to the recent condemnation of several French merchant vessels as unseaworthy at the port, under circumstances which appear to have aroused the suspicion of the French Insurance Agencies, and led them to decline insuring for the present for Quilimane.

After discharging cargo, the "Kaffir" steamed out the same afternoon, and by 6 P.M. had discharged the pilot, and thoroughly proved the easiness and practicability of both ingress to and egress from this port, which will now be regularly visited by the twenty-eight day steamers, with I trust an excellent result for the promotion of legal trade, and the paid employment of negroes.

Quilimane has improved considerably since my last visit to it in 1871. More houses have been built, roads and bridges are better looked after, a pier has been constructed, the river and the bar have been buoyed, and under Senhor Valente an increased activity has apparently set in.

On the morning of the 18th instant, Inhambane was reached, and the bar crossed and river ascended with equal facility and success. Only one shoal patch here presents any danger, and that is within the bar, at the point of the affluence of the Inhalinga River in perfectly smooth water. On the 19th we steamed away for Delagoa Bay, and arrived there the following day.

At Inhambane, although the colony has increased in size, and the town in cleanliness and neatness, I fear there are not many prospects for the present of much mercantile activity, as a continued drought threatens to destroy the second crop of the season. Money is so scarce that funds have to be provided from Delagoa Bay, the milch goat of the province, for the payment of the officials and garrison.

Delagoa Bay, however, visibly stands still, the communications with the Transvaal are suspended, none of the projected improvements have been carried into effect, with the exception of the commencement of a new Custom-house and Jetty, the swamp has not yet been drained, and trade is very dull. No better proof can be given of the want of jurisdiction and want of power exercised by the Portuguese Government than in the fact that traders now discontinue to trust their goods to native carriers, who after receiving an advance, have recently adopted a system of throwing down their loads on the road to the Transvaal. The goods are, of course, plundered, and there is no redress to be obtained from the Governor, even from natives whose kraals are in the close vicinity of the "comptoir." The few soldiery eke out their scanty pay by exacting black mail from the natives entering the town gates to trade, another drawback to barter and commercial intercourse.

On the return voyage Inhambane was called at, and Quilimane River again entered by the steam-ship "Natal," and on the 4th (this day) we arrived at Mozambique.

On the 13th February I received a letter from Captain Garrett, of the Royal Mail steamer "Kaffir," reporting a fugitive slave, by name Hamis, was found on board his steamer the day after his departure from Zanzibar, and begging me for instructions as to his disposal.

On questioning the man personally, I found he had been grossly ill-treated by his

master, one Bwana-bin-Abdullah, and as he was working heartily and well on board, I abstained from entering into any correspondence on the matter, but I told Captain Garrett that should the man take service at the Cape he could not well prevent his so doing, and in the case he remained in the ship until her return to Zanzibar, he had better refer the matter to Dr. Kirk, Her Majesty's Consul-General.

None of our cruisers have called at Mozambique this year; Her Majesty's ship "Diamond" is, however, I believe, cruising on the station.

The Portuguese gun-boat "Douro" has returned from Lourenço Marques, and this day, at 2 P.M., the corvette "Mindello" sailed for Ibo.

P.S.—I regret to add that I have found Vice-Consul Manning so seriously ill on my return with malarious fever, that I have at once sent him away in the mail steamer for change of scene to Zanzibar.

No. 155.

Consul Elton to the Earl of Derby.—(Received May 7.)

(Extract.)

Zanzibar, April 6, 1877.

IN continuation of my last General and Slave Trade Report I have to note that on 5th March, having occasion to visit the Governor-General of Mozambique, his Excellency informed me that the nakhoda* of a French dhow in port had been arrested by his directions for buying slaves at Cabaçeira on the mainland for shipment, and that it had been ascertained on inquiry that the prisoner's dhow, as well as two other dhows, one of which was at the time at anchor in the port, lay under strong suspicion of being in league with the Slave collectors of the Umfusi-Kivolani district to ship Slave cargoes from that delta after clearing at the Mozambique Custom-house. The nakhoda was detained in prison; but sufficiently conclusive evidence would appear to be wanting for the conviction of the dhows before a Court of Law, even for intent.

A third dhow (also under French colours when last sighted), it now appears, succeeded, during January, in shipping from the Kivolani River, and according to information obtained at Majunga, Nossi Béh, and from M. Bérard (of the Maison Roux, Frassinet, and Co., of Marseilles, Zanzibar, and Madagascar), landed a large number of negroes at Villamasa, whence they were sent a short distance into the interior, and traded to the Sakalavas at the price of fifteen bullocks per slave. This is the only thoroughly authenticated run, upon a really large scale, which has been proved to my satisfaction to have been effected from the southern Mozambique district during the current year.

On the 14th February the Australian gold-seekers, who arrived from the Zambezi on the 3rd February with Mr. Herbert Rhodes, had sufficiently recovered their health and strength to leave Mozambique for the Natal Colony, the Union Company's Agent having considerably consented to grant them passage tickets at reduced prices. During the past fifteen months none of these men had earned a farthing, for, although Mr. Rhodes discovered payable alluvial diggings in the sand of the Mazoé River, a branch of the River Revubu, falling into the Zambezi, near Bonga's aringa,† about 100 miles south-west of the Portuguese settlement of Tete, in the country of Situngu, a Maviti Chief, yet his party were obliged to retire in the face of the active opposition of the natives, who opened fire upon their camp. Mr. Rhodes, not being inclined to return their attack and perpetuate hostilities, or to punish the negroes more than it was absolutely necessary to do, in order to secure a safe retreat. From his reports it is evident that the Portuguese exercise no manner of "de facto" jurisdiction over the lands bordering upon the upper waters of the Zambezi, and that it would be impossible for any but a strongly-armed body of men, prepared to fight their way, to settle down and work for gold in the country. Two of the party died of fever during the expedition—one near the Kebrabasa Rapids, and one on the voyage from Quilimane to Mozambique.

One of these diggers, however, resolved to remain for a time at Mozambique and prospect from Mwendazi Bay upon seeing specimens of the rocks and alluvial deposit, found in the vicinity of the Sorisa range, collected by me in that neighbourhood last October-November, and Mr. Rhodes agreed to accompany him. I therefore obtained

* Nakhoda (captain).

† Aringa (stockaded and fortified village).

the Governor-General's assent to their plans, and supplied Mr. Rhodes with men who had previously travelled in the country; but the rainy season was too far advanced, the grass breast-high, and the rivers in flood; therefore the party were compelled to give up their project, and returned to Mozambique on 7th March, after a sea voyage of nearly seventy miles in a large open canoe, the only craft obtainable in Mwendazi, and which they had to navigate themselves. Fortunately the weather was fair, and all the party, curiously enough, escaped without fever.

On the 16th March, rumours that I had heard of revived activity in Slave Trade in the southern district were confirmed through a source of local information, in which I have every confidence; and it was reported to me that a dhow, owned by one Abdullah Muatheen, was to load negroes that night at Mji Kwalé, one of the intricacies of the notorious Umfusi-Kivolani Delta,* and would probably sail on the 17th or 18th for Madagascar. I therefore wrote a note to the Governor-General, imparting this information, in which I stated that he would probably himself be already informed upon this Slave Trade matter by his own Agents, yet that, in the possibility of its not having been brought to his notice, I felt sure he would be glad to be forewarned in time to act with a detachment of the naval force then in harbour.† This was at 1 o'clock P.M.

In the evening, Senhor Bastos (the Commander of the corvette "Mindello," and the Senior Naval Officer) called at the Consulate, and after informing me on the part of the Governor-General that the smaller gunboats not being in a fit condition to cruise, the "Rio Douro" would be sent to Mji Kwalé on the following morning with the steam-launch of the "Mindello" to search for the dhow in question, begged me to give him such information as I could respecting the position of Mji Kwalé, Umfusi, &c., and I in consequence supplied him with a copy of Captain Ward's (Her Majesty's ship "Thetis") notes on the locality, recently published by the Hydrographical Department, and such additions as I had made to them from native information.

On the 17th the "Rio Douro" steamed out of harbour at 7 A.M. and returned at about 5 P.M. of the same day, with the report "that she had seen no craft of a suspicious character." Nor was it probable that she could, except through some happy accident, have possibly seen the dhow in question, since the approach of the steamer must have been seen from afar off, when any suspicious craft would at once have been hauled into the mangrove creeks by the Arabs and Mujoges, and no examination of the river beyond its immediate entrance was effected by the steam-launch. In practical cruising, and the ferretting out of slavers from their intricate hiding places, I am afraid we have to expect an inferior result from operations conducted by the Portuguese, to the results we have been accustomed to anticipate from similar expeditions conducted by the British cruisers; the same energy and perseverance are not displayed by the former, they are both dilatory and unacquainted with the many creeks and rivers on the coast, nor are they imbued with the same keenness and spirit, whilst at the same time, as Captain Bastos complains, their ships are unprovided with appropriate boats for the service. The large pinnace carried by Her Majesty's ship "Thetis" would be an excellent model for the Portuguese vessels to be supplied with.

On the 18th the British India Company's steamer "Abyssinia" arrived from Zanzibar and the Madagascar ports, bringing as passengers, Senhor Martins, appointed to act as Curador Grãl, in the Court to be established to carry into execution the Decree of the Carta de Lei of 29th April, 1875, relieving from the servile state, the slaves and libertos of the Portuguese Colonies.

On the 13th March, Vice-Consul Manning returned from Zanzibar in a precarious state of health, and both Dr. Kirk and Dr. Robb (the Agency Surgeon at Zanzibar) wrote to me that I should give him leave to proceed either to the Cape or Europe, as he was quite unfit to withstand the remainder of this unhealthy season; I, therefore, gave Mr. Manning leave to proceed to the Cape in the same steamer (the Union Company's steam-ship "Natal") on three months' leave. My belief is that Mr. Manning's departure was most opportune, for the sickly season has set in at Mozambique with almost the intensity of last year, when Mr. Vice-Consul Dixon died. The hospital is full, and during several days in March almost daily deaths took place from pernicious fever, mostly of people recently arrived from Europe. Mr. Rhodes and Mr. Downie, who have been staying in the Consulate, as well as myself, although

* From north to south:—1. Kivolani; 2. Mchellia; 3. Mlangoni; 4. Umfusi; 5. Mji Kwalé; creeks and entrances of the Umfusi-Kivolani Delta. South of Mozambique, from Mocambo Bay.

† 1. "Mindello," corvette; 2. "Rio Douro," gun-vessel; 3. "Quilimane," steam-ship, useless; 4. "Tete," gun-boat, almost useless; 5. "Seña," gun-boat, useless; 6. "Inhamissenga," schooner, useless; 7. "Affonso Henriques," cutter, nearly worn out.

none of us were attacked with fever, suffered, as well as the other inhabitants of the island, from excessive debility and depression, and the heavy rains effectually prevented any exercise being taken. I, therefore, ventured, being anxious to preserve my health for the inspections of this year, and there being nothing of importance to detain me, to leave the Consulate in charge of Mr. Geoffrey Hoehn, as Pro-Consul, and take advantage of the British India steam-ship "Abyssinia," sailing on the 20th March, to get over the end of the bad season by taking a return passage in her (at my own expense) to Zanzibar, and I was the more induced to do so, as it gave me another opportunity of calling the Governor-General's attention to the recently revived Slave Trade south, of obtaining information upon the Madagascar coast regarding slaves imported, and also of communicating the present situation of Slave Trade matters in the Channel to Her Majesty's ship "Philomel," Mozambique not having been visited by any of our cruisers since November last.

I accordingly wrote to Mr. Geoffroy Hoehn (Inclosure 3) begging him to act as Pro-Consul during my short absence, and to his Excellency the Governor-General (Inclosure 1); and, in reply to the latter, I received a friendly note from General José Guedes wishing me a pleasant voyage, and assuring me of his continued help in all Slave Trade suppression.*

Leaving Mozambique on the 20th at daylight, Majunga was reached on the 22nd, where Her Majesty's ship "Philomel" was at anchor; and I carefully explained to her commander, Captain Boys, the rumoured movements of the slavers south of Mozambique, and prevailed upon him to go across to coal at Mozambique, and then cruise in the fairway in the manner adopted with so much success during 1875-76 by Her Majesty's ship "Thetis."

Neither here nor at the French Colonies of Nossi Béh or Mayotte did I observe any recently-landed negroes from the mainland, and I have every reason to believe, notwithstanding the successful run of slaves made to Villamasa (*vide* second paragraph, *ante*) under Sakalava rule, that the Hovas upon the West Coast, wherever their rule is paramount, are endeavouring to maintain the provisions of their Treaties made for the furtherance of the suppression of the Slave Trade with the British Government. Doubtless the Sakalava ports eagerly welcome Slave dhows, and the large price, fifteen bullocks, offered for slaves all round, men, women, or children, is a great inducement to traders, who are said to avail themselves of the occasions when the cruisers proceed to Majunga to meet the mail steamers for attempting their runs.† Indeed, it has been reported of late to be a common custom for the large dhows bound to Madagascar from Zanzibar to call in at ports in the Mungao district, or between Cape Delgado and Ibo, where, fearing to risk their own bottoms and cargoes to the possibility of capture, they engage an agent on a partial advance to buy slaves on their account, run them across in a crazy craft to Madagascar, and dispose of them to the northern Sakalavas for bullocks. Subsequently they pick up the agent, settle with him, ship the oxen as if purchased, and dispose of them at a large profit. However, there would appear to have been much loss incurred in this branch of commercial activity, the advances being frequently pocketed by the agents, and stories invented of imaginary shipwreck or capture to justify the non-appearance of oxen at the port fixed upon by agreement; hence distrust here helps us, and in our dealings with the Madagascar Slave Trade from the southern district of Mozambique, one of the greatest advantages we have consists in the want of sufficient capital on the part of the dealers, many of whom, being "little men," have abandoned their old trade and taken to lawful commerce in sheer fear of eventually finding themselves beggared and without the means of recovery by other sources of money-making.‡

I was very careful to inquire into the truth of the reports relative to slaves being shipped from the vicinity of Mungao and Cape Delgado to Mohilla, and thence being forwarded to Mayotte with passes from the Queen of that island, under her seal, as free labourers, and I believe them to be unfounded upon fact. The Queen of Mohilla I found on a visit to Mr. Sunley at Johanna, and Mr. Sunley assured me that the only dhow which had proceeded from Mohilla to the mainland to seek slaves

* I also wrote to the Governor-General (Inclosure No. 2) relative to the buoying of Delagoa Bay. My previous suggestions having led to the buoying of Mozambique harbour, which has been long ago completed.

† The "Villamasa" dhow was run in January, whilst Her Majesty's ship "Diamond" was anchored at Majunga, and Her Majesty's ship "Lynx" lying at Nossi Béh, awaiting the British India Company's mail steam-ship "Cashmere."

‡ Were the Portuguese to open some of their rivers to lawful trade, under inspection, yet for a time waving elaborate customs regulations, the commerce of the coast would rapidly develop. They should act on the policy of the proverb, "That it is bad to ride a colt when too young."

had been obliged to return empty, owing to our men-of-war having been seen upon the coast about Mungao.

Inclosure 1 in No. 155.

Consul Elton to the Governor-General of Mozambique.

Sir,

Mozambique, March 19, 1877.

I BEG to inform you that I have availed myself of twenty-six day's leave of absence from my post, and purpose leaving Mozambique to-morrow morning in the British India steam-ship "Abyssinia" for Zanzibar, viâ the Island of Madagascar, returning here on the 15th April in the British India steam-ship "Cashmere."

During my absence, I have placed M. Geoffroy Hoehn, of the Maison Fabre et Fils, to act for me as Pro-Consul in so far as relates to matters connected with shipping, the mail-steamers, and the giving of assistance to any of Her Britannic Majesty's vessels of war which may perchance visit this port.

I gladly avail myself of this opportunity to express to your Excellency the obligations under which I feel myself bound towards your local Government for the cordial assistance I always receive in carrying out any suggestions I make in aid of the furtherance of the object Her Majesty's Government holds always in view, namely, the suppression of the Slave Trade; and I feel sure that it is almost unnecessary on my part to mention that the Kivolani Slave Trade and that from Mji Kwalé are reported to show signs of active revival, knowing, as I do, your Excellency's anxiety, and that of the officer commanding your naval station, to forward suppression, but I cannot conclude without assuring your Excellency of the sentiments of my highest consideration.

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

Inclosure 2 in No. 155.

Consul Elton to the Governor-General of Mozambique.

Sir,

Mozambique, March 19, 1877.

YOUR Excellency has, most obligingly, always taken in good part any suggestions I may from time to time have made for the promotion of commercial and shipping interests upon the East Coast. I therefore, after careful inquiry, would venture to assert that, according to the practical experience of the mail-steamers, the entrance to, and the coming out from, the Portuguese port of Lourenço Marques would be greatly facilitated by the placing in position of the following buoys, namely:—

1. Buoy off extreme north end of Cockburn Shoal.
2. Buoy off extreme south end of Hope Shoal.
3. Buoy off extreme south end of Shefeen Shoal.
4. Buoy off extreme edge of Reuben Point Spit.

And I need hardly quote the much-to-be-regretted loss of the "Triomphante" as excuse for my present letter.

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

Inclosure 3 in No. 155.

Consul Elton M. Hoehn.

Sir,

Mozambique, March 19, 1877.

I HAVE the honour to beg that you will act for me during my absence of twenty-six days to Madagascar and Zanzibar, as Pro-Consul for Her Britannic Majesty in so far as relates to shipping, the mail steamers, and the tendering of assistance to any of Her Britannic Majesty's vessels of war, which perchance may visit this port.

I would also beg you to ask for letters at the post-office of Mozambique after

arrival of the Union Company's steam-ship "Kaffir" from the Cape, and forward them to me by Captain Garrett to Zanzibar, and give him the inclosed letter.

In accordance with the decision you arrived at this day at our interview, I have intimated to the Governor-General your consent to accept the temporary Pro-Consulship, but I shall require your answer in writing for transmission in copy to the Foreign Office, London.

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

Inclosure 4 in No. 155.

M. Hoehn to Consul Elton.

Monsieur,

Mozambique, le 19 Mars, 1877.

J'AI bien reçu votre office de ce jour, et j'accepte à vous remplacer en tout dont je serai capable de faire, soit pour vos navires, soit pour autre chose.

Toujours à votre service, &c.

(Signé) G. HOEHN.

No. 156.

*Sir J. Pauncefote to Consul Elton.**

Sir,

Foreign Office, May 11, 1877.

I AM directed by the Earl of Derby to transmit to you herewith, for your information, copies of an Order in Council, passed on the 30th ultimo, applying to certain parts of Asia and Africa, the provisions of the Act 39 and 40 Vict., cap. 46, "for more effectually punishing offences against the laws relating to the Slave Trade."

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 157.

Consul Elton to the Earl of Derby.—(Received June 4.)

(Extract.)

Mozambique, April 23, 1877.

I HAVE to acknowledge the receipt of despatch of the 2nd March last, from Sir Julian Pauncefote, acknowledging my despatch of the 4th January, covering the report of my visit to the northern portion of this Consular district, and sanctioning my undertaking the tour of inspection as proposed therein.

By the same mail I also received despatch informing me that the Lords of the Admiralty had instructed the Vice-Admiral commanding the East India Station to place a vessel at my disposal, to enable me the more effectually to call at the ports south of Mozambique suspected of connection with the Slave Trade, and I would venture, whilst thanking your Lordship for the unqualified approval accorded to my plans for 1877, at the same time to express the sense of obligation under which I feel myself placed by the appreciation of my services in forwarding the anti-Slave Trade policy of Her Majesty's Government, conveyed to me by your Lordship's direction, in despatch of February 21, an appreciation which I hopefully trust my future conduct of affairs within this Consular district may continue to merit from the Foreign Office.

In regard to the working of the Portuguese laws of April 1875, entirely abolishing the *status* of slavery in the Portuguese possessions a year after the date of publication (deferred subsequently at Mozambique until the end of January 1877, before legally coming into force), I shall on my return from my approaching journey work into proper form a careful report based upon such notes as from time to time I may be enabled to take down from my own observations and experiences of the manner in which the provisions of the laws in question are carried out, and of the condition generally of the slaves and libertos who should properly be emancipated under its

* Similar despatches were addressed to Dr. Kirk, Consul Pakenham, and Consul Miles.

operation; but although I had the honour to report that Senhor Martius, the Curado-General under this law, had arrived here from Lisbon by the steam-ship "Abyssinia," and I therefore sincerely hope the new system will rapidly be established in Mozambique itself, and by degrees in the principal "comptoirs" upon the sea-board of the Portuguese possessions, nevertheless I should possibly mislead Her Majesty's Government should I at the present time omit to state that beyond the reach of these "comptoirs," and within the northern parts of the district termed Zambezia, internal Slave Trade is still, and has been, without cessation, actively carried on by and through Portuguese subjects, and furthermore, that the fact of such trade existing is, to all appearances, unaccountably ignored, overlooked, and practically left unnoticed (in so far as I can ascertain) by the Governors of Sena and Tette in their reports to their Government.

The Australian gold-seekers recently returned from the Upper Zambezi passed a caravan of negro-women slaves and children fastened together in strings of five or six, captured from the country above Tette stretching away towards the Lake Nyassa, in the neighbourhood of the Maganja Range. This caravan was convoyed by native overseers acting as agents, representing the interests of Portuguese owners and employers, and they were on their way to Zumbo, viâ the northern limits of the Banyai country, called Shiddim, for the purpose of bartering slaves for ivory in the country lying west and north-west of Zumbo, and this trade, peculiarly consisting, in the first instance, of the capture or the purchase of female slaves with cotton goods, guns, or powder, and subsequently in their exchange for ivory, I have it in evidence still flourishes in this locality. Yet in the country south of 16° 20' south latitude, in the Mashona and Matibili country,* slavery, as carried on *sub rosa* by the Portuguese throughout the Valley of the Zambezi River, virtually does not exist, excepting in a mild domestic form.

It also now appears that, notwithstanding the correspondence between the Governor-General and the late Acting Governor of Quillimane respecting the slaves brought down the Zambesi for sale by the Chief Matapiri, all the slaves in question were eventually purchased, or, as it is here put, "ransomed," by Portuguese colonists, although at such reduced prices from those formerly in vogue that the Chief will probably not again engage in similar speculations. Thus the equivalent of the prohibition issued by the Governor-General has been in practice far from what his Excellency intended it to be, and has been clearly interpreted as simply conveying a warning: "Never mind this time, but you mustn't do it again."

In conclusion, my Lord, I would, however, deprecate the sensational and public accusations oftentimes brought against the Portuguese Government for the lack of good faith and occasionally hurriedly entertained by the British public without adequate supporting evidence being sought out.† I believe in the anxiety and *bona fides* of the efforts of the Lisbon authorities in their endeavours to suppress Slave Trade, and in the truth of Senhor Corvo's remarks before the Lisbon Chambers, and I take it that the Portuguese Government is fully convinced that the time has arrived when European feeling demands suppression, yet there is no hiding the fact that the jurisdiction of the Mozambique authorities does not extend in its integrity far beyond the coast "comptoirs."

Note.—In Inclosure No. 3 will be found extracts from publications in the Mozambique "Official Boletims" for 1877 respecting the working of the Law of April 1875, entirely abolishing the status of slavery, &c., within the Portuguese possessions.

P.S.—May 1. Steam-ship "Kaffir" arrived from Cape late and leaves in a few hours. Inclosed paper announces annexation of Transvaal Republic.

* *Vide* the very excellent map of the country between the Vaal and Zambezi Rivers, comprising the Transvaal and gold regions in South-East Africa, compiled by the late Thomas Baines, F.R.G.S., and recently published by Edward Stanford, Charing Cross, price, mounted, 26s., a copy of which I would beg to be supplied with for Her Majesty's Consulate.

Confidence may be placed in the geographical portion of Mr. Baines' posthumous work, "The Gold-Fields of South-East Africa," but his mining reports should be received with caution.—F. E.

† Whatsoever questions, nevertheless, have been raised by British pens against the Portuguese on the East Coast of Africa, English and Scotch criticisms have been fairly outstripped by the strictures of the Lisbon newspapers. *Vide* Inclosure No. 2.—F. E.

Inclosure 1 in No. 157.

Extract from Senhor Corvo's Speech of February 15, from the "Diario da Camara dos Senhores Deputados," p. 316.

(Translation.)

IT is indispensable that alliance and union should exist between the English and Portuguese Governments in order to suppress the most odious traffic in slaves in Africa, and it would be easy for me to demonstrate that those who attempt to arouse a want of confidence or a feeling of resentment between the new nations follow the wrong path by giving on more than one occasion rise to grave difficulties.

Inclosure 2 in No. 157.

Extracts from the "Boletim Official" of March 26 and April 2, 1877.

(No. 1.)

(Translation.)

THE Governor-General of the Province of Mozambique determines as follows:—

The Bachelor of Arts Antonio Martins dos Santos Correa, appointed "Curador Geral" (Protector-in-chief) of the individuals subjected to the care of the State ("tutella publica") in this province by the Decree of the 8th November of last year, has reported himself, and it is convenient to order that he assumes his duties.

(Signed) JOSE GUEDES DE CARVALHO E MENEZES,
Governor-General.

Palace of Mozambique, March 20, 1877.

(No. 2.)

Circular.

His Majesty the King, through his Secretary of State for the Colonies, &c., recommends to the special attention of the Governor-General of Mozambique the strictest and most vigorous observance of the provisions of the rules laid down by the Law of the 9th April, 1875, which abolishes the servile condition in the Colonies, especially with regard to the transport of labourers or servants ("serviçaes"—those serving) in vessels of every nationality.

(Signed) JOAO DE ANDRADE CORVO.

The Palace, January 8, 1877.

(No. 3.)

The Governor-General of the Province of Mozambique orders as follows:—

The Protector-in-chief of the Individuals subjected to the care of the State, in obedience to the Law of 29th April, 1875, having assumed office:

It is convenient to order that a Commission should be appointed for the Provincial Regulation of the said Law and of the Regulation laid down on 20th December of the same year, which shall be composed of—

The Judge of the Sessions, Bachelor of Arts Dr. José Manoel Chrispiniano de Fonseca;

The Protector-in-chief, Bachelor of Arts, Antonio Martins dos Santos Corrêa;

The Secretary of the Junta da Fazenda, F. C. de Silveira Estrella;

The Treasurer-General, Adolpho J. P. de Magalhães; and

The Director of Customs of this city, Francisco de Menezes Meyrelles do Canto e Castro;

Who will elect amongst themselves a President and a Secretary.

The authorities to whom this announcement arrives will attend to and obey it.

(Signed) JOSE GUEDES DE CARVALHO E MENEZES,
Governor-General.

*Palace of the Governor-General of Mozambique,
March 31, 1877.*

No. 159.

Consul Elton to the Earl of Derby.—(Received July 2.)

My Lord,

Mozambique, May 14, 1877.

IN obedience to despatch of the 23rd March directing me, by your Lordship's instructions, to supply additional information as to the times kept by the Union and British India Steam Companies respectively in the performance of their mail contract service on the East Coast of Africa, for the past and current years, so far as it may be in my power to do so, I have the honour to inclose two Returns, one of the British India Company's Service for 1875, 1876, 1877, and the other of the Union Company's Service for the same years.

I have not, however, judged it was required from me to transcribe the various dates of actual arrivals and departures, which would entail making fresh working time tables for each year, believing that the information required is rather of a broader character for the information of the Principal Secretary of State for the Colonies than for the mere clerical correction of the Steam-ship Companies' Tables, and I trust that I am not incorrect in this appreciation of your Lordship's instructions.

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

Inclosure 1 in No. 159.

STATEMENT of the British India Company's Steamers' times, according to Working Time Tables issued.

East Coast of Africa Royal Mail Service.

1875.	1876.	1877.
Correctly kept.	Correctly kept.	Correctly kept.

Mails have occasionally failed to catch the Peninsular and Oriental Steam Navigation Company's steamers at Aden, I believe.

One failed to connect in February last, notably, but this is ascribed by the British India Company to the disinclination evinced by the Peninsular and Oriental Company to give them any grace. I have, however, no means of reporting decisively upon this subject.

No Post Office Time Tables have been received at Mozambique.

(Signed) F. ELTON,
Her Britannic Majesty's Consul at Mozambique.

Mozambique, May 14, 1877.

Inclosure 2 in No. 159.

UNION Company's Steamers' Times, according to Working Time Tables.

East Coast of Africa Royal Mail Service.

1875.	1876.	1877.
Tolerably kept. Failed to connect at Zanzibar in September or October. Missed Delagoa Bay once.	Well and correctly kept. The service to Inhambane and Quilimane, which by sub- contract only involved a delay of six hours, outside the bars, was practically of no good. Ibo was touched at twice. Delagoa Bay regularly.	Correctly kept. Service established in Feb- ruary to enter Quilimane and Inhambane Rivers. "Cabotage" permitted by Por- tuguese Government, and pilot and port dues remitted. Large cargoes continually carried down. Great deve- lopment in trade. Ibo discontinued for the pre- sent, for want of sufficient inducement.

No Post Office Time Tables received at Mozambique.

I would beg to testify to the extreme civility of the Union Company in calling twice at Ibo and once at Mchinga for Dr. Kirk and myself, for the good of the public service.

The Consul, Vice-Consul, and servants or carriers, attached to the Consulate at Mozambique, have the privilege of travelling at half-rate of fares upon the coast, between the limits of Zanzibar and Natal.

(Signed) F. ELTON,
Her Britannic Majesty's Consul at Mozambique.

Mozambique, May 14, 1877.

No. 160.

Consul Elton to the Earl of Derby.—(Received July 2.)

My Lord,

Mozambique, May 28, 1877.

I HAVE the honour to inclose a Report on a recent visit made by me to Kivolani, in pursuance of my plans for inspection for the current year in furtherance of the suppression of the Slave Trade, and I believe your Lordship will consider that a very important point has been gained in securing the Portuguese occupation of Mokambo Bay.

Inclosures 3 and 4 speak for themselves, and I am glad to say that at an interview with the Governor-General I had on the 25th instant, his Excellency assented fully to both my suggestions therein contained, and confirmed his former promises.

Inclosure 7 I wrote to the Governor-General on the occasion of Her Most Gracious Majesty's birthday, and upon the 26th I had the honour of entertaining at dinner at Her Britannic Majesty's Consulate the Governor-General and his staff, the Secretary-General, the Chief of the Naval Station and two of his officers, the Commander of the garrison, the Director-in-chief of the Customs, the French and Greek Consuls, the Port Captain, the Secretary for Native Affairs, and Messrs. Rhodes, Downie, and Høehn. The Portuguese flags were hoisted over the public offices and the Palace of San Miguel on this day, the "Mindello" and the gun-boats in the harbour were dressed, whilst at noon a Royal salute of twenty-one guns was fired from the fort of St. Sebastian, and taken up and repeated by the corvette "Mindello."

On the 22nd instant, at 2:35 A.M., there was a severe shock of earthquake in the island. The vibration lasted for about two minutes, but it was not of a character to occasion any continued alarm, nor did it cause any damage to property.

There is nothing further of note to report to your Lordship with the exception of the passing visit of a Brazilian corvette the "Vital de Oliveira," commanded by Captain Luiz Piquet. She was from the Cape, coaled here, and left on the 25th for Goa and Bombay. I regret that I was unable to call upon her Commander, but being confined to my room, and suffering from a slight attack of fever at the time of her arrival, I requested Mr. Høehn to act as my substitute, and apologize for my non-appearance.

I am hourly expecting the arrival of Her Majesty's ship "Lynx," and in readiness for my journey south and to the Nyassa. A few matters of interest contained in Dr. Stewart's last letter from Livingstonia I beg to inclose.

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

P.S.—The Report on Kivolani has been read by the Governor-General, and is approved by him.

F. E.

Inclosure 1 in No. 160.

Report on Visit to Kivolani, Mokambo Bay, &c.

IN a former despatch allusion was made to a dhow reported to have entered the Yasa Creek for the purpose of shipping a slave cargo, already said to have been procured in Mokambo Bay.

It was current in Mozambique, and formed the subject of an article in one of the local papers, having reference to the recent debates in the Lisbon Chamber of Deputies relative to Captain Cameron and Mr. Young's assertions, that the Portuguese Government was constantly compelled to expend large sums of money in fruitless cruises for the suppression of an imaginary Slave Trade, the existence of which, for some incomprehensible reason or other, it appeared to be the interest of the British Government to assume, and the recent visits to the Yasa were cited as expeditions made upon mere hearsay and worthless evidence to a creek which it was now proved was absolutely impracticable of entry by any dhow, &c.

I therefore determined, without stating my intention, in the first instance, to anyone in Mozambique, to verify the truth of the Yasa story upon the spot itself, and upon the arrival of the mail I sent off a message to the Sheikh of Mosengeri, Abdullah bin Yusuf, more commonly known as the Sheikh of Sancoul, to the effect that I purposed availing myself of a long standing invitation which he had given me about a year and a-half ago to visit the mainland, and which at that time I considered it prudent to decline.

This Abdullah bin Yusuf I had long ago discovered to be identical with Mkubwa Muntu, who shipped some 240 slaves from Kivolani in 1873, who were captured and conveyed to Natal by Her Majesty's ship "Briton," and there made the subject of a Court of Inquiry, of which Colonel, now General, B. P. Lloyd, Mr. Warwick Brooks, since dead, and myself were members, and I endeavoured subsequently to being appointed Her Majesty's Consul at Mozambique to press the case against him through the Governor-General's influence, but on finding that many technical points of Portuguese law promised an interference that would entail a voluminous correspondence without the hope of any adequate example resulting as final outcome for the trouble, I tacitly coincided with the Governor-General's opinion "that he thought it would be the best policy to let the matter die a natural death, as many local ill-feelings might possibly be revived even in Mozambique itself by raking up by-gones, and the proof would be most difficult, &c." One point was, however, already gained, Abdullah bin Yusuf, perfectly aware that I knew most of the ins and outs of this shipment, obsequiously volunteered of his own accord to assist my inspections in the interior, and actually did give me assistance to some extent, for although he saddled me with some rather dangerous and difficult men on my last journey to the Tugulu country, I have no reason to believe that he did so with any malevolent intention.

On the following afternoon the messenger returned with a large lateen-rigged boat under the orders of the Sheikh's head men, with a cordial invitation to me to cross on the following day to the mainland and carry out my proposed visit. I kept him and his followers for that night at Her Majesty's Consulate, and on the next day, the 3rd of May, I sailed with my friend Mr. Downie, and nine Zanzibar men armed with Snider rifles, for Sancoul. We reached the small village of that name about 3 P.M., found carriers awaiting us on the beach, and after a walk of an hour and a-half through a well-cultivated country, through which a broad path had evidently been cleared that very morning the whole distance for our benefit, we reached Mosengeri, a large scattered group of villages sheltered by thick cocoa-nut groves situated some hundred yards only from the north shore of Mokambo Bay. Here we pitched our camp near a house which the Sheikh placed at our disposal, and were furnished with everything the place produced. I dismissed the Chief until we had time to put the things in order, bathe, and dine. At 8 P.M. I received him

formally with about twelve of his principal men, and had to submit for more than an hour to strings of questions relative to Zanzibar and to my recent visits to the Chiefs in the north. I then detailed to the audience my plans for the present year, and dwelt at length upon the certainty of the Portuguese Government effectually stopping all slave export from this coast to Madagascar, citing in proof of my statements the recent arrival of more Portuguese ships and the steam-ship "Africa" with officers, troops, money, materials, and stores for Mozambique. This change I asserted was mainly owing to the determination of the Portuguese not to be backward in assisting the policy of their friends the English when they saw the Sultan of Zanzibar and the Khedive of Egypt engaged actively in the same work respectively on the Zanzibar coast and in the Red Sea. I did not care to draw any information at this first interview, but sent the assembly away in the best humour possible after reading them some Swahili stories from the Arabic—Bishop Steere's later collections.

The next morning, the 4th, Mr. Downie and myself visited the Matondwi entrance of the Yasa, which we found to be perfectly open for large dhows at springs and to smaller dhows at high-water neaps, in fact, whilst we were wading about amongst the mangroves near the entrance, two fishing-boats and a large launch absolutely entered the Khor and proceeded inland for a considerable distance. Subsequently the Sheikh frankly owned that the dhow in question had come into the Khor by the Yasa mouth late one evening having, it was said, previously made arrangements for shipping her slaves thence, and that on the following day one of the Portuguese gun-boats appeared off the Peel Bank evidently with the intention of examining the creek, but the wind being on shore and the sea breaking heavily with a falling tide she retired. There being no doubt about the object of the gun-boat's visit, the dhow hauled out directly the next tide served and got back, so he supposed, into one of the numerous creeks in Kivolani Bay (marked upon the chart as Port Mokambo).

We were afterwards able to inspect the three entrances of the Yasa Khor—Matondwi, Yasa, and Panya—east to west, all of them creeks perfectly capable of secreting a slaver, and, according to the Sheikh's confession, had all three in past years been frequently in use for the shipment of slaves.

I, however, had no intention whatever of contenting myself with simply settling the Yasa question to my own satisfaction and then returning to Mozambique, having made up my mind before starting to break ground on my southern inspection, obtain what information I could about Kivolani Bay, and, at the same time, do my utmost to effectually compromise the Sheikh. I contented myself for two days, however, with working back to the north-east inland, so as to ascertain whether it appeared probable that Maziza, or any of the Makuas near the Matipa (Pão Mountain), were in the habit of sending slaves across the creeks and marshes to the neighbourhood of Mosengeri itself for shipment, and, I am glad to say, found no traces of any such traffic being carried on. Had I found traces of its existence, it would have greatly shaken my faith in the Sheikh, who, on further acquaintance, positively assured me "that he had not been actively concerned in any venture from Mokambo since the unfortunate one of 1873, and that this last dhow had been sent up from the Kivolani, because Kivolani Bay had been frequently visited of late by the Portuguese gunboats. The intention was to march the slaves by land along the northern margin of the bay to meet her at Yasa, and this plan had been adopted by Maridi, the great slave supplier at Kivolani, in order to divert attention from the creeks in his immediate neighbourhood, and, if possible, to throw the blame upon him, the Sheikh, because of his refusal to shelter him any longer with respect to such dealings."

After this statement, and on ascertaining moreover that Abdullah's authority as Sheikh was recognized by the Portuguese Government over the whole of Mokambo and even so far as the Mafetha River, south of Ras Mtende (Bajone Point), I insisted upon being taken to Kivolani, and in order to provide an argument to clinch matters, sent over some wild ducks I had shot on the evening of the 3rd to the Governor-General with a note informing his Excellency rightly respecting the Yasa dhow, telling him of my whereabouts, and stating that I was positively going on to Kivolani with the Sheikh before returning to Mozambique. However, Abdullah bin Yusuf did not at all relish my proposals, and on the morning of the 5th, after listening for the second time to a long string of excuses, "no boats, strong wind, very hot weather, &c.," I asked the Sheikh if he knew what I had written on the 3rd to the Governor-General:—"To make him a present of game," the Sheikh suggested. "Not at all," said I. "I wrote to inform him you and I were going to Kivolani, and unless you take my party to Kivolani to-morrow, I shall go straight back to Mozambique, but not in your boat; tell the Governor-General you deceived me; that you are still either screening the slave-dealers around you as of

old; or afraid of moving about freely in the district you are supposed to govern, and that the best thing possible will be to upset you quietly as incapable and untrustworthy and put another man in your stead, and I promise I won't let the matter drop out of my memory."

After this speech I left for the day, and only returned to camp late and tired; however, as soon as the Sheikh heard we had dined, he paid our quarters a visit, and completely gave in with good grace; told us "he had arranged a boat and guide, that we should all go to Kivolani the next morning, and trusted we were friends, &c."

On the next morning, the 6th, a large open boat was in readiness, and leaving two men in charge of the camp, the rest of the party embarked about 6:30 A.M., the Sheikh accompanying us to the beach, whence we were carried a considerable distance through the shallow water to the anchorage. However, when everybody was on board, there was no Sheikh to be seen, and his head man quietly gave the order to get under weigh. This was rather too bad, and it caused a vexatious delay of nearly an hour, but a message to Abdullah that I was waiting for him, and that if he did not come I should send on shore for my baggage and sail back at once for Mozambique, shortly produced him, and with the Sheikh once fairly on board, I felt I had already succeeded in my plans.

Up to the last our host was evidently loth to compromise himself, and, like all of his race, preferred playing "fast and loose" to committing himself irretrievably to a policy; but once fairly in for a visit to Kivolani, he accepted the position, and gave me a great deal of valuable information respecting the different rivers and creeks, &c.

The port we made for was under the Rasi Kisarahondo, where there are wells and a small fishing station, and thence our journey lay by land, through heavy sand and mangrove swamps, to avoid the long beat necessary to fetch round Rasi Kalajula. The first slaving khor (with evident signs of recent use) was passed after fifteen minutes' walking. The second, Namgumwiri, where a large dhow was burned by Her Majesty's ship "Thetis" in 1875, after thirty-five minutes. Three-quarters of an hour further brought us clear of the mangroves, and forming up our party—the Sheikh and ourselves leading, and our respective followers, about eighteen armed men, following us, two abreast—we passed through Umkusi village, but found the settlement almost deserted, probably owing to the exaggerated reports of the strength of our party given by the fishermen we had sent ahead to announce our coming.

A little more than an hour from our anchorage at Kisarahondo, Mabiki, a clean little settlement on rising ground, was passed, where the people came out rather suspiciously to watch our movements, and then we descended into and waded through Mabiki River.

This Khor and Mara Mpigu, passed at an hour-and-a-half from the starting-point, are the two most notorious creeks for Slave Trade export in the Mozambique Channel, with the exception of the Umfusi, and perhaps the Moma and Maravoni. Around Mara Mpigu lies a broad sandy plain, roughened with broken quartz and pebbles. On the right, to the north and to the front, rows of cocoa-nut trees shelter the numerous "makuti,"* roofed hamlets of Kivolani, a considerable settlement, clean and well-kept, regularly built, and boasting in a few pretentious houses in coral-rag, constructed with covered porches and raised "barazas,"† after the style of Zanzibar architecture. Beyond the palms shine the blue waters of the bay, its opposite shores fringed with casuarina trees; and away in the far distance the remarkable outlines of the Mesa and Matibu (Pão) Mountains are distinctly visible against the sky-line. To the left the land is divided into numerous and carefully-cultivated rice-fields, bounded by high ground at about three miles distance, where the "mashamba" are visible in which the slaves are kept whilst waiting for the arrival of a Madagascar dhow. We walked to the extreme end of Kivolani, and sat down on the edge of the bay in the porch of Maridi's‡ house, although the master, his servants told us, had deserted not a quarter-of-an-hour before our arrival, fearing to be made a prisoner. He had evidently been alarmed whilst playing at "bão,"§ the beans being scattered amongst the holes on the board as in a half-finished game. His two children were there, however,—one a smart boy, from whom I bought a large jar of deliciously cool water for a couple of shillings. The jar our party must have emptied two or three times, for the heat was most oppressive, and they eventually carried it away refilled to the boat.

* "Makuti." leaves of the cocoa-nut tree; hence dwellings thatched with the same.

† "Baraza," a stone bench outside the house, where the master sits to receive friends. "Mashamba," "Shamba," pl. "Mashamba," = plantation, farm, piece of land in the country.

‡ "Maridi," Arabic. The Makuas know this man as "Molivilai," and as "Molidi Mlai," = "Molidi," or "Moridi," the son of "Vulai."—ABDULLAH BIN YUSUF.

§ "Bão," a board with thirty-two small holes, for playing a game with the seed, called "Komwe."

After resting some time and observing that Matibu lay from the house 10° west of north (magnetic), and Mesa 28° east of north, also that from the same spot the Manangomi River appears to enter Kivolani Bay to the west south-west, and that the mouth of the Lungu is visible to the eastward of the former, we turned to retrace our steps, and upon the sandy flat were met by a deputation of the principal inhabitants, half-caste Arabs and Mujoges, who, attired in their best, most gorgeously, with swords and "jambias,"* had at last, but evidently not without taking counsel together about the matter, thought it safe to put in an appearance. When we saw them coming I recommended a halt, and told the Sheikh he should now act his part of great man, and that I was only his friend and guest; and this he did perfectly, putting down the leading man and spokesman very neatly and bringing him to his bearings properly by inquiring who he had been afraid of, and why Maridi had chosen to run away, &c. He then presented me to the group, and they accompanied us so far upon our way as the village of Mabiki, where we gave them leave to return to Kivolani.

Shortly after passing Mabiki we struck to the right, avoided Umkusi and followed the higher road connecting with the Mashamba on the highlands near Kivolani, and by which the slaves are usually marched down to Namgumwiri, and the Khor we first passed at the beginning of our journey, our guide being the very man who some few years ago managed the slaving business for Abdullah bin Yusuf himself on shares.

Sailing from Kisarahondo we distinctly passed from Rasi Fugu on our return voyage to Mosengeri, the mouths of four rivers.

1. The Nambiriwiri;
2. Nogouya;
3. Marombi;
4. Unambo;

whilst between Ras Kisarahondo and Ras Mtende (Bajone Point) the two entrances of the Pilane River and the mouth of the Bajone were descried.

Mosengeri we could not fetch, owing to the night being cloudy and dark, so we landed a little to the east of Nambiriwiri shortly after midnight, after the most frightfully hot day I think I have ever experienced as yet in Africa. The Sheikh was so completely knocked up that he slept at a village where we landed and refused to budge an inch, but after being cramped in the boat we were glad of the chance of stretching our legs with a smart two-mile walk to Mosengeri, where, after setting the cook to work, we bathed, dressed, and sat down to dinner about 2 A.M. on the morning of the 7th after a long, tiring, but satisfactory day's work.

When the Sheikh returned to his house in the early morning I found him a completely altered man, ready to give me every information and resigned to his new position upon the side of suppression. He was profuse in his offers of service and assurances of friendship, refused to take any payment whatever for his provisions, boats, men, goats, fowls, &c. (he had fed the whole party during the visit), and appeared rather sad when everything was packed away on board the boat, and we took leave of him to return to Mozambique.

Our voyage back was round Sancoul Point, and thus we were enabled to narrowly inspect Matoudwi, Jasa and Panya, the three embouchures of the Jasa Khor, and were perfectly satisfied with the truth of the Sheikh's assertion that ten or twelve dhows could be hidden away with ease, with their masts struck under cover of the mangroves waiting for slaves without any one being the wiser, so long as the natives in the neighbourhood were "squared."

Mozambique was reached the same afternoon at 4 P.M., and at the Club in the evening I related our experiences to Senhor Bastos, the Commander of the corvette "Mindello," and the Portuguese Senior Naval Officer on the station.

On the 8th I called on the Governor-General and had a most satisfactory interview with his Excellency, who was evidently pleased at the information I brought back and at my conviction that two small forts, one at Kisarahondo and the other at Rasi Fugu, with a code of signals and a steam launch to keep up communications between them and Mozambique would effectually render the illicit Slave Trade carried on from Kivolani Bay and Mokambo an utter impossibility for the future, and so do away with the discreditable fact that the greater part of the export Slave Trade from the Portuguese Possessions of Madagascar has notoriously of late years been carried on in the close vicinity of Mozambique itself.

So warmly, indeed, did his Excellency take up the subject that on the 11th in Council it was decided that the Director of Public Works, Major Machado, should at once take the matter in hand. Plans, specifications, and estimates are ordered, and construc-

* "Jimbias," a curved dagger, always worn by Arabs of Muscat origin.—BISHOP STERRER.

tion is to be commenced at the earliest possible date, the money being already provided for in the recent vote of 3,333*l.* for fortifications from the apportionment of the Colonial Loan lately raised by the Portuguese Government assigned to Mozambique.

On the 13th and 14th the Sheik called upon me at Mozambique—and upon the 14th remained at the Consulate for a couple of hours—writing introductions for me to the Chiefs south who will be shortly visited in Her Majesty's ship "Lynx," and giving me besides a great deal of valuable geographical information. On his departure I presented him with a double gun (value 8*l.*) in return for his hospitality and aid, and to this sum, as I was not permitted to pay for anything whatsoever upon the journey, the expenses of this short expedition are limited.

I should not omit to state that Abdullah-bin-Yusuf told me with evident pleasure that he had never been so well received by the Governor-General before as upon his last visit on the 13th or the 14th), and that his Excellency had expressed to him his satisfaction t the assistance he had rendered to the English Consul.

(Signed) F. ELTON.

Mozambique, May 21, 1877.

Inclosure 2 in No. 160.

Consul Elton to Senhor Menezes.

Sir,

Mozambique, May 14, 1877.

REFERRING to our interview on the 8th instant, and to the chart of Mokambo Bay, with a few corrections of names thereon, which I then placed in your Excellency's hands, I now beg to forward, as I then promised, as complete an additional list of names and corrections as I have been able to compile relative to the localities immediately south of Mozambique.

Trusting that the list may prove of some small utility to your Excellency, and hoping soon to supplement its information during my approaching voyage to the south in Her Britannic Majesty's ship "Lynx," I beg, &c.

(Signed) F. ELTON.

Inclosure 3 in No. 160.

List of Corrections and Additions, Mokambo Bay.

RIVERS from Sancoul Point, round by north side of Mokambo Bay; three entrances to a "Khor,"* or tidal creek, of which the central one is the Yasa; the other two are named on chart (corrected).

Reach village and cocoa-palms of Mosengeri, Yusuf bin Abdullah Sheikh; then you pass successively Rivers (1) Nambiriwiri, (2) Nogonya, (3) Marombi, (4) Umnambo, and reach Rasi (Cape) Fugu; sand, trees, and casuarinas.

2. The Pão Mountain is known to the natives as "Matipa."

3. From Ras Mtende (Bajone Point), round by south side of Mokambo Bay, you pass, 1, Bajone River; 2 and 3, Pilane River mouths; and reach Ras Kisarahondo; sand, steep-to, with fresh water near. This commands entrance to interior of bay, and would be an excellent site for a fort. With one fort here, and another on Rasi Fugu, no contra-band trade could be carried on. A small steam-launch would be required to keep up communication with Mozambique, and a code of signals established between the forts; then all Slave Trade from Mokambo, Kivolani, &c., would become an impossibility.

4. From Ras Kisarahondo on foot to Kivolani; 15 minutes' walk from anchorage inside leads to a khor, used as a slaving creek; 35 minutes' walk (all distances from anchorage) to Namgumwiri Khor (slave dhow burned here in 1875); 45 minutes' walk to Umkusi village; then you pass Rasi Kalajulu; 65 minutes, village, Mabiki; 75 minutes, khor, Mabiki; 90 minutes, Mara Mpigu (khor), Kivolani Settlement.

5. West of north from Kivolani, Maridi's house, lies the River Lungu, on opposite side of bay; west south-west from Kivolani lies the Manangomi River; "Matibu" lies 10° west of north from Kivolani; "Mesa" lies 28° east of north from Kivolani (magnetic).

* " 'Khor,' 'Khérán,' salt-water inlets, stretching through mangrove swamps, which often extend many miles inland. Native vessels enter and quit them with the flow, and remain high and dry at the ebb."—R. F. BURTON.

" 'Khār-I (Dakhani),' a creek."—Dr. HARRIS, 1790.

6. Coast south of Ras Mtende, Bajone Point. The first river south after passing Ras Mtende is the Marema River. Then comes the Mafetha River. From the Mafetha, over the Baruji River, the Umfusi River, and the Manamitza River, all khors, and connected by canals. One Sajam Ali governs; he it is who fired on the Portuguese in 1875, and he is the most earnest supporter of the slave export to the Island of Madagascar.

7. Sheker bin Mohammed, Chief of Shangazi, Antonio River, is well disposed to the Portuguese rule and against slave export.

(Signed) F. ELTON.

Inclosure 4 in No. 160.

Consul Elton to Senhor Menezes.

Sir,

Mozambique, May 14, 1877.

REFERRING to our interview of the 2nd and 8th instants, and to which the communications I had the honour then to make to your Excellency to the effect that Her Britannic Majesty's Government had directed one of the British men-of-war upon the coast to be placed at my disposal in order to visit the various rivers upon the Mozambique Coast from Mozambique Island south, towards the Zambezi, in the interests of improving the general knowledge of the geographical positions, and ascertaining the importance, &c., of those ports which hitherto, to a considerable extent, have been, some of them, used as hiding places by dhows coming from Madagascar for the purpose of engaging in the unlawful export of slaves, I have now the honour to inform your Excellency that Her Majesty's ship "Lynx" is the vessel designated to convey me to such rivers, practicable of entry by her boats, as it may appear of advantage to visit.

I believe I understood your Excellency's meaning rightly, when I thought you appeared to agree most cordially in the spirit of a suggestion I first made on the 2nd instant, and again alluded to on the 8th, to the effect that it would be an advantage assuredly gained in a practical point of view to both the Portuguese and the British Governments should this vessel be enabled to act, in the case of meeting with any craft engaged in the Slave Trade in territorial waters, and that possibly such permission might be granted under the circumstances by a Portuguese naval officer accompanying the ship and the boat parties, whose duty it would of course be to report not only on whatever occurred, but upon whatsoever of interest was seen; and I further had the honour to observe that Senhor Bastos, the senior naval officer of His Most Faithful Majesty's Naval Forces at Mozambique, would, so far as he was concerned, he had assured me, raise no difficulty in the way of any such arrangement should it be pleasing to the Governor-General.

With, &c.

(Signed) F. ELTON.

Inclosure 5 in No. 160.

Consul Elton to Senhor Menezes.

Sir,

Mozambique, May 14, 1877.

I HAVE the honour to inform your Excellency that I have been permitted, subsequently to proceeding south in Her Majesty's ship "Lynx," by Her Britannic Majesty's Government to proceed to the Zambezi early in July, and thence to travel to the Livingstonia Mission upon the Lake Nyassa for the purpose of carefully reporting upon the organization of the Mission, its system, management, and location, matters of mutual interest to both the Portuguese and the British Governments, owing to the discussions recently raised in the Lisbon Chambers of Deputies and in the various European journals.

In order to endeavour to fill up a great gap in our present geographical knowledge of the interior, I propose, if all goes well from the Livingstonia Mission, to visit the north end of the Lake, and endeavour to find out the river, said by some people to flow out of the Lake, and after identifying this river, if it really exists, I purpose following up the Kilwa Slave Trade caravan route to the sea, and from Kilwa to return, viâ Zanzibar, to Mozambique, my Consular post.

When I had previously the honour to mention this subject in conversation, on my remarking that the journey and exploration which I was about to undertake for Her Britannic Majesty's Government would, I ventured to hope, prove of considerable and general interest, and adding that its expenses would be considerably reduced by the

remission of the duties (there will, I need hardly say, be no trading permitted by any of my party), your Excellency was, I believe, good enough to observe that when the proper time came you would cause a Portaria to be issued remitting the duties upon the necessary outfit of my party, and directing the authorities under your orders to render the expedition every assistance.

I would beg with every respect to take upon myself the responsibility of assuring your Excellency that should I have understood your meaning rightly with regard to the Portaria and the remission of dues, the British Government will assuredly regard your action in this matter as in aid of the advancement of the exploration of Africa, and as another proof of the good understanding which I venture to assert continues to exist between your Excellency and myself with regard to the development of the trade and civilization, and the suppression of the illicit Slave Trade upon this coast.

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

Inclosure 6 in No. 160.

Consul Elton to Senhor Menezes.

Sir,

Mozambique, May 23, 1877.

I HAVE the honour to inform you that it has been ordered by Court Circular that the birthday of Her Most Gracious Majesty Queen Victoria, Queen of Great Britain and Ireland, and Empress of India, &c., is to be observed during the present year upon the 26th instead of upon the 24th May.

I therefore beg to inform your Excellency that upon the first-named date, the 26th, I propose to hoist the flag upon Her Britannic Majesty's Consulate, and it is the most pleasing part of my duty upon this occasion to congratulate your Excellency upon the good relations between Portugal and England.

That the best of relations may always continue to exist between the two nations is the prayer of, &c.

(Signed) F. ELTON.

Inclosure 7 in No. 160.

Dr. Stewart to Consul Elton.

*Blantyre Mission Station of the Established Church of Scotland,
Shire Hills, April 15, 1877.*

(Extract.)

YOUR letters to me are so full of information and of interest in our work at the lake, whilst mine are so poor and meagre, that I sometimes feel ashamed to write you in return. Let me thank you for yours of 24th January and 11th February, received a week ago on the river.

I shall not reply fully to either, partly because of the hope of seeing you soon (July will soon be here), and partly because I am just recovering from a rather bad attack of fever, and some feebleness remains.

About the road across from the north end of the lake, we can talk fully when you come up, if all be well. Amongst other things, however, I think it would serve an excellent purpose if you saw Mapunda, Makaupira, and Mataka, and officially informed them on very many points, which it would be wisdom and for their welfare if they would attend to and act out. There is a weakness in the missionaries' representations on civil and political matters, though we go as far as we can.

On the 10th July, all being well, the boats will be at Mazaro, and on the 1st August the steamer will be at Pimbi. That is allowing you two weeks to come to Matiti and a week to pass over the cataracts, but you need not hurry. I hope I shall be able to carry out all this exactly to the time. All your friends I shall be glad to see, provided they do not expect the accommodation of the Langham or Westminster up here. We have nothing but wattle and daub as yet.

If the Union Company will carry out the proposed arrangements with Quilimane,* it will revolutionize everything connected with communication here. I suppose you must have urged this?

* They are being very regularly carried out, and a brisk trade has sprung up already from the port.—F. E.

No. 161.

Consul Elton to the Earl of Derby.—(Received July 2.)

My Lord,

Mozambique, May 28, 1877.

I AM glad to be enabled to inclose copy of a Proclamation to the Sheikhs and Chiefs upon the coast of the Portuguese possessions issued by the Governor-General of Mozambique upon the 26th instant, prohibiting the Madagascar Slave Trade from the province under his orders.

I ventured to suggest to his Excellency, upon the 24th May, that it appeared to me the proper time had arrived for some such manifestation upon his part, and I was pleased to find that General Guedes was inclined to adopt such suggestion.

On the evening of the 26th his Excellency informed me he had drafted a Proclamation, and to-day has forwarded me a copy of the same, with the request that I would have 250 copies printed in translation in Swahili by the Mission press at Zanzibar for distribution; this I have begged Dr. Kirk to be good enough to arrange.

The publication of this Proclamation will I venture to think be of most opportune utility.

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

Inclosure in No. 161.

Proclamation.

(Translation.)

I, General José Guedes de Carvalho e Menezes, of the Council of His Majesty the King of Portugal, Governor-General of the Province of Mozambique, inform all the Sheikhs, the greater and the lesser Chiefs, dwelling in the Province of Mozambique, that His Majesty the King of Portugal, in accord with Her Britannic Majesty, has resolved now and for ever to put an end to the status of slavery and to the illicit and disgraceful Traffic of Slaves in all his dominions, as already the Khedive and the Sultan of Zanzibar have prohibited it in their States.

And, in obedience to the peremptory orders of the same august Senhor, I am prepared to pursue and to prosecute all those persons who, in contravention of the Royal orders, which it is my duty to enforce, engage in, or in any way support, such an inhuman Traffic by entertaining and favouring the Arabs and Moors who are in the habit of visiting this coast for the purpose of procuring people and conveying them to Madagascar and other places reduced into the state of slavery.

And this I make known that it may reach the hearing of all, and that it may be observed as it is commanded.

Mozambique, May 26, 1877.

No. 162.

Sir J. Pauncefote to Consul Elton.

Sir,

Foreign Office, July 18, 1877.

LORD DERBY has received your despatch of the 28th May, inclosing a report of your proceedings on the occasion of your recent visit to Kivolani, and other documents, and I am to convey to you his Lordship's approval of your proceedings as reported therein.

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

No. 163.

Consul Elton to the Earl of Derby.—(Received July 20.)

My Lord,

Mozambique, June 4, 1877.

I AM glad to have the honour to report that in the Mozambique Government Boletim of 28th May last, the Governor of Angoxa, in a despatch dated Angoxa,

16th May, reports to the Governor-General the complete submission of the ex-Sultan of that district, Moussa Muhammadi (better known as Moussa Kwantu), to the Portuguese rule, and the same Chief's solemn engagement to prevent the export Slave Trade from the Moma district, extending along the coast-line lying between the Angoxa and Kizungo rivers, and comprising within its limits the Moma, Maravoni, Yusi, and other rivers and khors, hitherto notorious as ports of call for Madagascar dhows in search of negroes.

The terms of the oath of respect and submission made by Sultan Moussa to the Portuguese Crown I annex in extract and translation, but although abstaining from forwarding the lengthy Report of Senhor Mello, commenting upon this, *in extenso*, I would quote one paragraph, in which the Governor observes that, during his journey of fifty miles from Angoxa to Inhacaroba, the town where the conference was held, "he did not omit to notice the existence of various hiding places for slave dhows, and also the depopulation of the coast lands. However, it is most difficult for this Government to know what goes on here. Moussa, however, amongst other promises that he made, protested that he held sufficient power over the coast adjacent to the River Moma to prohibit any such traffic there, and this he promised he would do.'

The negotiations with Moussa, and the previous Convention against Slave Trade made by the Governor-General with this Chief, guaranteed by a deposit of ivory in security of good faith, are the outcome of the suggestions made by Captain T. le Hunte Ward, R.N., and myself, subsequently to the combined British and Portuguese expedition to the Moma in 1875, and taken into consideration in connection with the Proclamation recently published against the Slave Trade by General José Guedes. Such proceedings, my Lord, I venture respectfully to think, constitute a considerable advance in furtherance of that ultimate and complete suppression of export Slave Trade from the Portuguese possessions to the Island of Madagascar which Her Britannic Majesty's Government, in friendly concert with the Government of His Most Faithful Majesty the King of Portugal, will, as I confidently believe, presently accomplish.

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

Inclosure in No. 163.

Extract from the "Boletim Oficial" of May 28, 1877.

(Translation.)

Term of the Oath of Fidelity sworn by the Sultan Moussa, in proof of respect and submission to the Portuguese Crown.

ON the 8th day of May, 1877, the Governor of the District, J. do N. Mello, the Secretary to Government, J. S. Caetano de Sousa, the Sergeant-Mór of the District, Manoel Simões, the same officer in retirement, Suleiman Rája, townspeople and Moors, the principal inhabitants of Angoxa, being assembled at the Settlement of Inhacoroba, appeared the Ex-Sultan Moussa, accompanied by his Chiefs, and in presence of the Governor and the Assembly, swore true vassalage and obedience to the King of Portugal, promising henceforth to devote himself, with all his people, faithfully and disinterestedly, as far as he was able, to all service to the Government, as well as developing agriculture and lawful commerce from the border of Imbabella to the banks of the Kizungo (the province of Moma); in the same manner he promised to respect the laws, and especially to suppress the Slave Trade on all the seaboard of Moma.

The Governor of the District, complimenting him on this occasion, assured all, in the name of the Government, that, upon his part, he was always ready to protect and assist all those who proved themselves worthy of his consideration.

(Signed on the same date by the Governor, Sultan of Moussa,
and 15 others.)

No. 164.

Consul Elton to the Earl of Derby.

My Lord,

Mozambique, June 16, 1876.

I HAVE the honour to annex in excerpt and translation two Decrees of the King of Portugal published in the Mozambique "Boletim Oficial" of the 11th instant.

The first Decree opens an extraordinary credit of 26.666*l* for the total liquidation

of the debt of the Province of Mozambique, amounting in all, it is estimated, to about 24,000*l*.

The second Decree authorizes a grant of 6,666*l*. for the expenses of a scientific expedition destined to explore the countries lying between the Zaire (Congo) and the Zambezi Rivers.

The Governor-General has been expecting the issue of the first Decree for some time past, and on the 12th instant informed me that he expected to be relieved from his office in August next by Colonel da Cunha, an artillery officer of high character and scientific attainments; and his Excellency at the same time was good enough to observe that he did not for one moment doubt but that an equally good understanding upon East African matters would continue to exist between Her Britannic Majesty's Consul and his successor as heretofore had certainly existed between himself and myself, whilst, at the same time, more progress should be made by Colonel Cunha in the advancement of commerce and civilization than he had been able to effect when hampered by the debt of the province.

I would venture, my Lord, upon this occasion, with every respect, to affirm that General José Guedes de Carvalho e Menezes, on retiring from the Governor-Generalship of the Portuguese possessions on the East Coast of Africa, has not only rendered eminent services during his duration of office to his own country and to Her Britannic Majesty's Government with regard to the suppression of the Slave Trade, but that he also leaves to his successor a clear path open by which the ultimate ends of both Portuguese and British policy with regard to the extirpation of the export Slave Trade to Madagascar may quickly be achieved.

With regard to the second Decree, it is generally believed here that the Portuguese Scientific Expedition will start from the West Coast of Africa, working up the Congo River.

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

[For Inclosures in No. 164, *vide* "Boletim Official," 11th June, 1877.

No. 165.

Consul Elton to the Earl of Derby.

My Lord,

Mozambique, June 23, 1877.

IN my despatch of the current year, I had the honour to state that "The Instructions" to "operation" (*vide* 9), and I further reported that "The Australian gold-seekers" to "this locality" (*vide* 9).

After all that has been lately said in the Portuguese Chambers respecting Captain Cameron's statements, I judged it prudent to mark this despatch (No. 9) "Confidential," but I am now enabled, curiously enough, from direct and published Portuguese sources, to prove the truth of the statements I therein advanced.

In the Government "Official Boletim" of 11th instant, appeared a long despatch from the Secretary-General of the Province, written by order of the Governor-General, and addressed to the Delegate of the Procurator of the Crown and Treasury at Quilimane, extracts from which form inclosure No. 1.

From this despatch it appears—and the Governor-General has confirmed the fact to me in conversation—that one Vidigal, a Portuguese subject resident in Senna, having "assailed with armed men" the Maganja villages, and thus procured slaves "by buying" them (or rather, possibly, by capturing them?) was absolutely holding them imprisoned pending their future disposal.

For this he was summarily and very properly arrested by the Military Commandant of the District, and a charge was framed against him and referred to the legal authorities at Quilimane.

Here it would, however, appear the Delegate of the Procurator of the Crown (a Colonist by birth) strained every point for the protection of Vidigal, for he not only pronounced his arrest illegal and ordered his release, but even caused judicial proceedings to be instituted against the Military Commandant of Senna for exceeding his powers.

The Governor-General thereupon took upon himself the responsibility of publicly approving the Military Commandant of Senna's conduct, suspending the Delegate, and ordering the re-arrest and prosecution of Vidigal; and I have never seen his Excellency

more in earnest than when he freely allowed to me (in the presence of Captain Ommanney, of Her Majesty's ship "Lynx") the existence of the Zambezia Slave Trade, and strongly expressed his determination to employ every means in his power to put a stop to such illegal proceedings in the future.

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

[For Inclosure, *vide* "Boletim Official," 11th June, 1877.]

No. 166.

Consul Elton to the Earl of Derby.

My Lord,

Mozambique, June 23, 1877.

SINCE writing my despatch of the 27th May last, I have the honour to report that on the 3rd June the Portuguese corvette "Mindello" towed into Mozambique harbour a large dhow captured by her in the harbour of Kismiajulo, to the south of Mazayima (Fernan Veloso Bay). Information had been received of her whereabouts and intention of shipping slaves to Madagascar, and it was only owing to the difficulties of approach that the Portuguese failed to stop the Mujoges from driving inland her cargo, which had already been conveyed on board for export.

Some days subsequently to this capture I was enabled to give information to Captain Bastos (the Commander of the "Mindello"), that a dhow had entered the Barowa (the entrance immediately south of Baracouta Point) laden with guns and powder from Madagascar to barter for slaves, and a Portuguese cutter was in consequence sent to examine the locality. One boat did not, however, frighten this rising settlement of Arabs and Mujoges who have lately made efforts to revive the export Traffic near Mozambique, for it was fired upon not only by a large party of men concealed in the mangrove swamps, but also by the crew of the dhow, and forced to retire, partly, so I am informed, in consequence of the treachery of a guide, who it is asserted led the Lieutenant commanding the party into an ambuscade.

The versions given of this affair are very conflicting; but from all I can learn, I believe, a full slave cargo escaped from the river and put to sea as soon as the cutter sailed back for Mozambique.

In consequence of this reverse, Captain Bastos has been making extensive preparations to operate against the settlement on the Barowa, which simply consists of a nest of slave-trading scoundrels collected together from all parts of the East Coast, and he proceeds south to-morrow with the corvette "Mindello," the gunboat "Sena," a steam cutter, and a force of boats in order to enter the river on the high spring tides, and it is to be hoped will make a vigorous effort to vindicate the prestige of Portugal against the export of slaves, and the more so in consequence of certain changed circumstances which have lately arisen in close connection with our efforts to suppress the Slave Trade.

Her Majesty's ship "Lynx," long delayed upon her voyage with crippled machinery, after a tedious passage of some weeks from Zanzibar, arrived at Mozambique on the 21st, and on the same day I accompanied Captain Ommanney, her Commander, on visits he paid to the Governor-General and Captain Bastos, and tendered the co-operation of his men and boats in these contemplated operations. Their assistance, however, was not thought necessary by Senhor José Guedes, although personally Captain Bastos appeared to me half inclined to avail himself of the offer; and our civility was, therefore, simply confined to furnishing the "Mindello" with some rockets and charts, and such information as I possessed of the River Barowa and its creeks.

Being aware, however, that considerable interest would be attached to the expedition, and being also anxious to increase our knowledge of the coast in the interests of Slave Trade suppression, both Captain Ommanney and myself arranged with Captain Bastos to accompany him, but not in any official capacity, and until the evening of the 22nd we were under the impression that no possible objection would be made to our presence, but Senhor Bastos, whom I had invited that day to dinner at Her Britannic Majesty's Consulate to meet Captain Ommanney, told me in the course of conversation that he was rather afraid he had taken too much responsibility upon his shoulders in the matter, and that he thought it would be best for me to mention our wishes the next morning to the Governor-General.

This morning I accordingly called upon his Excellency, who, after telling me that he would make no official objection to our accompanying the expedition, added that privately he would very much prefer if we desisted from going, in consequence of the

recent interpellations in the Lisbon Chambers. These he pointed out to me in the Stenographic Report of the Proceedings of the Chambers of the 28th February last, and frankly told me he had received special instructions upon the matter of co-operation with the British naval forces. I therefore immediately assured Senhor Guedes that neither Captain Ommaney nor myself had any idea of going in any public capacity, but that to avoid the slightest misconception being placed upon our action, we would at once, and most willingly, decide to give up all idea of accompanying Captain Bastos' expedition. And with this decision the Governor-General was evidently both relieved and pleased.

The interpellation referred to in this conversation was an attack made by Senhor Barros e Cunha upon the Minister for the Navy and Colonies, commencing with a criticism upon the recent British operations in the Zaire (Congo) River, and winding up with a remonstrance at the co-operation of the British and Portuguese forces in 1875 at the Kivolani-Umfusi, and at the Governor-General's action in admitting the necessity for such co-operation for the suppression of the Slave Trade. Circumstances "not very flattering to us" ("pouco lisonjeiro para nos.")

To this attack the Minister replied as follows:—

"What it is necessary to have in our foreign possessions are strong naval stations; and in order to have these many ships and many men are necessary. Ships and sailors can be procured, but they cannot be got together in a hurry (cheers). However, the stations we to-day hold in Angola, and especially in Mozambique, are sufficiently strong to carry out the regular police of our coast.

"If the honourable member will give himself the trouble to read the documents in the Blue Book of four years ago, I think he will see there, by the confession of the then Governor of Mozambique, that there was still a considerable export of slaves carried on. Senhor José Guedes, when he assumed the government there, had my instructions to consider as one of the first and most urgent necessities to stamp out this nefarious traffic. The Governor-General, José Guedes, accepted the co-operation of the ships of Her Britannic Majesty. The Government naval forces, in accord with those of our ally, succeeded in extinguishing the Traffic.*

"This combined action of the naval forces of the two nations is not a new thing. However much it may be desired to dispense with the help of the English ships, nevertheless it is laid down in the Treaty with England that when either of the Contracting Parties require the help of the naval forces of the other for the suppression of the traffic they can ask for it. The principal aim is to have done with the Slave Trade, and the stipulation of the Treaty withdraws the character with which the honourable member appears anxious to invest the circumstances which occurred at Mozambique."

"The principal aim is to have done with the Slave Trade," the Minister clearly states, but the fact remains that the Slave Trade is not yet "done with," and that the Portuguese Government has decided to accept the entire responsibility of its suppression within their territories upon the East Coast without assistance. That they may be able to achieve this we must all wish, but, nevertheless, it would appear to be our duty to watch events and guard against any relaxation of vigilance that might permit the Traffic to again gain a firm footing.

During the month I have managed, whilst awaiting the arrival of the "Lynx," to visit Maziza, Moralo, the Matipa Mountain, Misiripo, and Numuabo, in the Makua country, west and south of the districts visited last year, and beg leave to inclose a sketch and short Report, which may be found useful by the Hydrographical Department at the Admiralty, but I propose to defer any lengthened account of matters observed until sending in a complete Report of Proceedings at the conclusion of my journeys.

Her Majesty's ship "Lynx," being obliged to repair her boilers here, will be delayed for some days, and my movements in her subsequently will, I fear, have to be regulated by the engineer's report upon her condition and capabilities. Neither is she furnished with a steam cutter. Hence I am unable, as well as Captain Ommaney, to foretell my plans.

Her Majesty's ship "Diamond" is reported cruising off Madagascar.

I have, &c.

(Signed) F. ELTON.

P.S.—I beg to inclose copy of a despatch I have written to Mr. Herbert Rhodes, for the purpose of availing myself of his knowledge and experiences on the Zambezi, and trust it may meet with your Lordship's approval.

F. E.

* "Conseguiram extinguir o trafico."

Inclosure 1 in No. 166.

Consul Elton to Mr. Rhodes.

Sir,

Mozambique, June 23, 1877.

AS Vice-Consul Manning has been allowed to proceed to England on account of ill-health, under the sanction of a medical certificate, and as I have no hope of his speedy return, I beg to offer you, during his absence, the post of Acting Vice-Consul for the Portuguese possessions in East Africa. Should you accept it, you will be required to accompany me on my approaching journey to Lake Nyassa, and to take charge of and issue as required all stores and goods connected with the Expedition. You will also be expected to supervise the native followers, which, from your experience in Africa, will be to you an easy task. I must, however, inform you that the appointment is only temporary, and that should you accept it, it will give you no claim in the future on Her Majesty's Government.

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

Inclosure 2 in No. 166.

Memoranda on visit to Matipa or Pão Mountain, 19th and 20th June, 1877, by Consul Elton, Sub-Lieutenant Ainger, Her Majesty's ship "Lynx," and Mr. R. Downie.

NOTE from "Sailing Directory," Indian Ocean, p. 346, as follows:—

"Approaching this harbour (Mozambique) Pão Mountain and Table Mountain are very remarkable in clear weather. Pão may be likened to a small round-topped hill on the top of a larger one. It bears N.E. easterly (N. 60° 30 E. true) from Fort St. Sebastian, distant 23¼ miles, and when on that bearing leads direct to St. George's Island. (*Vide sketch.*)"

The road from Mussoril to Matipa lies across the Isthmus of Empassa, and passes by the Makua tribes under Maziza, a Chieftainess, and the towns of Moralo, under the Chiefs Namoral and Umpoya. Three remarkable granite peaks mark the situation of of Moralo.

The times taken from Mozambique to Matipa were—

JOURNEY OUT.							H. M.
Pier Mozambique to Mussoril, by boat	..	..	..	..	..	..	1 30
Mussoril to Moralo, on foot	..	..	..	..	..	..	6 20
To Granite Plateau, above the valley of Matipa, on foot	..	..	..	..	..	..	1 30
To camp, foot of Matipa	..	..	..	..	..	..	1 15
							10 35

The ascent of Matipa took forty-five minutes to accomplish. The return journey from camp to Mussoril, on foot, seven hours and ten minutes, halts not included.

The observations, made with a Troughton and Simms' compensated barometer (No. 822), were as follows, viz.:—

June 19, 1877. Her Britannic Majesty's Consulate, Mozambique—							
About 10 o'clock, P.M.	..	..	..	..	..	..	30 25
Mussoril, 3 P.M.	..	..	..	..	..	..	30 10
June 20—							
Mussoril, 6 A.M.	..	..	..	..	..	..	30 50
Moralo, 2 P.M.	..	..	..	..	..	..	30 25
Camp Matipa, 6 A.M.	..	..	..	..	..	..	30 20
Shoulder of hill, the under hill of description in Sailing Directory, 7 A.M.	..	..	..	..	..	..	29 78
Highest point of Matipa, 8 A.M.	..	..	..	..	..	..	29 58

and they give the following heights, viz.:—

Moralo Town	..	..	..	..	..	..	Ft. 220
Matipa or Pão Mountain	..	..	..	..	..	..	850

From the summit of Matipa it was a clear day, and the following bearings were carefully taken, viz.:—

The distant peak of Loguno or Nrogi on the Mucomburi River, near							
Memba or Thwendazi Bay	..	..	..	..	..	..	N. 27° E. magnetic.
/o Mesa or Table Mountain	..	..	..	..	..	..	N. 85° E.
o/ Mesa or Table Mountain	..	..	..	..	..	..	N. 89° E.
Maridi or Maridi Peak, in the Tugulu country	..	..	..	..	..	..	N. 8° E.
Misiripo Peak, Makuani	..	..	..	..	..	..	N. 63° W.

All the country to the W., to the N.W. and S.W. of Matipa is known generally as Makuani. To the N.N.W. of Matipa lies the Tugulu District, and this bordered to the W. to S.W. by the Komari District. The centre high mountain of distant range, some sixty miles off (*vide sketch*), is Misiripo. The most distant, faintly visible, is Kwabbe. To left of Misiripo lies Trati. From Misiripo, looking towards Kivolani Bay, two remarkable peaks are visible, Miriwi and Munnabo.

(Signed) F. ELTON.

23rd June, 1877.

No. 167.

Consul Elton to the Earl of Derby.—(Received September 3.)

My Lord,

Mozambique, June 28, 1877.

I HAVE the honour to inclose copy of a letter, dated 27th instant, addressed by me yesterday to the Governor-General of Mozambique.

In inclosure No. 2 will be found the attested signature of Mr. Geoffroy Hoëhn, who I have ventured to name as Pro-Consul, trusting that the nomination may obtain your Lordship's approval; whilst in inclosures Nos. 3 and 4 are contained a correspondence relative to the honours with which the anniversary of the Coronation of Her Most Gracious Majesty was this day observed in Mozambique.

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

Inclosure 1 in No. 167.

Consul Elton to Senhor Menezes.

Sir,

Mozambique, June 27, 1877.

I HAVE the honour to inform you that, agreeably to the instructions I have received from the Earl of Derby, I purpose leaving this port for the Quilimane River in Her Majesty's ship "Lynx" on or about the 30th June, and thence continue my journey to the Nyassa, for the purposes of which I have already had the opportunity of informing your Excellency.

During my temporary absence I have appointed Mr. Geoffroy Hoëhn to act for me as Pro-Consul, in so far as relates to the routine business of the Consulate, and trust your Excellency will cause his appointment, herein inclosed,* to be registered, should you approve of the nomination, and returned to that gentleman.

I would also solicit your Excellency to permit me to withdraw from the Custom-house a boat and sundry equipments for the expedition for the purpose of shipping them on board Her Majesty's ship "Lynx," and that you would cause me, as you so obligingly promised, to be furnished with a recommendation to the Quilimane authorities and the Custom-house there.

In addition to the two friends who have recently been staying with me at Mozambique, my party will consist of Mr. Hoste, who will arrive from Zanzibar by the mail steamer, attached to me as astronomical observer, and of about fourteen native followers.

From Nyassa our route will lie down the slave caravan road to Kilwa, thence to Zanzibar, where I hope to arrive in November next, and whence I return to Mozambique. I am therefore obliged to take leave of your Excellency upon this occasion, and would venture to express my very sincere wishes for your continued good health and safe return to Europe to enjoy the increased consideration which your honourable name will undoubtedly, and most worthily, have gained by your persevering efforts in aid of the suppression of the Slave Trade on the East African Coast; and I would, at the same time, beg to thank you for the friendliness with which you have at all times received such informations and communications as, in my Consular capacity, I may have had in the course of my duties to submit to your Excellency.

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

* Appointment in usual form as Pro-Consul, dated June 26, 1877.—F. E.

Inclosure 2 in No. 167.

Attested Signature of Mr. Hoëhn.

THE signature of Mr. Geoffroy Hoëhn, as Pro-Consul for Her Britannic Majesty at Mozambique, I beg to annex and verify with my seal of office and signature :

Signature:—G. HOEHN, Her Britannic Majesty's Pro-Consul.

(Signed) FREDERIC ELTON,
Her Britannic Majesty's Consul for Portuguese Possessions, East Africa.

*Her Britannic Majesty's Consulate, Mozambique,
June 26, 1877.*

Inclosure 3 in No. 167.

Consul Elton to Senhor Menezes.

Sir,

Mozambique, June 27, 1877.

I HAVE the honour to inform you that to-morrow being the anniversary of the Coronation of Her Most Gracious Majesty Queen Victoria, Queen of Great Britain and Ireland and Empress of India, I propose to fly my flag on Her Britannic Majesty's Consulate, and the Commander of Her Majesty's ship "Lynx" proposes to dress ship in honour of the occasion.

I regret, however, that the armament of Her Majesty's ship "Lynx" precludes her saluting at noon, and whilst explaining this to your Excellency I would beg to thank you in the name of Her Britannic Majesty's Government for the extreme courtesy shown by your causing salutes to be fired from Fort St. Sebastian and the corvette "Mindello" on the occasion of Queen Victoria's birthday.

That the present excellent relations may long exist between Portugal and Great Britain is my sincerest hope, and with the assurance of my highest esteem and respect, I would beg, &c.

(Signed) F. ELTON.

Inclosure 4 in No. 167.

Senhor Menezes to Consul Elton.

(Translation.)

Mozambique, June 28, 1877.

IN reply to your official letter of the 27th I have the honour to participate to you that I have ordered the flags to be hoisted, as well as by the men-of-war at anchor in the harbour as by Fort St. Sebastian; I have not, however, ordered the fortress or the vessels to salute, which under other circumstances I should not have hesitated in doing, had there not been a man-of-war of Her Britannic Majesty, which cannot reply to the salute of the fortress or the vessels were it given.

It is my duty to assure you that it will always be extremely gratifying to me to seek by my acts, on every occasion that may present itself, to affirm the sentiments of loyal friendship and alliance which for a long period up to the present has united our respective nations, and it is very pleasing to me to record the testimony which you give me in this respect.

I avail myself of this occasion to repeat the assurances of the consideration, esteem, and cordial friendship which I entertain for you personally.

God guard, &c.

(Signed) JOSE GUEDES DE CARVALLES E MENEZES,
Governor-General of Mozambique.

No. 168.

Consul Elton to the Earl of Derby.—(Received September 3.)

My Lord,

Mozambique, June 30, 1877.

I BEG to inclose copy of a Circular issued at Lisbon by Senhor Gouveia, by order of the King of Portugal, relative to the sense and reading of the Carta de Lei of 29th April, 1875, respecting the status of ransomed slaves and libertos, who are "by the effect of the law, independent of declaration, considered free."

It does not, however, appear that much advantage is to be gained over the objectionable Portaria of the 25th October, 1870 (*vide* No. 228, p. 293, Blue Book, Slave Trade, No. 4, of 1876, and my despatch of the 3rd January), by this reading, for under its operations natives may apparently be ransomed ("resgatados") not only in lands under vassalage, but also in foreign soil ("em paiz estranho") in order to serve in the Portuguese provinces in Africa, and thus an opening is given to such malpractices and raids as recently were enacted by Vidigal in Zambezia.

I am aware that the French law permits the purchase of slaves in order that they may be freed, but the Portuguese law apparently is now strained to permit the purchase of slaves in order that they may serve, and it was under such a system precisely that the rule of the late Transvaal Republic became intolerable to the native tribes in its neighbourhood; I therefore think it my duty to bring this Circular to your Lordship's notice, and I the more readily do so, because in the spirit of the recent debates in the Lisbon House of Deputies, it was frequently declared that no collection of slaves could be effected within the Portuguese possessions, without punishment being condignly inflicted upon the collector.

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

Inclosure in No. 168.

Extract from the Mozambique "Boletim Official" of June 25, 1877.

(Translation.)

Secretary of State for the Colonies and the Navy.

Direction-General of the Colonies. 2 Repartition. No. . Circular.

BY the sense of the Article 52 of the Regulation, with the power of law, of the 20th December, 1875, that the natives ransomed ("resgatados") in lands under vassalage or beyond them on foreign soil ("em paiz estranho") in order to serve in the Portuguese provinces in Africa, and introduced into them, should henceforth be free, and equally by the reading of Article 36 of the Carta de Lei of 29th April of the same year, which regards as free all the slaves and libertos that are introduced into the Colonies subsequently to the publication of the same law in each of the Colonies mentioned, and by the ordering of the sole ("unico") paragraph of the said Article 36, that the Curador-Geral, *ex officio*, watches over the integral accomplishment of this disposition. His Majesty the King desires that, in obedience to the legal Ordinances, in respect to the principle of liberty and of its consequent rights, and in order that none may presume that in any manner, or under any pretext, the odious condition of slavery, or the most odious Slave Trade, is continued or tolerated, the Curadores-Gerals shall exercise the most rigorous scrupulosity in the precise fulfilments of the said provisions, in the certainty that every and whatsoever fault, however light, that may occur in such a grave matter, shall be immediately and severely punished, and this the same august Senhor orders, through the Secretary of State for the Colonies and Navy, to be communicated to the Curador-Geral of the Province of Mozambique for its necessary execution.

(Signed) JOSÉ DE MELLO GOUVEIA.

The Palace, March 20, 1877.

Note.—Article 36 of the Carta de Lei (29th April, 1875) with its one paragraph, is as follows:—

"Article 36. From the date of the publication of the present law, in each one of the Colonies respectively, all slaves and libertos who may be introduced into the said Colonies shall be, by the effect of the law, independent of declaration, considered free."

"§ unico. The Curador-Geral *ex officio* will watch over the integral accomplishment of this disposition."

No. 169.

Consul Elton to the Earl of Derby.—(*Received September 3.*)

My Lord,

Mozambique, June 30, 1877.

IN my despatch of 22nd June I had the honour to report a capture effected in Kisi-majulo harbour, south of Mazazima (Fernando Veloso) Bay, by the Portuguese corvette "Mindello," and I am now able to inclose a Decree of Condemnation pronounced by the Mozambique Junta de Justiça, sitting in Session as a Prize Court, condemning the dhow therein referred to, as well as a launch detained upon the same occasion.

After all the preparations made for the expedition against Barowa I regret to say that the Portuguese gun-boat "Sena" returned to Mozambique without having disembarked a man or having entered the river on the 26th instant, "weather and want of sufficient water on the bar" are alleged in excuse of her failure. The "Mindello" on the same occasion achieved absolutely nothing. By such abortive attempts, with ineffective means to assert jurisdiction over the coast, and the rejection of British co-operation for the suppression of the export Slave Trade in Portuguese territorial waters, I would venture, with every respect, unhesitatingly to assert my opinion that the Lisbon Government absolutely encourage the promoters of the Traffic to maintain their hold upon their slaving stations on the Mozambique coast, and, moreover, I would beg to add, that whilst the continued necessity of Great Britain's heavy outlay for naval expenses is, indefinitely, by such encouragement, prolonged, at the same time Her Majesty's servants, both naval and Consular, are compelled to remain inactive spectators, powerless, in the face of engagements in connection with international obligations, to grapple with a Slave Trade which, in the interests of humanity, civilization, and commerce, imperatively demands the employment of prompt and decisive measures for its repression.

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

Inclosure in No. 169.

Extract from the "Boletim Official" of June 25, 1877.

JUNTA DE JUSTIÇA.

(Translation.)

Decree.

IT is decreed at the Conference of the Junta of Justice as Prize Tribunal, that the capture of the dhow and launch (names and nationalities unknown), found abandoned in the River of Quissimajulo in May last, holds good, because at the time of capture sufficient evidences proved that the said craft were employed in the Slave Trade, and therefore it is ordered that unless the Government have any occasion for them, they shall be dismantled and then sold, with all their belongings, by public auction, and that the products of such sales shall be deposited in the public Treasury of the province, to be applied as ordered in Article 10 of the Decree of 14th September, 1844.

Mozambique, June 16, 1877.

(Signed) J. CRISPIANO DE FONSECA,
Relator and President.
&c. &c. &c.

No. 170.

Consul Elton to the Earl of Derby.—(*Received September 21.*)

My Lord,

Mazaro, Zambezi River, July 14, 1877.

I HAVE the honour to report having left Mozambique on the 21st ultimo in Her Majesty's ship "Lynx," and my movements as detailed in No. 1 Inclosure and No. 3 Inclosure annexed.

No. 1 Inclosure to Captain Sullivan, R.N., and No. 2 Inclosure to Rear-Admiral Corbett, C.B., accompanied with the memorandum of news forming Inclosure No. 3, will I venture to think render my recent proceedings sufficiently intelligible, and I trust that

your Lordship will approve of my having in so far altered my original programme, owing to the delays in the arrival of Her Majesty's ship "Lynx" and the definition of the policy of the Portuguese Government with regard to British co-operation against the Slave Trade in territorial waters elicited by the "Barowa" affair, as to forego visiting in a steamer, upon the performance of which no confidence can be placed, the difficult bar rivers and ports lying above and below Angoxa River.

Had the "Lynx" arrived even within three weeks of her proper date she could have acted with vigour in Slave Trade suppression, but the delay in her arrival brought directions from the Lisbon Government that British assistance was not to be required in aid of such suppression, the Portuguese force at Mozambique being able themselves to grapple with the export traffic from the coast, and, therefore, the Governor-General was obliged to retire the permission to her to act in territorial waters that he had previously allowed.

To have at once proceeded in Her Majesty's ship "Lynx" to visit these southern ports would, therefore, have laid my action open to both misconstruction and misapprehension, and at the same time have impeded me from laying, as I now most certainly am compelled to lay, the present revival of the Slave Trade and the insecurity of certain parts of the coast to the impunity with which slave-dealers carry on their operations and insult the Portuguese authority within the limits of the sea-board of their possessions, the Portuguese forces being insufficient in practice, if even sufficient in theory, to chastise these piratical acts.

Owing to the news from Nyassa I have addressed Inclosure No. 4 to the Governor-General of Mozambique, and shall also impress upon Chipatula and other Chiefs that Her Majesty's Government completely censure and deprecate lawless proceedings; and I further propose to urge upon this Chief and upon the natives in authority bordering the Shiré and Lake Nyassa the absolute necessity of discountenancing the Slave Trade, but at the same time I shall be careful to maintain good and friendly relations with all in so far as it may be possible to do so.

In conclusion, I would beg to be permitted to acknowledge the kind assistance I have uniformly received from the Portuguese authorities and from Commander Ommanney and Her Majesty's ship "Lynx" at the outset of my journey, upon which I start with every confidence in my party and followers, the expedition being fully and efficiently equipped, and its members in such feeling and spirit as will readily overcome any minor difficulties or delays with which we possibly may have to deal.

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

P.S.—I should not omit to state that everything connected with the outfit for my journey has been passed duty free, without delay or examination, by the Custom-houses under the Governor-General's orders.

F. E.

Inclosure 1 in No. 170.

Consul Elton to Captain Sullivan.

Sir,

July 14, 1877.

I HAVE the honour to inform you that Her Majesty's ship "Lynx," under your orders, arrived at Mozambique on the 21st June last, and, after being compelled to remain in that port until the 2nd July for the purpose of repairing machinery, &c., on the 3rd July sailed with my Consular expedition for Quilimane. Quilimane was reached on the 7th. On the 8th, in company with Captain Ommanney, I called on the Governor of the district, who on the following day returned our visit in due ceremony; and upon the 10th my party started for Mazaro from the vessel, her Commander accompanying me as far as Mirambona, in order to obtain the latest information from the Nyassa mission, whence he returned on the 11th, and proposed on the 12th to sail directly for Majunga, having filled up with coal at Quilimane.

Although unavoidable delays on the part of Her Majesty's ship "Lynx's" arrival at Mozambique have combined to alter the original plan of action under which the Lords Commissioners of the Admiralty were pleased, at the instance of the Foreign Office, to direct a vessel to be placed at my disposal, yet I would beg you to be good enough to convey to his Excellency Rear-Admiral Corbett, C.B., my respectful thanks for her services, for not only by her presence has the important point of defining the policy of the Lisbon

Government with regard to British co-operation for the suppression of the Slave Trade been gained, but I have received through her Commander the most cordial and hearty support in carrying out the policy held constantly in view, as I venture to believe, by Her Britannic Majesty's Government for the furtherance of the suppression of the Slave Trade on the East African Coast.

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

Inclosure 2 in No. 170.

Consul Elton to Rear-Admiral Corbett, C.B.

Sir,

"Lynx," Quilimane River, July 10, 1877.

I HAVE the honour to acknowledge the receipt of your despatch dated 29th May, 1877, written from on board Her Majesty's ship "Undaunted," informing me that you have relieved Vice-Admiral Sir Reginald Macdonald, K.C.S.I., in the command of Her Majesty's naval forces on the East Indian station, and I would venture, with every respect, to thank you for your assurance that "in the disposition of the ships and vessels under your orders, you will at all times be ready to attend my requisitions, and to afford such aid and assistance in all matters affecting the welfare of the Queen's service or the protection and trade of Her Majesty's subjects as circumstances will admit of."

At the same time, I gladly avail myself of the present opportunity to testify to the ready and thoughtful assistance I have hitherto uniformly received from the Commanders of Her Majesty's vessels lately under command of your predecessor, and at present under the orders of your Excellency, and I do so with the advantage of acknowledging the immediate importance of the assistance I have received from Her Majesty's ship "Lynx" and her Commander, Captain Ommauney.

As I leave for Mazaro (the apex of the Zambezi Delta) in a few hours, it is hardly possible for me to enter into the detail of certain circumstances which have combined to alter the original plan of action under which the Earl of Derby thought fit to move the Lords Commissioners of the Admiralty to place a vessel at my disposal, but, nevertheless, I can assure your Excellency that not only has the important point of thoroughly defining the policy of the Lisbon Government with regard to the suppression of the Slave Trade and British co-operation been accomplished by her presence, but that also I have received, through the excellent understanding which has existed between Captain Ommauney and myself, and the latter's obliging assistance, notable and opportune support from her presence in carrying out the policy constantly held, as I venture to believe, in view by Her Majesty's Secretary of State for Foreign Affairs for the speedier furtherance of the suppression of the Slave Trade on the East African Coast.

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

Inclosure 3 in No. 170.

Memorandum of Latest News from Lake Nyassa, received at Mirambona, Quilimane River, July 10, 1877, by letters and from communications with Dr. Macklin, of the Mission.

CHIPATULA is fighting with Senhor Ferrão in the neighbourhood of Sena.

Mpemba, a Chief west of Nyassa Lake, passed the Shiré at south end of lake, with a gang of slaves in sticks, boasting he would sell them at Quilimane for powder, &c., and attack the Livingstonia Mission hereafter, for having rescued some deserted and starving slaves from an island, in the steamer "Ilala."

Livingstonia Mission all well.

A road has been commenced from Blantyre to Matipa's, and another from the same station to Kamakokau's.

Dr. Machlin, of the Blantyre Mission, met Commander Ommauney, Her Majesty's ship "Lynx," and Consul Elton, at Inhasuga, on the Quilimane River, on 10th July. Commander Ommauney returned the next day to Quilimane, and Her Majesty's ship "Lynx" was to sail for Majunga on the 12th.

(Memo.)

Consul Elton arrived at Mazaro on evening of 13th, by land. The heavy baggage is to arrive on the 15th by the Qua-qua branch of the Quilimane River, and on the 16th his party leave for the Shire in the "Livingstonia" boats.

Inclosure 4 in No. 170.

Consul Elton to Senhor Menezes.

Sir,

Mazaro, July 14, 1877.

I FEEL satisfied that I have only to draw your attention and the attention of the Governor of the Quilimane district to the following statement, made to me upon excellent authority, in order that, in accordance with your policy, directions may be given to prevent such an infringement of the law as a revival of the slave caravan system within the Quilimane district, which it appears is contemplated within the intentions of the Chief Mpemba:—

"Mpemba, a Chief west of Nyassa Lake, passed the Shiré at south end of lake with a gang of slaves in sticks, boasting he would sell them at Quilimane for powder, &c., and attack the Livingstonia Mission for having rescued some deserted and starving slaves from an island (in the lake) in the steamer "Ilala."

With, &c.
(Signed) F. ELTON.

Forwarded under flying seal through the Governor of Quilimane.—F. E.

No. 171.

Sir J. Pauncefote to Consul Elton.

Sir,

Foreign Office, September 27, 1877.

I AM directed by the Earl of Derby to express to you his approval of the steps taken by you in regard to the several matters touched upon in your despatch of the 14th July.

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

No. 172.

Consul Elton to the Earl of Derby.—(Received October 22.)

*Camp under Morumbala Mountain, Shiré River,
July 16, 1877.*

(Extract.)

MY attention was drawn early in this year to the establishment at Lisbon of "The Mozambique Opium-Cultivating and Trading Company," promoted by Senhor Ignacio José de Paiva Raposo; but being without information either as to the *bonâ fide* nature of this speculation, and also as to the manner in which the undertaking was to be set on foot, I abstained from reporting to your Lordship on imperfect data regarding an enterprize which, if successfully carried out, will notably and seriously interfere with an important source of the Imperial Indian revenue.

A perusal of the copy of the statutes of the company, forming Inclosure No. 1, will show the value of the concessions made by the Portuguese Government to Senhor Raposo, by Decree of 26th November, 1874.

In the first place this gentleman receives 50,000 acres of open, unappropriated, and cultivated land belonging to the State in the province of Mozambique, and has preference in the choice of "such lands as are suitable for the cultivation of the poppy plant;" and, in the second place, "the exclusive right for twelve years to export opium free of duty through all the Custom-houses of the province, the term of twelve years to commence from the day that the concessionnaire takes possession of the lands that have been selected, and at the expiration of the said term Government will fix the rate of the export duty that shall be levied on opium from that date."

The company, formed with a capital of 178,000*l.*, in shares of 22*l.* 5*s.* each, acquires all rights to the concessions made to Senhor Raposo by the Decree of 26th November,

1874, by transfer, for the consideration of 89,000*l.*, in shares, and a further sum of 5*l.* on every 140 lbs. weight of opium exported by, or with the consent of, the company.

Ten per cent. has been paid up for the experimental experiences being presently instituted by Senhor Raposo, and for a sketch of these I would beg to refer to my Report, Inclosure No. 2.

In December Senhor Raposo returns to Lisbon, to report on the results of the October crop; and, should his report prove encouraging, which there is reason to believe it will, more capital will immediately be called up.

I shall not fail to report to your Lordship on the success, or otherwise, of the yield of the October crop.

Inclosure in No. 172.

Report on the Operations of the "Mozambique Opium and Trading Company, Limited."

IN April, 1877, Senhor T. J. de Paiva Raposo arrived by the Union Company's line at Mozambique, and, after obtaining from the Governor-General a complete recognition of his position and rights as Managing Director of the Mozambique Opium Cultivation and Trading Company, proceeded to Quilimane to select lands "suitable for the cultivation of the poppy."

On the 11th July, at Miramboni, on the Quilimane River, I inquired from Senhor Ramão Jesus Maria (a Portuguese gentleman who kindly placed both water and land carriage at my disposal for the conveyance of my expedition from Quilimane to Mazaro, on the Zambezi), whether Senhor Raposo had as yet made any progress in the selection of lands and the establishment of opium cultivation, and learned from him that not only was a plantation already established with good promise of success near Mazaro, but that many people had commenced to grow patches of the poppy with a view of selling their produce to the Mozambique Company.

On the 14th July Mr. Herbert Rhodes inspected these poppy-fields near Mazaro, and expressed to me his conviction that Senhor Raposo's speculation had taken such hold upon the inhabitants of the neighbourhood as would apparently lead to the extensive cultivation of opium upon the Zambezi.

On the 16th July, after closing my mail, I therefore arranged to accompany Senhor Raposo on a visit to the Company's experimental plantations.

Senhor Ramão's house, from whence we started, is situated on the left bank of the Zambezi, three miles above the Portuguese station at Mazaro, and three miles distance beyond Senhor Ramão's house, in a north-westerly direction, stretches away an extensive flat of rich black alluvial soil, about one mile in breadth, drained by a slight longitudinal depression, bounded to the south by a deep lake and to the north by the Qua-Qua (Kwa-Kwa) River, and this has been provisionally selected by Senhor Raposo for his trial crop. The land was described by Dr. Livingstone, in 1858, as "a surprisingly rich, dark soil," and to the Kwa-Kwa (or Quilimane River), which is distinct from the Zambezi, across the six miles from Mazaro, the same authority states, "all the merchandize of Sena and Tette is carried on men's heads to be reshipped, for only on rare occasions, and during the highest floods, can canoes pass from the Zambezi to the Quilimane River, through the narrow natural canal Mutu." The point selected is, therefore, not only one of great fertility, but also one of peculiar advantage from a commercial point of view, and whence either Quilimane or the Kongoné mouth of the Zambezi are equally accessible.

The first plot visited lies on the margin of the lake, and comprises rather more than an acre. The cultivation is carried on under the superintendence of six natives of India, from Malwa and Lucknow, British subjects, with whom I was able to converse in their own language, and is precisely a similar cultivation in system to the cultivation of the poppy as carried on in Bengal. The fields are divided into small patches, separated from one and another by raised ridges of soil, and by the opening and closing of these divisions the periodical irrigations vitally necessary for the health of the poppy plant are readily regulated and maintained, the water being obtained from the lake, which has high steep banks, by the time-honoured Egyptian draw-well, with its familiar appurtenances of ox-hides, buckets, windlass, rope, inclined plane, reservoir, and system of canalization.*

The natives of India were perfectly contented with the treatment they received at the hands of Senhor Raposo, and testified to the good faith with which their agreements had been maintained by that gentleman, they also appeared to like the country and think highly of its agricultural capabilities, their only complaint being that, as yet, they found it

* Steam pumps are to be substituted for these wells, so Senhor Raposo informed me.—F. E.

difficult to understand either the Portuguese language or the negro dialect, but they evidently were rapidly picking up a smattering of both. "They were," they said, "the overseers; they were not allowed to strike the labourers or punish them without their master's sanction, but no one had been punished as yet. At first a worm had attacked the poppy, but now nothing injured it. Since the irrigation had been perfected the plants had thrived."

The second plot, on the banks of the Kwa Kwa, also steep-to, is of about the same extent as the first, similarly cultivated and irrigated, and, in both, the poppy plants appear to be growing satisfactorily and to show signs of health and vigour.

Senhor Raposo informed me "That he had been seven years engaged in the promotion of this Opium Company, of which he had spent three years in India in the practical study of opium cultivation. He did not anticipate any chance of failure. In October he should have a crop, as he believed, averaging 220 lbs. weight of opium to each hectare, but he should be contented with 200 lbs. weight. After the preparation of the opium he proposed, in December, to return to Lisbon and lay the results of the experimental culture before the direction of the Company, when a further call would be made upon the capital, and operations continued on an extended scale. Several land-holders were already growing the poppy to sell its produce to him, as the monopolist alone able to export, and he proposed encouraging its culture along the Zambezi, as far as Tete. At Sena it had already been commenced. Subsequently the Company would try indigo and sugar-cane, and trade in produce generally. As to labour, he found no difficulty now in procuring any number of men and women to work. At first the idea prevailed the labour was to be forced, and he had to disabuse the natives' minds of this idea. He now gave each individual a card, and after each day's work marked the date. When seven days' work was completed, he paid two fathoms of calico to men and women alike, and with such payment all were contented as to hire. Although they did not often work more than four or five days consecutively before resting, still fresh hands were always forthcoming to take the places of absentees, and the fact was he had daily to refuse labourers. He made it the strictest rule that none of his overseers should strike or illtreat a native, and this was thoroughly well known and appreciated by all the people round Mazaro. The concession of land made him by the Portuguese Government enabled him to pick land anywhere within the Mozambique Province at choice, and he intended not only to select lands on the Zambezi but in the neighbourhood of Inhambane, as the Company operated upon a more extended scale. The Indian opium trade he fully expected would, with its heavy duties, succumb to the rising Mozambique enterprise."

Near the Kwa-Kwa, Senhor Raposo has built a house, store, and out-buildings on a situation commanding the direct carrying road from the Zambezi to that river, so that the porters of the canoe cargoes to and fro from the Upper Zambezi must pass by his doors. Whether, respecting his selection of land, selection of station, the management of his overseers and labourers, the cultivation of his poppy fields, or his future plans (in so far as he thought fit to inform me) I should certainly regard Senhor Raposo as an eminently practical agriculturist, speculator, and manager, and, therefore, as a man likely to succeed, should his health and energy continue, in the main object for which the Mozambique Opium Cultivation and Trading Company has been promoted, viz., to achieve a monopoly of the Chinese opium trade for a term of years.

(Signed) F. ELTON,

*Her Britannic Majesty's Consul for Portuguese Possessions,
East Africa.*

Shiré River, July 26, 1877.

No. 173.

Consul Elton to the Earl of Derby.—(Received October 22.)

*On board launch "A. M. Livingstone," Morumbala Marsh,
Shiré River, July 29, 1877.*

My Lord,

I HAVE the honour to inclose printed copy of the Special Regulation for the execution of the Law of 29th April, 1875, in the Province of Mozambique, forming a supplement to the Mozambique "Official Boletim" of 30th June, 1877, which was not, however, issued until after my departure from Mozambique in Her Majesty's ship "Lynx" on 3rd July, and has been forwarded me by Pro-Consul Höhn to Zambezia.

In Inclosure 2 will be found in translation a *précis* of the contents of this Regulation, in so far as they would appear to be of any importance or interest, but I have not thought

it necessary to translate *in extenso* this lengthy document in all its minute details of purely local interest and enumeration of official forms.

The principal interest may be considered centred in the explanatory letter from the Commission appointed to frame the Regulation forwarding their work to the Governor-General, to which I have assigned a separate Inclosure No. 3, for in this remarkable document the true condition of Portuguese enterprise on the East African Coast is correctly portrayed, and such statements as from time to time I have ventured to advance in my Consular Reports relative to the lack of agricultural enterprise within the Portuguese possessions are therein justified by the deliberate verdict of the principal Portuguese officials themselves, and endorsed by the unanimous approval of the Governor-General and of his Council.

Inclosure 4 contains detail of such portions of the Regulations as apply to emigration to foreign Colonies, and copies of this Inclosure I am forwarding to Sir H. B. E. Frere at the Cape and to Sir H. E. Bulwer at Natal; but it does not appear to me that either the emigration to the Cape or Natal should properly be guided by these new Rules, which are "provisionally to be put into force in the Colony," the old Rules being sanctioned by the direct approval of the Lisbon Government, and, therefore, not, I should imagine, to be set aside by the Governor-General and replaced by local Colonial Regulations without previous sanction from the Portuguese home Government.

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

Inclosure 1 in No. 173.

Précis in Translation of Special Regulation for the Execution of the Law of April 29, 1875, in the Province of Mozambique.

CAP. I provides that the individuals subject to public tutelage ("tutella publica") under Law of the 29th April, 1875, and obliged to contract their services in terms of the General Regulation of the 20th December, 1875, are subject to the operation of the Regulation.

1. To serve in different provinces.
2. To serve in the province itself.
3. For labour alone.
4. For colonization by concession of land.
5. For labour alone and colonization of land.
6. To serve in a foreign Colony.

* * * * *

Contracts made for labourers can only be made by—

1. Payment of wages.
2. Payment of wages, sustenance, and clothing.

Daily Wages (minimum), weekly payments.

Men	..	..	..	..	..	80	reis.
Women	..	..	..	..	..	60	„
Minors (11 to 15 years)	..	..	..	..	..	40	„
Children under 11 years	..	..	..	..	..	20	„

N.B. 4,500 reis = 1l. sterling.

Daily Wages (minimum) when Food and Clothing are supplied.

Men	..	..	..	..	..	30	reis.
Women	..	..	..	..	..	20	„
Minors (as above)	..	..	..	..	..	15	„
Children (as above)	..	..	..	..	..	0	„

Being sick less than three days, labourer has right to receive salary; if for a longer period, no right.

Clothing.

Each man to receive cotton shirt or blouse, and trousers, every four months; and in in April each year a panno (or coloured cottonade) of 25 mètres.

Each woman, every four months, a panno of 35 mètres, a cotton chemise, a coloured print, and two handkerchiefs; and in April each year a panno, a "saia" of chintz, two chemises, and two coloured handkerchiefs.

Minors, as adults.

Rations (daily issue).

In proportion of 1 panja of rice each month, 130 grammes of fish and curry condiments, to be distributed morning and evening. Minors under 11, half-rations. Spoon and dish to be issued to each individual.

Houses.

Suitable quarters of specified materials to be furnished by master. Sexes to be separated. Children under 7 years of age with mothers. Married couples separate apartment or hut. Each to receive mat and blanket.

Or, if preferred, may be allowed to build huts, the master furnishing all necessary material.

Hospital (sexes separated) to be built on specified plan.

Duties.

Agricultural labourers, of usual nature and comprise, "all lawful services in conformity with their strength, capacity, and aptitude that may be required by the master."

Women, the same, but "duties to be compatible with their strength."

Minors to perform domestic duties, or other, "much attention being given to their slight strength and tender ages."

Working Hours.

Half-past 6 to 11 A.M., and 1 to 6 P.M.

Domestic servants nine hours and a-half daily,—not at specified times.

Bell-ringing, 9.30 P.M. and 5.30 A.M.

Sleeping barracks, in common, to be locked at night.

Saints' days to be holidays, except for emergent work. Men are not to leave estate, however, without master's leave, and to return by 9.30 P.M.

Contracts made for Colonization by Cession of Land (minimum to be assigned).

Each single man	..	..	..	2,000 square mètres.
Man with family	..	..	..	2,500 "
Each child above 11 years	..	..	..	500 "

N.B. Clothing and medical treatment and wages, when working, if given by proprietor, will reduce land assigned to—

Each single man	..	..	..	1,000 square mètres.
Man with family	..	..	..	1,250 "
Each child over 11 years	..	..	..	250 "

Ratification.

If for contract with labourers from beyond the province, depends on written declaration of Protector-General, or substitute, on original contract itself, which may either ratify or cancel.

Cap. 2.—Conditions of Maritime Transport.

Vessels intended for transport of Colonists ("colonos") or labourers ("serviçaes") are under the General Regulation for Execution of Law of April 1875, as well as under this Regulation.

No irons, padlocks, &c., allowed; only ten pairs handcuffs to every 100 passengers in case of crime. Any one in confinement to be given over to competent authorities at first port.

To and from ports, Portuguese possessions, East Africa, two passengers to each 5 tons measurement; but, if passage is under four days, one passenger to each ton may be carried.

Separation of sexes, cover, sleeping-places, clothing, and bedding provided for.

Clothing and bedding to be issued by master forming part of regulation issue ; 15 kilogrammes baggage allowed each ; 3 litres water for each emigrant to be placed on board. Rations as laid down. Cleanliness, conservancy, &c., provided for. All ships with more than fifty passengers to have an apothecary and dresser on board. Captain of Port and member of Board of Health to inspect and to be responsible. Suggestions to be made by them to the Governor in Council.

Cap. 3 treats of contract forms, fees, and registers, and these are carefully drawn up ; and the foregoing being accepted, are not open to criticism. For such portions as refer to emigration to British Colonies, *vide* Inclosure 4.

Cap. 4. Forms and contracts, viz., referring to—

1. Apprenticing.
2. Personal or domestic service.
3. To engagement of services.
4. Sub-letting of services.
5. To engagement of services and colonization of lands.
6. Colonization by concession of lands for a limited period.
7. Colonization by concession of lands *in perpetuum*.
8. Engagements of service beyond the province or in foreign countries (*vide* Inclosure 4).

(Signed) J. A. C. DE SARMENTO,
Secretary-General, &c.

Mozambique, June 28, 1877.

Inclosure 2 in No. 173.

Portaria, dated June 28, 1877.

(Translation.)

THE Governor-General of the Province of Mozambique in Council determines as follows :—

The draft of the Provincial Regulation for the execution of the Law of April 29, 1875, presented by the Commission appointed for its drafting by Portaria No. 62 of this series, having been discussed and approved in the Council of Government, with the unanimous and affirmative vote of the Council of Government, it is convenient to decide that the said Regulation, which is part of this Portaria, and signed by the Secretary-General, be put into force provisionally in this province.

(Signed) JOSE GUEDES DE CARVALHO E MENEZES,
Governor-General.

To the Authorities and other persons, &c.

Inclosure 3 in No. 173.

The Commission to the Governor-General.

(Translation.)

Illustrious and Excellent Senhor,

May 8, 1877.

THE Commission appointed by Portaria No. 62 of the 31st March, of the present year, to draw up the Provincial Regulation for the execution of the Law of April 29, 1875, which declares labour free in the Colonies, has the honour to forward to your Excellency the result of its work.

It was not without difficulty that the Commission accomplished the duty confided to it, and even now the projected regulation that it has drafted will naturally have to be modified in virtue of circumstances that may be brought to light in practice.

The stagnation into which agriculture has unfortunately fallen in this province, the want of capital and of activity to extract from this rich soil the abundance it is capable of yielding, the extraordinary amount of labour available in all parts of it, are reasons which completely upset the bases upon which the Commission would lay down the conditions of salary—conditions comprising that which it is of the greatest importance to regulate. If, for example, in the Island of St. Thomé, where of late years agriculture has notably increased, superior advantages and guarantees can be given to the natives, in order that they may not ruin flourishing undertakings by abandoning work here, the depression into which agricultural experiments are continually declining would tend to create a crisis of over-abundance of labour, and hence of vagabondage and immorality.

In point of fact, if we commence by examining what is passing in the district of the capital (Mozambique), we shall see that the greater proportion of proprietors, who obtain from their servitors ("serviçaes") the smallest amount of work for the smallest amount of remuneration, will quickly dispense with the greater number of native labourers who are now in their service, and we cannot easily calculate how far vagrancy may increase, not of so much importance in this island, now under an effective police system, but in all other parts of the province.

Were there important and paying plantations, the proprietors would be the first to offer solid advantages and large guarantees to the labourers, whom they would employ on wages ("assalariassem"); but with the cultivation of Cajú and Ussúra,* of almost spontaneous production, so easy is the task of the proprietor and so rudimentary the attractive industry,† that neither do they require a crowd of labourers regularly maintained or even technical and intelligent superintendence.

In other parts of the province, perhaps excepting Quilimane ("a não ser Quilimane"), where it is asserted that latterly some successful attempts have been made to cultivate cotton and sugar-cane,‡ agriculture may be said to have exclusively fallen into the hands of the natives,§ who only cultivate sufficient acreage to carry on the needful trade for their own support.

It directly follows from these considerations that there being as it were no labour|| ("que não havendo quasi 'o trabalho'"), a regulation which establishes its conditions should, in accordance with facts, be rather of a theoretical nature, and the Commission, whilst not overlooking the actual circumstances, have held principally in view the establishment of necessary rules in the event of capital being forthcoming for productive experiments, so that agricultural establishments of some importance may be established in this province.

The minimized amounts of the salaries and food which the Commission have the honour to propose may occasion some astonishment; but what it has already stated to your Excellency, coupled with the extraordinary frugality of the natives, and added to the fatal tendency—the offspring of old habits and of the absolute lack of intellectual culture¶—that they have to abuse spirituous liquors, place low wages as an incentive to the owners of the soil and as a restraint to the vice of the labourers.** And the more so, because, from informations taken by the inquiry instituted by the Commission, the conditions secured by this Regulation to the labourer, as they are based upon the "minimum" that can be stipulated, are in comparison with the treatment of natives in many "mashambas,"†† an extraordinary luxury.

In conclusion the Commission remark that the organization of their work has been specially based upon the elaborated Regulation (special) made for the Province of St. Thomé e Príncipe, and approved by Portaria of the Colonial Minister of 3rd August, 1876, such modifications being made as the different circumstances of the two provinces demanded.

(Signed)

J. M. CRISPIANO DA FONSECA.
A. MARTINS DOS SANTOS CORREA.
ADOLPHO J. P. DE MAGALHAES.
F. C. DE SILVA ESTRELLA.

(Signed)

F. DE MEYRELLES DO CANTO E CASTRO,
Secretary to the Commission.

* "Cajú," spirit extracted from the cajú apple. "Ussúra," the sura or palm wine extracted from "Borassus Æthiopicum."

† This "attractive industry" was introduced to the East Coast by the Portuguese. "Cajú" and the spirit is solely sold to the native population.

‡ On a very small scale. Opium appears the only cultivation in which energy is shown.

§ *Vide* Consular Report, 1875-76, Consul Elton.

|| "The extraordinary amount of labour available in all parts of it," *ante*. "Trabalho" would perhaps be better rendered as "work."

¶ "Old habits" established by Portuguese, and now encouraged by the sale of "cajú." After more than 250 years occupation of Mozambique the admission is made that there is "an absolute lack of intellectual culture" amongst the natives.

** "Vice of the labourers" should rather be "vicious teaching of Portuguese colonists," in common justice.

†† "Mashambas" (plantations).

Inclosure 4 in No. 173.

Detail of such portions of the Special Regulation for the Execution of Law of April 29, 1875, provisionally established in Mozambique by Portaria No. 147 of June 28, 1877, as apply to Emigration to Foreign Colonies.

[NOTE.—In Inclosures to Governor of Cape Colony and Lieutenant-Governor of Natal, Cap. 2 from Précis, Inclosure 2 to present despatch, is added to following.]

FEES payable, cap. 3, Art. 5 (4,500 reis equal to 1l.).

	Reis.
For license to an agent	12,000
„ a ship, 50 tons	2,500
„ „ 51 to 100 tons	5,000
„ „ 101 to 200 tons	9,000
„ „ 201 to 300 tons	12,500
„ „ 300 and above	25,000
Celebration of a contract for foreign Company	2,500
Registry of each contract	300
Seal on each sheet of all accounts and papers	60

(Signed) A. C. SARMENTO, *Secretary-General*.

FORM.

Engagement of Services for beyond the Province or for a Foreign Country.

On day of (month) (year) appeared before me (name, &c.) at this Protector-General's Office ("Curadoria Grál"), A, agent authorized by superior authority to celebrate the contract in the quality of the Procurator of B, subject of , living at , in , as the procuration which is set forth in this Act, proved to me, resident in this city, and C, individual subject to public "tutella" (age), (sex), (condition), (extraction), (residence), being both (or the first) known to me. And it being stated by the first present that his constituent requires labourers for the establishment he possesses at (name of locality), and charges him by the before-mentioned procuration to contract certain people for this service in this Province, and that having for this purpose made certain proposals to the second present, that he should contract according to the following Articles:—

1. The said C engages to work as labourer ("serviçal") in the establishment of B, at (locality), during years, counting from the day on which he commences to work.

2. And engages himself to work on all lawful days during hours of the day, and carry out with diligence, fidelity, and promptitude, the works he may be charged with, and for which he may be fitted.

3. The first present engages himself, for his constituent, to pay the third class passage of the second present in (such a ship), and to advance him before his embarking the sum of which will hereafter be deducted from his salary, at the rate of per mensem.

4. Also engages to pay the second present, from the day upon which he commences to work up to the end of his contract, the sum of , current coin of the country, whether working or not working payments being made on the Saturday of each week.

5. Engages to furnish him with a house on a raised floor of clay; a uniform ration of per diem; to treat him during sickness; during which the constituent of the first present will not be required to pay him wages.

6. Also engages in the case that the second present should through illness be in the impossibility of working out his contract, that he, under such circumstances, will pay the expense of his return voyage to his country as third class passenger in (such a) Company.

7. It is expressly stipulated that the constituent of the first present cannot exact from the second present any other work beyond that which by this contract he is obliged to perform; that his services cannot be ceded to another person; and that all difficulties and questions concerning the execution of this contract, shall be decided by the Portuguese Consular authority in the city of , and that, moreover, the first present and his

constituent, hold themselves responsible for the expenses of transport, and both of them especially for the complete performance of this contract.

And all being concluded in conformity with the law, I give my approval, &c.

(Signed) _____, *Protector.*

(Signed) _____, *First present, A.*

Inclosure 5 in No. 173.

*Consul Elton to Sir Bartle Frere.**

*On board launch "A. M. Livingstone," under Maganja Range,
Shiré River, July 30, 1877.*

Sir,

I HAVE the honour to inclose précis in translation of the Rules laid down by the Special Regulation for the Execution of the Law of April 29, 1875, in the Province of Mozambique (abolishing the servile condition in the Portuguese Colonies) for the emigration of native labourers to foreign colonies, together with the scale of fees payable and the forms to be filled up by the accredited agents of employers, which became law in Mozambique by Portaria 147, of June 28, 1877, of the Governor-General.

Although it does not appear to me that the regular emigration to the Cape or Natal, under Government supervision, should properly be guided by these new rules, which by Portaria No. 147 are "provisionally ordered to be put in force in this province,"—the old rules (Portaria, Governor-General, No. 152, of 1875,) being directly sanctioned by the Lisbon Government, and therefore not, I should imagine, to be suspended by the Governor-General and replaced by Colonial Regulations without reference to the Portuguese home Government,—yet should any responsible colonists wish to avail themselves of this new source of procuring native labourers, and be willing to appoint agents and take upon themselves the responsibilities of engagement, their way is apparently clear.

I would, however, suggest to your Excellency that Delagoa Bay and Inhambane are, for the present, the only two ports from which perfectly willing emigrants can, as I believe, be obtained with any facility, and I venture to think it would be premature to attempt for the present to promote any emigration from other Mozambique ports on the East Coast.

A copy of this despatch I have forwarded to the Governor-General of Mozambique (General José Guedes de Carvalho e Menezes) in order to prevent the possibility of misunderstanding, and I would venture to suggest that your Excellency might be pleased to furnish your Emigration Agent at Delagoa Bay with such instructions as you may judge requisite for his guidance.

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

Inclosure 6 in No. 173.

Consul Elton to Senhor Menezes.

Sir,

Shiré River, July 30, 1877.

I HAVE the honour to inclose you copy of an identical despatch of this day's date I have addressed to their Excellencies the Governor of the Cape Colony and the Lieutenant-Governor of Natal relative to the bearing which the issue of your Excellency's Portaria No. 147 of 28th June last, appears to have upon the emigration of native labourers from the Province of Mozambique to the British Colonies, with the hope that I may have taken a right view of the questions thereby raised, and spared your Excellency correspondence upon the subject.

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

* Identical to his Excellency Sir H. Bulwer.

SPAIN.

No. 174.

The Earl of Derby to Sir J. Walsham.

Sir,

Foreign Office, May 14, 1877.

I TRANSMIT to you copies of a correspondence upon the subject of a Decree issued by the Captain-General of Cuba of the 12th of January, and published in the "Havana Weekly Report" of the 20th of January of this year, setting forth the special action to be taken for the capture of Africans and Chinamen, either slaves, or bound to temporary servitude, serving in the ranks of the insurgents in Cuba.*

I have to request that you will represent to the Spanish Government that, while no sympathy can be felt for the perpetrators of the outrages described in Mr. Consul-General Cowper's report, and they may fully merit the punishments prescribed by the laws of all civilized States for such crimes, Her Majesty's Government cannot but view with regret the promulgation of a decree whereby the captured rebels are to be reduced to a state of slavery, and apparently without trial and investigation, and they venture to express the hope that in the interests of humanity the Spanish Government will see their way to substitute measures for the suppression of these outrages in harmony with the more enlightened spirit of legislation which prevails in the mother country.

I am, &c.
(Signed) DERBY.

No. 175.

The Earl of Derby to Sir J. Walsham.

Sir,

Foreign Office, June 1, 1877.

WITH reference to my despatch of of the 14th ultimo, I transmit to you herewith copy of a despatch from Her Majesty's Consul-General at Havana,† inclosing translation of another Decree issued by the Captain-General of Cuba, relating to Chinese labourers, and reporting the formation of a colonization company, having for its object to procure a supply of Chinese labourers for that island.

I am, &c.
(Signed) DERBY.

No. 176.

The Earl of Derby to Sir J. Walsham.

Sir,

Foreign Office, June 9, 1877.

WITH reference to my despatch of the 1st instant, I inclose for your information copy of a further despatch from Her Majesty's Consul-General at Havana, relative to the Planters' Immigration Company, together with a prospectus of the Company.‡

I am, &c.
(Signed) DERBY.

* No. 179 and Inclosures.

† No. 181

‡ No. 182.

No. 177.

Sir J. Walsham to the Earl of Derby.—(Received June 18.)

My Lord,

Madrid, June 12, 1877.

BEFORE your Lordship's despatch of the 14th ultimo, reached me, the Minister for Foreign Affairs had told me that, having noticed in the English newspapers some remarks about the Decree issued by the Captain-General of Cuba on the 20th of January last, with respect to the steps to be taken for recapturing fugitive slaves and coolies, he had begged the Minister of the Colonies to let him know whether the Decree contained any provisions calculated to justify the complaints which had apparently been made to your Lordship.

I shortly afterwards received from Señor Silvera the letter of which I have the honour to inclose a translation. The lenient measures referred to as having been recently adopted by General Jovellar concerning those who have been banished from Cuba, or whose property may have been embargoed in consequence of their participation in the insurrection; these persons are now to be allowed to return to the island, and their property is to be relieved of the embargoes.

The Decree containing these provisions is dated the 5th of May, and I beg to inclose it herewith, accompanied by a translation.

The Government has approved of what General Jovellar has done in this matter, and the press generally has a good word to say for this act of clemency on his part. I know him to be a kind-hearted man, and I believe Señor Silvera is perfectly justified in saying what he does of General Martínez Campos, the Commander-in-Chief in Cuba.

Since I received his Excellency's letter I have made known to him the contents of your Lordship's despatch, and of the communication from the West India Committee. He said the Government had no knowledge of the decree of the 20th of January, the translation of which I had shown him, but that I might assure your Lordship of the desire of the King's Government to show mercy to all who had the slightest right to claim it.

With respect to the apparent absence from General Jovellar's Decree of any provision for the trial of these fugitive slaves or coolies after their capture, I cannot help thinking that it must have been intentional, as the offence of running away from masters or employers, clearly the only one alluded to, would hardly be deemed an offence for the punishment of which a trial, properly so called, would be required. If taken while fighting in the ranks of the insurgents, or in the act of committing any crime, slaves and coolies would, quite independently of their status, be tried and condemned or acquitted, not in virtue of the Decree of the 20th January, but according to whatever laws are applicable to cases of this nature; so that in offering a reward for the capture and, on the production of the proper documents, delivery to their owners, and in certain cases to their captors of the men referred to in this decree, the Captain-General's object can only have been that of preventing the insurgents as far as possible from obtaining any addition to their numbers.

Even in time of peace, so long as the employment of slaves and coolies is not illegal in Cuba, the owners of the former and the employers of the latter would have a perfect right, I imagine, to call upon the authorities of the island to assist in recapturing those who had absconded or who had broken their contract, and when it is remembered what heinous crimes these same slaves and coolies have lately been committing, it is a somewhat delicate task, my Lord, to make any representation on their behalf.

I am, &c.

(Signed) JOHN WALSHAM.

 Inclosure 1 in No. 177.
Señor Silvera to Sir J. Walsham.

(Translation.)

My dear Friend,

Ministry of State, June 1, 1877.

WITH no other data besides the remarks in the newspapers, I have spoken to my colleague of the colonies concerning the Decree of 20th January, 1877, relative to fugitive

slaves and coolies, and the antecedents of the matter do not appear to justify the alarm echoed by the press. The Decrees of the Captain-General the 23rd of March concerning the insurrection, although they contain—and it could not be otherwise—some severe orders with regard to deserters, expressly state that the penalty of death is not to be inflicted upon civilians, and contain other humane measures.

Precisely, General Martinez Campos has always been remarkable for his kindness of heart, and this is proved by his late measures.

I tell you all this in case your Government should take notice of those unfounded complaints, for you already know how much I desire to avoid any reclamation of that nature.

I am, &c.
(Signed) MANUEL SILVERA.

Inclosure 2 in No. 177.

Decree.

(Translation.)

Article 1. From the date of this Decree, all banishments administratively ordered by this Government for political reasons are annulled, and the "dossiers" in progress concerning the same shall be closed.

Article 2. Administrative embargoes against insurgents, who have presented themselves to receive pardon, or may do so before the termination of the war, shall likewise be taken off.

However, this favour is not to be extended to the property of insurgents having rebelled more than once, nor to that of the chiefs of the insurrection; with respect to such property this Government generally reserves to itself the adoption of such measures as it may think most suitable, according to the special circumstances of each case.

Article 3. Administrative embargoes on property belonging to rebels deceased shall be raised, and such property handed over to the legitimate heirs, if the latter remain faithful to the Spanish nation.

Article 4. The property referred to in the two foregoing Articles having been restored, the owners or possessors thereof shall not sell, make away with, exchange, nor in any way burthen the same until two years after the official publication of the total pacification of the island.

Article 5. That which has been produced by the property previous to restitution, shall so long as no other determination be come to, be considered as being applied to the expenses of the war, and the owners as having no right to make any kind of reclamation.

Article 6. In like manner, no person whose property has been embargoed shall have a right to any kind of indemnity on account of ruinous or damaged condition of the property embargoed and restored.

Article 7. In order to afford every possible facility for the restitution of the property, this Government will authorize the Governors and Lieutenant-Governors in the island to make such restitution, in each one of the cases, to the persons included in this decree whose property lies within their respective jurisdictions, doing so with such due precautions as will be intimated to them by the office of the Secretary of the Governor-General.

Article 8. The judicial proceedings now in progress against rebels shall be hastened, so that they may be quashed, or sentence may be given as justice may dictate.

Article 9. As to property adjudged to the State by sentence of a competent tribunal, the Government of His Majesty will in due time come to such a decision as it may consider most fitting.

Article 10. The office of the Secretary of the Governor-General will issue whatever orders may be necessary to the end, that the foregoing Articles may be duly fulfilled by those whose duty it may be to carry them out.

Havana, May 5, 1877.

(Signed) JOAQUIN JOVELLAR.

SPAIN. (*Consular*)—*Havana.*

No. 178.

Consul-General Cowper to the Earl of Derby.—(*Received* .)

My Lord,

Havana, January 1, 1877.

IN accordance with the provisions of the Act 5 Geo. IV, cap. 113, I have the honour to report that no case has been brought for adjudication before the Mixed Commission Court here during the last six months.

I have, &c.
(Signed) H. AUGUSTUS COWPER.
Commissary Judge.

No. 179.

Sir J. Pauncefote to Consul-General Cowper.

Sir,

Foreign Office, February 19, 1877.

I AM directed by the Earl of Derby to transmit to you a copy of a letter from the West India Committee, inclosing a copy of a Decree issued by the Captain-General of Cuba and published in the "Havana Weekly Report" of January 20, 1877, respecting the Africans and Chinese, either slaves or bound to temporary servitude, and who are serving in the insurgent ranks, and in calling your attention to this decree I am to instruct you to furnish his Lordship with your observations in regard to it.

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

Inclosure 1 in No. 179.

Mr. Lubbock to the Earl of Derby.

My Lord,

9, Billiter Square, London, E.C., February 7, 1877.

I HAVE the honour to direct the attention of your Lordship to the inclosed copy of a decree issued by the Captain-General of Cuba, and published in the "Havana Weekly Report" of January 20, 1877.

Your Lordship will gather from this document some information with respect to the extent of the insurrection, and that "African and Chinese individuals, either slaves or bound to temporary servitude," are sufficiently numerous in the insurgent ranks to justify special action being taken against them. Your Lordship will also notice that authority is given to the adherents of the Spanish Government "to scour the country around their several residences, and capture all men belonging to the above-cited races," and they are to do this under military authority, and "with the required number of armed men." The second Article of the Decree provides for the delivery of the captured people to their "owners or factors." But the captors are to be entitled to a "bonus of 102 dollars gold for every slave, and 34 dollars gold for every Chinaman so captured." But in the case of unclaimed slaves and Chinamen, the captor shall become the owner or factor of the said slaves and Chinamen for the period of six years.

This Decree affords another illustration of the condition of the Chinese labourer in Cuba, and perhaps reveals one of the worst features of the institution of slavery as existing in the island. I am therefore to express a hope that it may receive the serious attention of Her Majesty's Government, and that after the receipt of an official copy from the British Consul-General in Cuba, your Lordship may be pleased to communicate with the Government of Madrid upon the subject.

I have, &c.
(Signed) N. LUBBOCK,
Deputy Chairman.

Inclosure 2 in No. 179.

Decree.

WHEREAS the fact that the forces of the enemy are so widely disseminated throughout the territory of Cinco Villas, as well as in Colon and Cardenas counties, embracing all territory, as far as the military Trocha from Jucaro to Morou, as to render very difficult the capture of African and Chinese individuals, either slaves or bound to temporary servitude, serving in their ranks, by our forces, taking into deliberate consideration their nomadic tendencies and small wants to subsist, I have come to the conclusion that this is the right moment to invest proper authority upon white males residing in the rural districts, known as rangers, advantageously to the State, as well as on others, inspiring confidence because of their tried and well-known loyalty to our nationality, so that in conformity with all formalities required by law, they may devote their single and combined efforts to scouring the country around their several residences, and capture all men belonging to the above-cited races, under the likewise depicted condition. In view of the facts above stated, and with the full approval of the Commander-in-Chief of the army of operations in the field, deeming it conducive, in a great measure, to the success of the campaign, I hereby ordain as follows:—

1. Jurisdictional Governors and Lieutenant-Governors within the territorial limits above cited, shall issue the proper passes to travel to every white male individual neighbour, who may desire to undertake the performance of said service, provided the same be trustworthy, so that, in company with the required number of armed men, according to their judgment, they may scour the woods round about their several dwellings, in order to capture all black and Mongolian runaways, whether slaves or temporarily bound to servitude.

2. All captured men shall be brought into the nearest city, town or village, and delivered to the respective municipal depôt to be claimed by the owners or factors thereof, who shall be apprised of the fact by means of timely public notice being given of any newly-brought gangs, within thirty days on and after such notification, proving property and paying all charges.

3. The captors shall be entitled to a bonus of 102 dols. gold for every slave, and 34 dols. gold for every Chinaman so captured, upon delivery to the owner or factor, who shall defray said charge.

4. All unclaimed slaves and Chinamen remaining after due notice being given, the captor thereof shall be owner or factor *de facto*, as the case may be, for a period not exceeding or under six years from the date of the awards.

5. All required legal documents shall be issued to the captor for every slave or Chinaman thus bound to him for the period of six years, the same being properly recorded to establish said facts at any time thenceforward.

6. All expense arising out of the capture and keeping of every individual until delivery to claimants shall be defrayed by them, but whenever temporarily employed by the city corporations, no charge shall be made for their keeping.

7. The foregoing shall go into effect on and after the date of its publication, so long as no enactment to the contrary be made.

(Signed) JOVELLAR.

Havana, January 12, 1877.

No. 180.

Consul-General Cowper to the Earl of Derby,—(Received April 23.)

(Extract.)

Havana, April 1, 1877.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 19th February, inclosing the copy of one from the West India Committee, and in obedience to your Lordship's instructions I proceed now to report upon the subject brought by it to your Lordship's notice.

I look upon the Captain-General's Decree of the 12th January entirely as a war measure, and am watching its operation. It appears to me to be unconnected with any of those interests which the Committee was formed to protect, and I am consequently at a loss to understand whether it desires to know if the Decree affects prejudicially the interests of the planters in the British West India Islands, or whether it brings the matter to your Lordship's notice from humanitarian motives.

In one sense it certainly was issued as a protection to the planters, to which neither the West India Committee as planters themselves, who in Barbadoes have recently claimed the aid of the Government in somewhat similar circumstances, or any foreigner could possibly object. The richest parts of the island have been devastated by bands of incendiaries—so called insurgents—for many years, and particularly those districts mentioned in the decree, namely, the Cinco Villas on the south, Colon in the centre, Cardenas and Júcaro on the north; millions of dollars worth of canes have been destroyed, some planters and their families have been utterly ruined, and their estates abandoned; others have secured themselves by heavy pecuniary contributions, and unprovoked atrocities have been committed, which equal in horror, though not in extent, those which lately aroused the indignation of Europe. I have recently been to Colon, Cardenas and Júcaro, and can vouch for the truth of my statements.

Now, how far these bandits are really connected with the insurrection is unknown; for the honour of Cuba it is to be hoped that they assume the title of insurgents without authority, but in fact they burn and murder and ravish in such small parties that they baffle the troops sent against them. They are undoubtedly composed in a great measure of runaway negro slaves and contracted Chinamen, and it is certain that all the incendiarism is done by this class of men, their knowledge of the localities enabling them to do so with impunity, one man being sufficient to burn an estate. And surely the Government was bound to protect the peaceful inhabitants by such means as lay in its power; it would have resigned its chief function had it failed to do so: 100,000 soldiers having failed to extirpate them, it adopted the Decree complained of, calling upon the respectable inhabitants of the districts to capture these people, and offering a reward for their apprehension. That it has been in some degree successful is proved by the capture and execution of Sábicú and the death of Casba. These two men were both slaves, and were so called rebel chiefs; they have burnt more estates, and committed as terrible atrocities as all the Bashi-Bazooks in Turkey.

There are four facts which the West India Committee must not lose sight of:—slavery still exists here by law; contracted labour also exists by law; a civil war exists opposed to the law; and Government exists to defend the law, and to execute it.

Suppose, in Demerara, say, the contracted coolies escaped, and were joined by negroes who had struck for wages, would not the Government be called upon by the planters to oblige them to return? And if they added murder and arson and other atrocities to their first offence, would they not when caught be hanged?

In point of fact, my Lord, the civil war, which was no doubt commenced by honourable and patriotic men—and I do not say that there are none such now—has long failed, its hopes of success ceased with the prospect of aid from abroad, and it has been protracted in quite another character by just the sort of men at whom this decree is aimed, and I believe it to be highly probable that it may so continue to an indefinite period.

I have this moment received from the Vice-Consul at Sagua la Grande an account of four negroes who went to a rancho in the neighbourhood of that important commercial town. Three men were planting their vegetables; they were immediately murdered without any provocation. The assassins afterwards seized another white man, whom they bound to a tree, and desired him to prepare for death like the others; they, however, altered this decision and ordered him to go to the Governor of Sagua, and inform him that they would burn two estates in the neighbourhood the next day; and, in spite of the Governor's precautions, the estates were burnt, with 1,500 hogsheads of sugar.

This was so close to the city that the Vice-Consul informs me the inhabitants were obliged to close their windows, on account of the smoke from the burning canes.

I am far from sharing the opinion of the West India Committee that this is any proof of the extent of the insurrection. I believe that the greater part of the Cubans who took part in it are quite aware that the cause is hopeless, and would gladly see it ended; but these ungovernable bands of incendiaries, who are probably a terror even to the Cubans in the field, as well as to the peaceful inhabitants, protract the war, for they know that the 100,000 men who are sent against them might as well sabre the wind as attempt to find them, much less to strike them.

No. 181.

Consul-General Cowper to the Earl of Derby.—(Received May 28.)

My Lord,

Havana, May 8, 1877.

THE Captain-General's Decree of the 12th January last, to which the West India Committee drew your Lordship's attention, and upon which I had the honour to address your Lordship on the 1st April, has, I am credibly informed, proved resultless in its operations; at which I am not at all surprised, for the facilities which present themselves to fugitive Chinamen and slaves of joining the insurgents are too numerous not to baffle any force of armed peasants, even were they well disposed to the Government, which the Cuban peasants are not.

Another Decree of the Captain-General, dated so far back as the 14th July, 1876, has only now been approved by the Supreme Government, and is to come into immediate operation. Its object is probably the same as that of the 12th January, but the means to be adopted are entirely different. I inclose a newspaper containing the Decree and a free translation.

Simultaneously, if not actually in connection with the promulgation of this Decree, a meeting of the principal planters took place in Havana, the Marquis of Alava in the chair, at which it was resolved to form a Planters' Colonization Company, with a capital of two millions of dollars; one million of which were subscribed upon the spot.

The rules and regulations of the Company have not yet been published, but the Marquis has promised me an early copy, and verbally explained the objects of the company as follows:—

1. To raise a capital of two millions of dollars, for the specific purpose of importing free agricultural Chinese labourers.
2. To urge upon the Government the pressing necessity of renewing the Treaty with China.
3. To import a fair proportion of Chinese women with the men.
4. To import them without contracts, so that upon arrival the coolies would be free to choose, and engage themselves to whom they pleased and upon the terms they pleased.
5. To send them back to China after a certain period of service in the island, if they so desired.
6. To request the Chinese Government to appoint a Consul to protect the rights of the immigrants.

There appears to be nothing objectionable in the Company's proposals, if they are only practicable, and regarded alone they merit the great praise of being an enlightened attempt to meet the most urgent necessity of the country, namely, the increase of its labouring population; but if they are viewed in conjunction with the Captain-General's Decree, it is difficult to see how the immigrants can escape the serfdom which the latter undoubtedly creates.

For the principal object of the Decree appears to be to attach the labour to the soil, and particularly to prevent the Chinese from establishing in the cities, even after they have served their time, and become "compledos," and entering into competition with the shopkeepers, which they have successfully done; for the unjust extension of their contract service seems to have proved insufficient, for the decree adds to the number of depôts already existing in the agricultural districts, and under conditions that may be regarded as the death blow to Chinese liberty in Cuba, not only are "cimarrones," or runaways, to be apprehended and sent to the depôts, but "indocumentidos," or persons

without "cedulas," and I, who have 4,000 Chinese under my protection, know how difficult it is for a labourer to obtain one now; and the difficulty is intended to become greater under the decree.

The two great acts of injustice of which the Chinese justly complain, are first, the breach of contract, by extending the term from eight to eleven years, by an arbitrary and unpardonable decree of the Government; and it is a slur upon its honour that it allows so unjustifiable an act to continue; and until it thinks proper to repeal that, and all others, of which the Captain-General's is the sequence, every permissible means should be adopted of letting the Chinese Government know that its people ought not to come here.

It is entirely in the power of the Spanish Government to do this act of justice, but the second complaint is more difficult to remove, as it depends upon individuals; the Chinese originally contracted for so many dollars in gold, as payment for their labour, but advantage has been taken of the financial state of the country to pay without equivalent the nominal sum in paper, which is at a discount of 125 per cent. The Marquis of Alva assures me that he pays his coolies in the currency for which he engages them, some in gold and some in paper; and I am sure that in his case, and I have no doubt in those of other rich planters, this is the case, but the poorer ones undoubtedly, seduced by their own difficulties, and the heavy burthen of taxation, take advantage of the coolies' helpless position, and pay them in the deteriorated paper currency.

It is, therefore, of the utmost importance to the intended emigrant that he should be made acquainted with these facts before engagement, that he might provide against them, and if the Planters' Company should carry its scheme into effect, it will be absolutely necessary first to obtain the repeal of the Government Decree, or it will be impossible successfully to work it.

And should a Chinese Consul be appointed, his rights of interference should be specified and guaranteed by treaty.

I have, &c.
(Signed) H. AUGUSTUS COWPER.

Inclosure in No. 181.

Newspaper Extract.

(Translation.)

HIS Excellency the Minister of the Colonies has communicated to his Excellency the Governor-General, under date of the 5th February last, the following Royal Order:—

Excellent Sir,

In view of your Excellency's despatch No. 319 of the 15th July last, and of the decree which accompanied it, upon the installation of central deposits in the island of immigrant Chinese, "compledos" (those who have fulfilled their contracts) and runaways. Having taken the opinion of the Council of State, and in conformity therewith, His Majesty the King (whom God preserve) has thought proper to approve the regulations published by your Excellency in the decree of the 14th July last, modifying the regulation of 1873, and to dispose that the Central Commission of Colonization proceeds with all urgency to fulfil the charge recommended on the 11th May, 1872, to unite as quickly as possible all which relates to Asiatic colonization, and to prevent the adoption of provisional measures by the supreme authorities at the Colonial Office.

Which Royal Order I communicated to your Excellency for your information and corresponding effect.

And having accorded your Excellency the execution of this Royal Order and the Decree to which it refers, it is published in the official Gazette for general information and corresponding effects.

(Signed) W. RUY MARTINEZ,
Secretary to the Government.

Havana, April 20, 1870.

Decree.

Having received many complaints of their concentration in Havana, of Asiatic immigrants, *compledos*, and *cimmarones* (runaways), existing in the different municipal deposits of the island, in accordance with the permission given on the 9th March last, some being founded upon the state of abandonment in which the municipal works were left, the *Ayuntamiento* not placing sums for these purposes in their estimates, and disposable labourers did not exist; others upon the difficulties which the planters encountered in jurisdictions at a distance from the capital, to acquire sufficient hands to work their estates, and upon my part being desirous to conclude all interest within the scope of the existing laws on subjects relating to colonization with the reserve of proposing to His Majesty's Government any radical modification of them which experience might dictate, I have decreed as follows:—

1. In addition to the municipal depôts of Asiatics which exist in all the jurisdictions of the island, four central depôts will be created, corresponding to the Western, Eastern, Central, and Las Villas Departments.

2. The central depôt of the western department will continue in Havana in the form in which it is actually installed, and will comprise the jurisdictions of Havana, Matanzas, Cardenas, Colon, Guines, Iarucu, Guanabacoa, S. Jago de la Vegas, Bahia Honda, St. Maria del Rosario, Benjucat, Islu de Puros, San Antonio de los Banos, San Christobal, Guanajay and Pinar del Rio.

3. The central depôt of the department of Las Villas will replace the jurisdictional which exists in Remedios, and will be composed of the jurisdictions of Remedios, Cienfuegos, St. Clara, Trinidad, Sancti Spiritus, and Sagua la Grande.

4. The central depôt of the department of the centre will continue in Puerto Principe, and embrace the jurisdictions of Puerto Principe, Nuniortas, Moron, and Victoria de las Timas.

5. The central depôt of the eastern department of the centre, will continue established at S. Jago de Cuba, comprising the jurisdictions of St. Jago de Cuba, Baracole, Bayamo, Ieguané, Guantanamo, Holquin, Gibaro, and Manzanillo.

6. Runaway Chinamen who are apprehended will be confined in the municipal depôt of the jurisdiction in which the arrest was made, and after remaining there one month, will pass to the central depôt of the department, where they remain two months. This term having expired, if they have not been claimed by their masters, they may be recontracted for periods of six months in the manner established by the Regulation of the 14th September, 1878.

7. The same term of one month. Asiatics who have fulfilled their contracts, and who are received in expectation of renewing them, will remain in the municipal depôts, and in the event of their not being recontracted, will be removed to the central depôt until they do so.

8. The recontraction of Asiatics will be effected in the form established in the Articles 7, 8, 9, and 10, of the before-mentioned Regulation of the 14th September, 1872, and the immigrants of the depôts are not to be delivered to their masters, until proper authorization is given by the general Government, and their will has been ascertained by the Sub-Commission of Colonization of the district, when the act of agreement shall be registered and the re-contracts made out in quadruple.

9. With the object of avoiding delays in the process of recontracting, which are equally prejudicial to the masters and to the immigrants, the local authorities will endeavour to effect them by means of the documentation established by the circular of the 17th January, 1873, avoiding as much as possible unnecessary delays.

10. The President of the *Ayuntamiento*, under whose charge and direction the depôts are placed, will grant gratuitously to all who may apply for them, permission to visit them, before or after the hours at which the immigrants are at labour, either to identify runaways, or to recontract the *cumplidos*. In the central depôt of the western departments these permissions will be granted by the *Alcalde Corregedor* of Havana.

11. The administrators of the depôts will not permit the entry into them of any person without the permission spoken of in the preceding article, and they will abstain, as well as their subordinates, from influencing the immigrants in any way, for their mission is limited to the administration and maintenance of good order of the establishment, and the choice of the immigrants ought to be spontaneous. The complaint of the smallest error in this respect, if proved, will lead to the immediate dismissal of the officer who has thus forgotten his duties.

12. All questions relating to colonization must be immediately attended to by the public functionaries employed in his office in preference to all others, as they relate to

the general interests of the country, and not to the individual who may appear interested.

13. Within twenty-four hours after the admission of an Asiatic into the jurisdictional depôts, the Administrator will report the circumstances in writing to the Lieutenant-Governor, who will arrange, if he has not already done so, upon the information of the capturing force, an account of the inquiries made, and remit it to the Governor-General as conclusively as possible, that the legal position of the Asiatic may be decided.

14. The Governor's Lieutenant-Governors, in conjunction with the Presidents of the Ayuntamientos, will remit to the Secretary of the Government punctually, on the 1st and 16th of each month, a numerical statement of the Asiatics, *cumpledos y cimmarones*, who exist in the depôts, expressing in the columns of observations the causes of the increase or decrease during the fortnight. The same document must be rendered upon the before-named days by the Alcade Corregidor of Havana, respecting what passes at the central depôt of the western department.

15. The above-named authorities will also remit, upon the last day of the month a nominal statement of all Asiatic *cimmarones* existing in the depôt, with the view of publishing it in the Gazette, and thus finding out their masters.

16. The Central Commission of Colonization has the right of inspection and visit over all the depôts of Asiatics, whether central or jurisdictional, and can demand from the administrators all information and statistical data which they may deem necessary for carrying out their duties.

17. The instructions of the 31st December, 1868, the regulation of the 14th September, 1872, and all the depositions which have been made relating to colonization, remain in full force and vigour, where not opposed to the present decree.

(Signed) JOAQUIM JOVELLAR

Havana, July 14, 1876.

No. 182.

Consul-General Cowper to the Earl of Derby.—(Received .)

My Lord,

Havana, May 16, 1877.

IN connection with the despatch which I had the honour to address to your Lordship on the 8th instant, I inclose a translation of the prospectus of the Planters' Immigration Company to which I then referred, together with the original, for which I am indebted to the Marquis of Alva, as it has not yet been published.

I renew my observation that the project cannot work beneficially for the immigrant in conjunction with the Captain-General's Decree, and unless that is annulled, and the preceding Decree repealed, it will only swell the amount of serfdom which that decree establishes.

The 13th Article of the prospectus, prohibiting the Chinese from changing their nationality, excepting to the Spanish, appears to intimate the intention of attempting to withdraw the permission now exercised by the Chinese of choosing, upon the expiration of their contract, a foreign Consul, under whose official protection they remain, and through whom they obtain their *Cedulas*. The article might also lead to complications in the case of genuine British subjects born in Hong Kong.

I have, &c.

(Signed) H. AUGUSTUS COWPER.

Inclosure in No. 182.

Revised Project.

(Translation.)

I. A joint stock company has been formed, in which all who have subscribed, and as many other proprietors, planters and merchants who choose to join it, shall take part.

II. The sole object to which the company will dedicate itself is the following :—

1. To negotiate with the Government of the nation the means by which, with the least possible delay, the difficulties which exist to the continuance of the suspended treaties with the Chinese Empire, in reference to the immigration of labourers from that country to this, may be resolved, either upon the same conditions under which they came formerly, or with such modifications as may be considered desirable, and especially if it be possible upon the bases which are explained in this project.

2. To treat with the Government for the exclusive right for this company to import into this island all labourers from the Empire of China and the Kingdom of Anam that may be necessary for the maintenance and development of the agriculture of the country, the Animites when there are treaties which permit them, and also from any other countries agreeable thereto.

3. The company will import all the labourers which it may consider requisite to meet its requirements in virtue of the concessions which will be demanded; without the power, in any case, to make any further profit than the interest on the capital, which it invests at the current rate of this city, and a commission of 5 per cent. upon the value of each expedition. To this effect, on the arrival of each vessel, there shall be made a liquidation or calculation of the cost and expense which the labourers imported in it shall have caused, and the said labourers shall be granted to those who require them, and who have previously bespoken the service of the coolies, at the amount arrived at; it being understood that to make the said calculation, the divisions of the cost of the expedition shall include only those individuals who arrive in good health.

4. The 5 per cent. commission shall be applied to the maintenance of the officers and employés which the company requires, and the same shall be done with the products of such labourers as shall arrive in a bad state of health, and shall have been made over under special conditions agreeable to the contracts which they shall have made for their labour.

5. The said fund formed with the product of the commission, and the aforesaid sick, will be applied in the first instance to defray the cost of the officers and employés of the company, in preference to all other claims; the remaining surplus shall go to the fund which is to be created, and of which more is said below, for the re-exportation such of labourers as wish to return to their country within the stipulated conditions.

6. Members of the company will have the preference for the contracting of half of the Chinese which shall come, and the requirements of the members being satisfied, the remainder shall be distributed among such as shall have bespoken them, and to whom the Asiatics shall wish to engage themselves.

7. The society shall be administered by a chief employé, whose salary shall not exceed 6,000 dollars per annum, the said employé to be removed at the pleasure of the directors, to whose orders he will be subject.

8. The board will be composed of a president and four directors, and will take charge of the whole management of the company, and will have full powers to make all the necessary disbursements for the furtherance of the object which the company proposes to realize, and to deliberate and decide whatever they hold expedient for the said end, and for the more speedy accomplishment of the project.

9. The capital of the company will be composed of shares at the rate of ten thousand dollars each, unnegotiable and untransferable, except in cases of succession, inheritance, &c., or with the authorization of the board.

10. In so far as the Asiatics are willing to serve them upon the stipulated conditions, the shareholders will have the preference for the contracts, in proportion to the amount of the scrip they represent.

11. The capital represented by the said shares will not be called in excepting where the operations of the company render it necessary, but the shareholders will give bills, payable to the orders of the company, for the amounts and at the dates which the board shall direct, provided that they are within the value of the said shares, and the dates shall be for the terms of not less than three, six, or nine months' sight, which bills will be expected to be paid at maturity or to be renewed at the option of the board. The capital will correspond to the amount of the shares taken up, or which shall hereafter be taken up, since at whatever time a person requests to be admitted into the company it shall not be competent to refuse him.

12. Any member who, at the falling due of a bill, omits to pay it punctually or to renew it, in both cases at the discretion of the board, shall be *de facto*, expelled from the company and at no time will be permitted to rejoin it, without payment of the responsibilities which he contracted while he formed a part of the company, which he will be able to do when these responsibilities definitely cease.

13. For the more immediate despatch of the preliminaries for the establishment of the company and the furtherance of its objects, each shareholder will at once disburse 100 dollars in coin for each share which they represent.

14. The board referred to in Article 8 will be named by the majority of votes of the shareholders, and all the employés of the company by the majority of votes of the said board.

15. The company will last five years, but with the power of dissolving itself, with twelve months' notice at whatever time the members think fit; but this term will not prevent any member who desires to do so at any time from detaching himself from it, as soon as all obligations for which he is responsible have been discharged.

16. No shareholder shall be responsible for a larger sum than the amount for which he is registered.

17. The conditions, which should be sanctioned by the Supreme Government, for procuring the immigration of the labourers, are as follows:—

I. The Chinese shall embark in their own country as perfectly free men to dedicate themselves to work in the Island of Cuba, principally in agriculture.

II. They will be conveyed upon the bases of hygiene security and humanity determined by the general rules of 1860, with the modifications which the Government thinks fit to introduce.

III. The total cost of the conveyance and introduction into this island of each labourer shall not exceed 150 dollars in gold, and should it be at all greater or less, the excess shall be to the account of the importer or of the person with whom the Asiatic contracts his labour in this island, and the deficit to the benefit of the same, the contracts being made out in this sense.

IV. The Chinese, within thirty days after his arrival in this island, will contract his labour free for the time necessary to reimburse his master or contractor with a part of his board and the 150 dollars fixed as the maximum cost for his importation, the cost of board and lodging for the eight days succeeding his arrival being at the cost of the Chinaman, if, being in good health, he has not then contracted his labour, the cost not to exceed fifteen cents a day. The thirty days fixed for the Chinese to contract his labour having passed, if he has not done so, the company can contract him with whomsoever it shall think fit, but in no case for a longer period than is necessary to repay the cost of his importation and half of his board.

V. The salary or wages which is to be the basis of the first contract made by the Chinese must not be less than eight dollars in gold per month, unless he is ill, or for his convenience agrees to a different rate.

VI. The Chinese, as a free man, may return to his country when the said contract is completed, if he has the means with which to do so, if not he will re-contract himself with whoever he thinks fit, and for the wages which he likes to ask or can obtain, for periods of two years to dedicate themselves to the employment for which they came.

VII. If at the end of the third contract the immigrant has not the means to return to his country, and therefore demands it as the inducement held out to him, he will be returned at the cost of the Government, for which object a fund will be formed, consisting of the sum of five dollars for each immigrant who arrives in the country in good health, the said sum to be paid by the company who imports him. If this fund is not sufficient for the number of immigrants who are to be re-exported, it will be increased by a certain sum upon each Asiatic under contract in the island as soon as experience proves the insufficiency of the first amount, which sum the master with whom the colonists are under contract at the time shall pay.

VIII. Those Chinese who, from circumstances beyond their own control, are unable to work, shall also enjoy this privilege.

IX. Every Chinese who has completed six contracts, may remain in the island free to dedicate himself to the same employment as hitherto without the obligation to re-contract himself.

X. Any Chinese who gets a family by matrimony will be exempt from the obligation of recontracting his labour after his fourth contract. With a wish to encourage this condition among the labourers which it imports, the company will endeavour to bring at least 25 per cent. of the persons it introduces of the female sex, women being subject to the same rule as men, only with the difference of gaining six dollars in gold per month in lieu of eight.

XI. The Asiatic may obtain, like any other foreigner, his certificate of citizenship if he pleases, provided that he has completed six contracts, and being able to prove that he fulfils the conditions required by the law; but this will not give him the power to dedicate himself to any but his proper employment.

XII. The obligations and mutual rights between master and labourer will be observed according to the provisions of the existing regulations with regard to labourers, except where experience proves the necessity of reform.

XIII. The Chinese will retain his nationality in Cuba within the conditions of the contracts which are made, and once in the country he will be unable to change it excepting for the Spanish, whatever may have been the port of his embarkation in Asia.

XIV. The company meanwhile has the privilege of being the sole importer of Asiatics, and is bound to convey those imported by it to their own country for the sum of thirty dollars each when ships are despatched to the said nation.

Upon this liberal footing the new colonization cannot but be advantageous both to contractors and contracted, and doubtless it may be justly hoped that both the moral and material interests of the island may be saved, without provoking controversies in the carrying out of international treaties, and I know of nothing to be said against it, and its object of showing the loyalty and good faith of the country in the fulfilment of its contracts, or that if His Majesty's Government should think fit there should reside in this island a representative of the Empire of China, charged with the duty of watching over the fulfilment of the contracts of his fellow-subjects.

Havana, April 24, 1877.

(Signed)

JULIAN DE ZULUETA.

No. 183.

Consul-General Cowper to the Earl of Derby.—(Received July 30.)

My Lord,

Havana, July 1, 1877.

IN accordance with the provisions of the Act 5 George IV, cap. 113, I have the honour to report that no case has been brought for adjudication before the mixed Commission Court here during the last six months, nor has the importation of coolies from China been renewed.

I have, &c.

(Signed)

H. AUGUSTUS COWPER.

SPAIN. (*Consular*)—*Porto Rico*.

No. 184.

Consul Pauli to the Earl of Derby.—(Received March 19.)

(Extract.)

Porto Rico, February 24, 1877.

SINCE my last despatch of 12th of August, 1876, there is absolutely nothing to report with reference to slavery.

Porto Rico has taken its place with the other West Indian Islands, as a land where the black is quite as free as the white man, and the fact that slavery still exists in Cuba, does not seem to affect the question, or to prevent the honest and hearty recognition of abolition here.

In justice to the people of all classes it is but fair to state, that no sort of excitement on the subject has ever been displayed, the "liberto" of last year, and the slave of 1873 has taken his place by the side of his fellow countryman quietly, and without remark.

The estate holders employ white and black indifferently, and all labourers are on an equal footing, both in regard to wages and treatment.

The former owners of slaves have without doubt suffered in pocket, as the indemnity still looms in the distant future, but a few years of the present satisfactory prices for sugar, will go far to reconcile them to the breach of the promise of payment on the part of the Government.

There is no want of labour, and although the wages are high, few complaints are heard.

Taking into consideration the fact that slavery existed here so lately, it is very satisfactory to note the tolerance of colour, and the most earnest abolitionist in England would be delighted to witness the perfect freedom, and even license, permitted to the African race. The men work as much or as little as they please, and spend their earnings in gambling, cock-fighting, or any other pleasure allowed to the white; the women dress in green and yellow, with blue boots on holidays, and the most perfect state of freedom cannot do more.

The only question which can arise is that the labourers may demand a higher rate of wages, as prices of sugar improve, and combine to obtain their own terms.

How such a movement will be met under a very despotic Government, I do not know; perhaps there will be an attempt to procure coolie labour, which I should be very sorry to see, both as unnecessary, and certain to be mismanaged and lead to abuse, but that no attempt will be made to impose on the coloured population I am convinced.

In conclusion, I am of opinion that if the people here and the authorities are content to let well alone, that no country where slavery has existed could be in a better position in regard to supply of labour, and no legislation on the subject would produce better results.

I will continue to watch the course of events, and will not fail to inform your Lordship of any attempt to interfere with the liberty of the coloured race, or to introduce coolie labour.

TRIPOLI. (*Consular*)—*Bengazi.*

No. 185.

Consul Henderson to the Earl of Derby.—(Received May 21.)

(Extract.)

Bengazi, April 27, 1877.

I HAVE the honour to acknowledge receipt of your Lordship's despatch of the 23rd ultimo, requesting some particulars as to the number of slaves for whom I have obtained papers of manumission, the length of time, &c., as well as some account of the nature of the information supplied to me regarding the movement of slave-caravans.

The number of newly arrived slaves captured and manumitted was 85, and the length of time I maintained them was 322 days. The number of refugee slaves was 209, and them I maintained 423 days. Nearly all the latter subsequently returned to their owners under special conditions, and a guarantee of good treatment.

Those who had been very badly treated, or whose owners refused or were unable to give a guarantee, were manumitted. The newly arrived slaves were in no case returned to their masters.

It may not here be out of place to bring under your Lordship's consideration the increasing number of caravans arriving at Ialo, and the large number of slaves brought by them.

An idea of the remarkable increase of the trade may be formed by comparing the exports of ostrich feathers and ivory from Bengazi during the last three years.

In 1874 the value amounted to £5,000, in 1875 to £27,000, and last year it rose to £128,000.

I must, in justice to the Pasha of Bengazi, say that he has never once refused to manumit a slave when I have asked for it, and that he has in every way co-operated most cordially with me, and a short time ago I obtained from him the dismissal and imprisonment of a sub-governor for having bought three slaves, a somewhat strong measure for a Turkish governor to resort to.

No. 186.

Sir J. Pouncefote to Consul Henderson.

Sir,

Foreign Office, August 20, 1877.

I AM directed by the Earl of Derby to transmit to you, herewith, for your information, copies of a Convention recently signed between Her Majesty's Government and the Khedive of Egypt, for the suppression of the Slave Trade in Egypt and her dependencies.

You will report any instances which may come under your notice of the working and effect of this Convention.

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

No. 187.

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

My Lord,

Bengazi, September 3, 1877.

WITH reference to Sir Julian Pauncefote's despatch of the 20th ultimo, inclosing copies of a Convention recently signed between Her Majesty's Government and the Khedive of Egypt, I will not fail to report any instances which may come to my notice of the effect and working of this Convention, and I will make it my special duty to furnish Her Majesty's Agent and Consul-General in Egypt with any information I may be able to obtain as to the movements of slave caravans leaving the oasis of Ialo for Egypt.

The effect of this Convention will certainly be to attract all the Wadai Slave Trade to Bengazi, as there will be no other outlet for it.

The Ottoman Government have taken no steps to send a military force to Ialo to confiscate the slave caravans on their arrival there. In writing to Mr. Layard on the 14th ultimo with reference to the Slave Trade, I suggested that when a favourable opportunity should offer, the Porte might be reminded of Raschid Pasha's promise to consider this matter.

Should the Ottoman Government be induced to take this step, it would, I think, be necessary that a Vice-Consul should accompany the troops, as the commander would probably be unable to resist the temptation of rapidly making his fortune by closing his eyes to the slave-dealers' misdeeds.

The appointment would not be a permanent one, but the difficulty of securing the services of a proper person would, I admit, be considerable, as no Englishman could live at such a place.

I have, &c.
(Signed) P. HENDERSON.

TURKEY.

No. 188.

Sir H. Elliot to the Earl of Derby.—(Received January 12.)

My Lord,

Constantinople, January 4, 1877.

YOUR Lordship will have received from Mr. Vice-Consul Jago a copy of his despatch to me of the 18th ultimo,* reporting upon the state of domestic slavery in Damascus, and representing the inconvenience arising in consequence of fugitive slaves taking refuge from time to time at the Consulate.

I have addressed a memorandum on the subject to the Porte, calling its attention to the evident indisposition of the local authorities to enforce the penalties attending a breach of the law on slavery, as is abundantly proved by the very language used in the application of the Governor-General to Mr. Jago, in which his Excellency admits the person in whose favour he writes to be a slave-dealer.

I have, &c.
(Signed) HENRY ELLIOT.

No. 189.

The Earl of Derby to Sir H. Elliot.

Sir,

Foreign Office, January 18, 1877.

I HAVE received your Excellency's despatch of the 4th instant, reporting that on the receipt of Mr. Vice-Consul Jago's despatch of the 18th ultimo, you addressed a memorandum to the Porte, calling its attention to the evident indisposition of the local authorities at Damascus to enforce the penalties attending a breach of the laws on slavery, and I have to acquaint your Excellency that I approve of your having addressed a representation on this subject to the Porte.

I have received from Mr. Vice-Consul Jago a copy of his despatch to your Excellency, to which you refer, and I should be glad to learn what steps the Porte may take to put a stop to the importation of slaves by the pilgrims returning from Mecca, to which Mr. Jago calls attention.

I am, &c.
(Signed) DERBY.

No. 190.

The Earl of Derby to Sir H. Elliot.

Sir,

Foreign Office, March 31, 1877.

I TRANSMIT to your Excellency herewith a copy of a report recently addressed to the Lords of the Admiralty by the Commander of Her Majesty's ship "Ringdove,"† on the subject of the Slave Trade which is carried on in the Red Sea; and I have to

* No. 202.

† No. 364.

instruct you to call the attention of the Turkish Government to the statement in regard to the purchase and transport to Constantinople of slaves by passengers on board the Austrian Lloyd's steamers.

I am, &c.
(Signed) DERBY.

No. 191.

The Earl of Derby to Mr. Layard.

Sir, *Foreign Office, May 19, 1877.*
I TRANSMIT to your Excellency a copy of a letter from the Commander-in-chief on the East Indies Station, which has been communicated to me by the Lords of the Admiralty, containing a report on the Slave Trade carried on in the Red Sea.*

I am, &c.
(Signed) DERBY.

No. 192.

The Earl of Derby to Mr. Layard.

Sir, *Foreign Office, June 9, 1877.*
WITH reference to my despatch of the 19th ultimo, I transmit herewith for your information a copy of a despatch from Mr. Vivian, inclosing copies and extracts of reports made to the Egyptian Government by Commander Morice Bey, on the subject of the Slave Trade in the Red Sea.†

I am, &c.
(Signed) DERBY.

No. 193.

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

(Telegraphic.) *Therapia, June 25, 1877.*
PORTE has, on my representation, sent orders to authorities at Salonica to take steps at once to prevent landing of slaves referred to in Mr. Barker's despatch of 20th instant.

No. 194.

Mr. Layard to the Earl of Derby.—(Received August 8.)

My Lord, *Therapia, July 31, 1877.*
WITH reference to my despatch of the 25th ultimo, I have the honour to inclose copy of a despatch from Acting-Consul Barker, reporting the steps that have been taken by the Pasha of Salonica to prevent the landing of the slaves reported to have been embarked on board the Turkish schooner "Belmore."

I have, &c.
(Signed) A. H. LAYARD.

* No. 370.

† No. 33.

Inclosure in No. 194.

Mr. Barker to Mr. Layard.

Sir,

Salonica, July 24, 1877.

I HAVE the honour to acknowledge the receipt of your Excellency's despatch of the 17th instant, received on the 21st instant, instructing me to inform your Excellency whether the Vali of this vilayet has received the second telegram from the Porte, ordering him to take measures to prevent the clandestine introduction of the slaves.

On the 23rd, yesterday (Sunday intervening), I learnt from his Excellency that he has received this telegram and acted accordingly, and that he will send fresh orders to all the points on the coast where it may be likely that a landing may be effected. Till this instant his Excellency has not received any intimation from these different points of any slaves having been landed.

I will continue to urge action upon his Excellency in this sense. There is, however, so great an extent of coast to watch, that the case appears one of great difficulty, particularly as there are so many islands in the vicinity of this bay where the slaves may be landed, besides the Bay of Salonica, which are not in the jurisdiction of our Vali.

The vessel took papers ostensibly for Constantinople.

I have, &c.
(Signed) E. BARKER.

No. 195.

The Earl of Derby to Mr. Layard.

Sir,

Foreign Office, September 26, 1877.

I TRANSMIT herewith, for your Excellency's information, a copy of a despatch from Her Majesty's Consul at Bengazi,* commenting upon the probable effect on the Wadai Slave Trade of the Anti-Slave Trade Convention recently signed with Egypt, and I have to request your Excellency to take an opportunity of calling the attention of the Porte to this subject, and expressing the hope of Her Majesty's Government that measures will be taken to prevent a continuance of the Slave Trade from the interior of Africa to the districts round Bengazi.

I am, &c.
(Signed) DERBY.

No. 196.

Mr. Layard to the Earl of Derby.—Received November 11.)

My Lord,

Therapia, November, 1877.

WITH reference to my despatch of the 31st July last, I have the honour to inform your Lordship that upon my urgent representations on the subject of Consul Henderson's statement, that slaves embarked on board the "Belmore" were landed at Salonica, the Porte has addressed a vizirial letter to the Vali of the province, ordering him to make full inquiries into the matter, and has, at the same time, addressed a circular to the Turkish authorities, directing them to take the most energetic measures to prevent this illicit traffic.

I have, &c.
(Signed) A. H. LAYARD.

P.S.—I have the honour to inclose copy of a despatch on this subject from Acting Consul Barker.†

No. 197.

Mr. Layard to the Earl of Derby.—(Received December 8.)

My Lord,

Constantinople, November 27, 1877.

CONSUL HENDERSON informed me, some months ago, that a vessel named the "Belmoro" had left Benghazi for Salonica, with slaves for sale. As I stated in my despatch to your Lordship of the 25th June last, I at once brought the matter to the notice of the Turkish Minister for Foreign Affairs, who gave orders to the authorities at Salonica to make full inquiries into the matter, and to take such measures as the circumstances of the case might require. I informed Acting-Consul Barker of the orders sent to the Vali of Salonica by the Porte, and directed him to report whether those orders had been received and acted upon. Both the authorities and Mr. Barker maintained for a long time that no such vessel had reached Salonica, and that no slaves had been landed. It now, however, appears from a letter addressed to me by the latter, that the vessel in question did come to that port, that she had thirty-one girls on board for sale, and that they were disembarked, between 4 and 5 o'clock in the morning, at a place called "Besh Ichinar," close to the railway, where there is a wooden landing place. They were afterwards taken into the town with their faces concealed by veils and "yashmaks," as if they were travellers who had arrived by rail. It would appear that the Custom-house officials were bribed to let them land. Twenty have been sold, two for sixty Turkish lira, and eleven remain unsold.

I have made the strongest representations to Server Pasha with regard to the conduct of the Salonica authorities, and have placed in his hands, at his request, a memorandum on the subject, a copy of which I have the honour to inclose. His Excellency has promised me that a searching inquiry shall be made, and that those who are found guilty of having connived at the landing of the slaves shall be punished. I will not lose sight of the matter.

I have, &c.

(Signed) A. H. LAYARD.

 Inclosure in No. 197.
Memorandum.

SOME months ago Her Majesty's Ambassador informed his Excellency Server Pasha that Her Majesty's Government has been advised by Her Majesty's Consul at Benghazi that a ship named "Belmoro" had left that place for Salonica with slaves for sale. His Excellency was good enough to send immediate orders to the authorities at that place to take measures to prevent the landing of slaves in question. Her Majesty's Ambassador also gave instructions to Her Majesty's Consul at Salonica to watch the proceedings of the vessel in question, and to report to him on the subject. Both the Authorities and the Consul stated in reply that no such vessel had appeared off the coast, and that no landing of slaves had been effected in the vilayet.

It would now appear that the "Belmoro" did land the slaves, and Her Majesty's Ambassador has been informed officially that she has since returned to Benghazi. It appears that she had on board 31 girls. They were landed between 4 and 5 o'clock in the morning at Bash Chiner, close to the Salonica railway, where there is a wooden landing place. Their faces were concealed by veils and yashmaks, and they walked into the town as if they were travellers who had just arrived by the railway. It is stated that the Custom-house people and other authorities were bribed to allow them to land. Twenty have been sold, two having been purchased at the price of 60 Turkish liras. Eleven remain unsold.

Her Majesty's Ambassador is confident that his Excellency Server Pasha will take immediate measures to inquire into this matter, and to bring those who connived at the landing of the slaves and at their introduction into Salonica, to condign punishment.

Constantinople, November 26, 1877.

 No. 198.
Mr. Layard to the Earl of Derby.—(Received December

My Lord,

Constantinople, December 10, 1877.

I HAVE the honour to inclose copy of a Vizirial letter which, in consequence of my representations, has been addressed to the Governor-General of Tripoli, calling upon

him to take measures to put an end to the Slave Trade in his vilayet. I also inclose copy of a Firman previously issued to the same effect.

I trust that the step taken by the Porte will put a stop to the trade which, according to the Consular reports from Benghazi, has recently revived in the Province of Tripoli. Your Lordship will probably think fit to instruct Her Majesty's Consul-General to ascertain whether the Vizirial letter has been received by the Vali, and whether measures have been taken by His Excellency to carry out the orders sent to him by the Porte.

I have, &c.
(Signed) A. H. LAYARD.

Inclosure 1 in No. 198.

Vizirial Letter addressed to the Governor-General of Tripoli.

(Traduction.)

D'APRÈS les informations qui nous arrivent de certaines sources, le trafic des nègres vient d'acquérir encore une certaine activité dans l'intérieur du vilayet administré par votre Excellence. L'observation rigoureuse de la décision prise par le Gouvernement ayant pour objet la prohibition du trafic en question, avait été à plusieurs reprises recommandée ; et comme, en dépit de cela, ce trafic avait toujours lieu dans certains endroits, et que la continuation n'en pouvait que causer la misère et la destruction d'une foule de malheureuses créatures, il avait été arrêté par décision du Conseil d'Etat que tous ceux qui oseraient se livrer à l'achat et vente d'esclaves mâles et femelles et d'eunuques, ou bien y servir d'intermédiaires, et soit d'importer des esclaves, soit d'en faciliter l'importation, seraient punis d'une manière exemplaire. Là-dessus, des ordres supérieurs avaient été dernièrement adressés à qui de droit, ainsi qu'à votre Excellence.

Or, vu que c'était le devoir absolu des fonctionnaires du Gouvernement de faire observer la prohibition rigoureuse du trafic des nègres en conformité de l'ordre Imperial, et que cependant, si les informations fournies sont exactes, certaines signes de négligence ont été visibles chez certains fonctionnaires, qui en auraient ainsi mérité un sévère châtement, votre Excellence est requis de faire à cet égard l'enquête nécessaire, de proclamer que les fonctionnaires convaincus de négligence assumeraient une grave responsabilité et seraient reprimandés, ainsi que de prendre des mesures efficaces pour la stricte observation de l'ordre Impérial concernant la prohibition du trafic d'esclaves.

Le 28 Zilcadé, 1294.

Inclosure 2 in No. 198.

Firman.

(Traduction.)

Mon Vézir Moustafa Pacha, Moushir de mon armée Impériale, Gouverneur-Général de Tripoli de Barbarie, &c.

LA confirmation péremptoire de l'abolition du trafic d'esclaves par des mesures définitives et efficaces, étant l'objet de mon Iradé Imperial émané précédemment, l'affaire fut référée à mon, Conseil d'Etat, où la section du Tanzimat rédigea là-dessus un rapport, dont il ressort que dans certaines localités de mon empire les mesures prises et proclamées en conformité des nombreux ordres précédemment émis à cet égard n'eurent pas l'effet désiré, et le trafic en question y continue à être pratiqué. Or ces nègres, qui, arrachés de leur pays, sont soumis à de fatigues excessives pendant qu'ils traversent le désert pour arriver à la côte, en sont décimés en grande partie. Le reste aussi, transféré comme il est inopinément des régions tropicales à un climat froid, contracte des affections de poitrine et d'autres maladies qui conduisent au tombeau la plupart d'entre eux dans la fleur de la jeunesse. Un tel état de choses regrettable et contraire à tout sentiment humain ne saurait être plus longtemps toléré. En effet, par suite de l'exécution incomplète des nombreux ordres émanés en prohibition du trafic des nègres, on n'en rencontre pas moins encore quelques uns entre les mains des particuliers. Il fut donc jugé nécessaire de mettre un terme à cet état de choses par une stricte prohibition de l'esclavage, ce qui serait une mesure appropriée aux nécessités de l'époque et des circonstances.

Ainsi il fut arrêté par mon Conseil d'Etat que mes ordres Imperiaux fussent expédiés aux localités nécessaires à l'effet de renouveler et établir de la manière la plus péremptoire et la plus efficace, la prohibition du trafic des nègres et d'enjoindre la punition de tous ceux qui dorénavant oseraient accepter la vente ou l'achat d'un esclave nègresse ou d'un eunuque, de servir d'intermédiaire à un tel trafic, et d'en faire l'importation, ou bien de la faciliter. Cet arrêt du Conseil ayant été soumis à mon Trône Impérial pour en obtenir la sanction, je me suis plu de la confirmer par mon Irade Impérial, en conformité de quoi des firmans furent adressés aux Gouverneurs-Généraux de l'Égypte, de Bagdad, de Bassora et de Yemen, à chacun séparément. Conséquemment toi qui es le Gouverneur-Général ci-dessus mentionné, tu auras soin à la réception de mon Firman Imperial de l'annoncer comme étant le résultat de ma volonté spéciale et définitive en faveur de la liberté humaine, de la mettre en stricte exécution dans le vilayet de Tripoli et d'empêcher toute infraction à mon dit Firman Imperial.

Se 11 Lefer, 1294.

TURKEY. (*Consular*)—*Beyrout.*

No. 199.

Consul-General Eldridge to the Earl of Derby.—(Received May 26.)

My Lord,

Beyrout, May 11, 1877.

I HAVE the honour to report, for your Lordship's information, that a female negro slave, named Zarafat, presented herself at my house a few days ago, stating that in consequence of the illtreatment of her master, a certain Ahmet Effendi, at Lattakia, she had made her escape and found her way on foot to Beyrout, where she had learnt that through the intervention of Her Majesty's Consulate-General, she might be able to obtain her freedom, and begging of me to take the necessary steps for that purpose.

I sent her, accompanied by one of the officers of the Consulate-General, to Raef Effendi, the Mutessarif of Beyrout, who, when he had heard her story, gave her a certificate of manumission, by which she became a free woman.

I have, &c.

(Signed) S. JACKSON ELDRIDGE.

No. 200.

Sir J. Pauncefote to the Consul-General Eldridge.

Sir,

Foreign Office, June 5, 1877.

I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 11th ultimo, reporting the circumstances under which you had procured the manumission of a female negro slave named Zarafat, and I am to convey to you his Lordship's approval of your action in this case.

I have, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 201.

Consul-General Eldridge to the Earl of Derby.—(Received December 28.)

My Lord,

Beyrout, December 13, 1877.

I HAVE the honour to report to your Lordship that a few days ago a young negro slave came to me praying that he might be set free. He stated that his name was Yacob Ibn Abdallah el Habashi, that he was an Abyssinian by birth, that whilst a child he was carried away from his native country, sold at Jeddah, and ultimately brought to this country by his master, a Colonel in the Turkish Army, whom he had served for seven years in Yemen. He moreover said that he was a Christian in religion, and that he never had an opportunity of seeking his freedom until accident brought his master to Beyrout. He had in the first place sought refuge with one of the American Missionaries, but was sent by that gentleman to this Consulate. I caused the young man to be

accompanied by a Dragoman of this Consulate-General to the Governor of Beyrout, with a request that he might be set at liberty, should his Excellency find sufficient grounds for doing so, and after listening carefully to the slave's history, and satisfying himself as to its truth, he gave him a certificate of manumission, and he has now become a free man.

This is by no means the first time that Raef Effendi has shown a readiness to act upon my representations in favour of fugitive slaves, and given them their liberty whenever he could consistently do so.

I have, &c.
(Signed) S. JACKSON ELDRIDGE.

TURKEY. (*Consular*)—*Damascus*.

No. 202.

Vice-Consul Jago to the Earl of Derby.—(Received January 5, 1877.)

My Lord,

Damascus, December 18, 1876.

I HAVE the honour to transmit to your Lordship the copy of my despatch to Her Majesty's Ambassador, reporting upon domestic slavery in Damascus.

I have, &c.
(Signed) THOS. S. JAGO.

Inclosure 1 in No. 202.

Vice-Consul Jago to Sir H. Elliot.

Sir,

Damascus, December 18, 1876.

I HAVE the honour to report to your Excellency that since my arrival in Damascus, now two months, four official applications have been addressed to me by the Governor-General to deliver up fugitive female slaves alleged to have taken refuge from time to time in this Vice-Consulate. Besides these, I have had private applications from slave owners on the same subject. I have had to reply that no slaves being harboured by this office I could not comply.

In explanation of the preceding, I should remark that fugitive slaves are in the habit of coming to this office complaining of ill-treatment, and entreating its good offices in obtaining their freedom; and the custom has obtained of sending such slaves to the authorities with an officious request that their complaints might be dealt with according to the laws regulating the status of domestic slavery.

From long experience in such matters, during my residence in Syria, I have found that, save in rare instances, such employment of good offices has tended rather to the detriment of the fugitives than otherwise.

Now and then, it is true, the Consulate has been able to obtain letters of manumission after much trouble and delay, but as every impediment is thrown in its way by the authorities, it is impossible to follow up every individual case; and the few instances which have come to light of such fugitives being reconsigned to their masters and then sent away inland and resold, raises a strong moral suspicion that such is the fate of all; a suspicion the stronger, seeing the open disinclination shown by the authorities to attend to any Consular interference, no matter how officiously and courteously expressed.

Out of twelve slaves who sought refuge in this Vice-Consulate during the past twelve months, and who were taken to the authorities, one only, a Christian, received her freedom; the cases of the rest, in consequence of studied delay and obstacles, were ultimately abandoned, and they were heard of no more. I may mention that the chief cause of complaint of the slaves is, that after serving some years with their masters they are turned out and consigned to the slave dealers for sale; and it is from these last that they generally escape and come to this office.

Speaking with the present Governor-General, Rashid Pasha, on the subject the other day, his Excellency dwelt on the care with which the existing regulations were carried out, and stated that all matters concerning slaves were referred to the Medjlisses for settlement according to law.

So great is the difference between theory and practice in this latter respect, that I could not help showing his Excellency his letter to me of the previous day (copy of which I inclose), at which he was much disconcerted, and said the word slave-dealer was evidently a "soubriquet" of the seller.

As a matter of fact, I may assure your Excellency that while public slave markets are abolished in Damascus, there are five or six houses belonging to slave dealers where domestic slaves are for sale by private contract. That as regards the tribunals, besides the fact of the members being almost all slave owners, the corruption therein existing precludes the possibility of any justice being done, even were the machinery of the law to be put in motion in such respects, a thing of rare occurrence.

Since my arrival I have endeavoured to discourage slaves from seeking refuge in this Consulate, trying rather in extreme cases to prevail upon their owners to give them freedom. I have besides considered that they stand a better chance by concealment and ultimate flight to Beyrout of bettering their condition than by invoking good offices, the practical effect of which is, under present circumstances, to clothe this office with the character of slave catcher to the slave holding community of Damascus. So much so, indeed, that whenever a slave runs away in Damascus, her owner comes to this Vice-Consulate to inquire about her.

The Damascus market is chiefly supplied from Mecca; the slaves, females and boys being brought by land by the pilgrims on their return from the Haj, either for sale or by order. Were the authorities in earnest in carrying out the law, an immediate stop to this traffic in African slaves could be attained by simply despatching an officer to Mezarib, the first station from Damascus on the Haj route, on the return of the Pilgrims.

I have, &c.

(Signed) THOMAS S. JAGO.

Inclosure 2 in No. 202.

Rashid Pasha to Vice-Consul Jago.

(Translation.)

THE director of the press of the Vilayet, Mahomed Effendy, declares by a petition that last year he bought at Beyrout from Hadji Mohamed, slave-dealer, a negress named Zahra, who lately ran away, going to your Consulate.

The matter has been brought before the "Medjliss Tanriz," which gave a decision stating that it is necessary to write to you in order that if the said negress be at the Consulate, she be sent to the Medjliss for the examination of her business.

In bringing the fact to your knowledge,

I am, &c.

Damascus, ^{November 29,} _{December 11,} 1876.

(Signed) RASHID.

No. 203.

Vice-Consul Jago to the Earl of Derby.

(Extract.)

Damascus, March 16, 1877.

HAVING brought to the notice of the new Governor-General, Zia Pasha, the practice of importing African slaves from the markets of Mecca with the pilgrim caravan for sale in Syria, his Excellency informed me that he had already given very strict orders to prevent such abuses.

His Excellency's orders have not, however, met with the success he stated to me he expected, as slaves were brought as usual.

TURKEY. (*Consular*)—*Jeddah*.

No. 204.

Consul Beyts to the Earl of Derby.—(Received April 9.)

My Lord,

Jeddah, March 26, 1877.

I HAVE the honour to report that on the 21st instant Her Majesty's ship "Vulture" arrived at Jeddah.

On Commander Washington communicating to me his instructions from the Admiralty to visit Souakin and Massowah, inquire and report on Slave Trade and political matters at those ports, his being a stranger and unacquainted with the language spoken there, requesting assistance from me, I immediately placed the services of Mr. A. B. Wylde, Her Majesty's Vice-Consul, at his disposal, when the "Vulture" left Jeddah on the 22nd instant, with Mr. Wylde on board.

On Mr. Wylde's return I shall instruct him to make his report and transmit the same through Her Majesty's Agent and Consul-General in Egypt.

I am, &c.
(Signed) G. BEYTS.

No. 205.

Sir J. Pauncefote to Consul Beyts.

Sir,

Foreign Office, April 19, 1877.

I AM directed by the Earl of Derby to state to you that he approves your having sent Mr. Vice-Consul Wylde to Souakin and Massowah to inquire into the Slave Trade carried on from those ports, as reported in your despatch of the 26th ultimo.

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

No. 206.

Sir J. Pauncefote to Consul Beyts.

Sir,

Foreign Office, June 15, 1877.

I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 28th ultimo, inclosing Mr. Vice-Consul Wylde's report on the Slave Trade in the Red Sea, and I am to instruct you to convey to Mr. Wylde his Lordship's thanks for his interesting report.

I am, &c.

(Signed)

JULIAN PAUNCEFOTE.

TURKEY. (Consular)—Salonica.

No. 207.

Acting Consul Barker to the Earl of Derby.—(Received June 30.)

My Lord,

Salonica, June 20, 1877.

I HAVE the honour to transmit herewith inclosed extract of a despatch which I have this day addressed to Her Majesty's Ambassador at the Porte, referring to an intended landing of slaves in this bay from Bengazi

I have, &c.

(Signed)

EDWARD B. B. BARKER.

Inclosure 1 in No. 207.

Acting Consul Barker to Mr. Layard.

Sir,

Salonica, June 20, 1877.

AS soon as I received your Excellency's telegram informing me of the intended landing here of slaves from Bengazi, I addressed a letter in French to the Defterdar who is acting as Governor-General of this vilayet, copy of which I have the honour to inclose herewith; I sent also a telegram to Smyrna to Captain Beamish, commanding Her Majesty's ship "Pallas," who has instructions to be also on this station, informing him of their expected arrival.

Inclosure 2 in No. 207.

Acting Consul Barker to the Defterdar.

M. le Defterdar,

Salonique, le 18 Juin, 1877.

J'AI l'honneur de vous informer que j'ai reçu avis de la part de son Excellence l'Ambassadeur de Sa Majesté la Reine à la Sublime Porte, comme aussi un autre avis de Bengazi, qu'un bâtiment Ottoman, nommé "Belmore," est parti de Bengazi le 16 du courant, ayant à son bord des esclaves destinés à être débarqués à Salonique ou dans le Golfe de Salonique; et j'ai l'honneur de vous prier, avec instance, de vouloir bien donner les ordres les plus rigoureux, et prendre les mesures les plus efficaces, afin que ces esclaves, qui sont sous la direction du nommé Salem Gherkei, ou Gharkemeh, ne soient pas débarqués illicitement sans la connaissance de l'autorité dans ce vilayet.

Comme le navire est parti le 16 du courant, il y aura assez de temps, avant son arrivée, pour que ces mesures que vous prendrez soient efficaces, si elles sont immédiates.

Veuillez, &c.

(Signé)

E. B. BARKER.

No. 208.

Acting Consul Barker to the Earl of Derby.—(Received July 6, 1877.)

My Lord,

Salonica, June 28, 1877.

I HAVE the honour to transmit herewith inclosed for your Lordship's information, extract of a despatch which I addressed yesterday to Her Majesty's Ambassador at the Porte, having reference to the measures I have taken to engage the Governor-General of this vilayet to prevent the clandestine introduction of slaves.

Inclosure in No. 208.

Acting Consul Barker to Mr. Layard.

Sr,

Salonica, June 27, 1877.

I APPLIED to the Governor-General, as I had done before to the Defterdar, as directed by your Excellency's telegram to do, viz., to prevent the clandestine landing of the slaves, and his Excellency promised to give the necessary orders, but declared he had not received any telegram from the Porte on this matter, and when I proposed to him to accept of the services of Commander Hamond of Her Majesty's sloop "Torch," who happened to be here to cruise about the bay, which the Commander was willing to do, but which he could not undertake without a written request from his Excellency the Vali, because Her Majesty has no Treaty with Turkey about slaves. His Excellency refused, and said he could not take upon himself the responsibility of such an act without referring to the Porte.

I telegraphed yesterday to your Excellency as follows:—"Vali says he has not received telegram about slaves. Refuses offer of British gun-boat 'Torch' to cruise."

No. 209.

Acting Consul Barker to the Earl of Derby.—(November 2.)

My Lord,

Salonica, October 24, 1877.

I HAVE the honour to inclose herewith for your Lordship's information a copy of my despatch of the 20th October to Her Majesty's Ambassador at the Porte, being my reply to his Excellency's despatch, having reference to the slaves imported from Bengazi.

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

Inclosure in No. 209.

Acting Consul Barker to Mr. Layard.

Sir,

Salonica, October 20, 1877

I HAVE the honour to reply to your Excellency's despatch of the 15th September, by which I am informed that the Consul at Bengazi has written to your Excellency to say that the slaves by the schooner "Belmore" were landed at Salonica in broad daylight, and your Excellency requires from me to report as to the correctness of this statement.

I have made every possible inquiry through different channels and can now confidently assure your Excellency that this statement made by the Consul at Bengazi has no foundation whatever in fact, because no one here has ever known of slaves being publicly landed and sold, as it is prohibited from the date of the Tanzimat.

When the dragoman of this Consulate, Mr. Bizzo, spoke to his Excellency the Vali on this subject, his Excellency said that he had given all the orders he could to prevent the clandestine landing of this batch of slaves by the "Belmore," but that he did not believe he would be obeyed, because, said he, the officers of the Custom-house and Health Office would take bribes, which he could not prevent, and land them in the night.

Now I must inform your Excellency that the quay or landing at this port is nearly half-a-mile long, and boats are going and coming from the shipping all night—certainly till after midnight; and if even an efficient body of police (which we have not got) were stationed, they could not prevent landing, particularly when the expected arrival would be included within twenty days.

Another obstacle lies in the immunity possessed by Turkish women, when veiled, from being searched. Such a thing as taking off a woman's veil to see if she be a slave is unheard of, nor would any man undertake it, for the consequences through any mistake would be very serious.

There is not the least doubt that slaves are constantly brought here and sold, and that the Jew doctors are called in to verify their state of health, before sale, but the transaction is done so secretly that no one hears or sees anything of it.

It is very evident that as long as Mahomedans of the richer classes continue to shut up their women, they must have slaves to wait upon them—for men cannot go into the harem; and when a high premium is offered to smugglers, it has been found in all countries that smuggling is not preventable.

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

No. 210.

Sir J. Pauncefote to Acting Consul Barker.

Sir, *Foreign Office, November 14, 1877.*
WITH reference to your despatch of the 24th ultimo, I am directed by the Earl of Derby to observe that the state of things reported by you in your despatch of the 20th of October to Her Majesty's Ambassador at the Porte is very unsatisfactory; and I am to desire that you will use your best endeavours to find out and to report to Mr. Layard the names of the parties who are implicated in the landing and sale of slaves at Salonica, cases of which you represent, in your despatch to Her Majesty's Ambassador, are constantly occurring.

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

No. 211.

Acting Consul Barker to the Earl of Derby.—(Received December 22.)

(Extract.) *Salonica, December 4, 1877.*
I HAVE the honour to inclose herewith, for your Lordship's information, a copy of my despatch of the 30th ultimo to Her Majesty's Ambassador at the Porte, being a reply to his Excellency's inquiries what I had done in the matter of the slaves from Bengazi.

Inclosure in No. 211.

Acting Consul Barker to Mr. Layard.

Sir, *Salonica, November 30, 1877.*
REFERRING your Excellency to my despatch of the 20th of October last, I have the honour to report that failing in my endeavours to prevent the clandestine landing of the slaves from Bengazi, in the schooner "Belmore," for I could not obtain any assistance from our Vali Nousret Pacha, I have taken much trouble, and time also, and have done all in my power to find out how they were smuggled on shore, and the names of the dealers.

As soon as I received your Excellency's telegram informing me that the slaves had left Bengazi, I wrote to the Defterdar, then acting as Governor-General, to prevent their

clandestine landing, and a few days after, immediately on Nousret Pasha's arrival, I wrote to him, and sent the Dragoman of this Consulate afterwards several times to him to remind him.

I applied to the Jew doctors who examine slaves before they are bought, but they would not tell me anything; and took other steps which proved fruitless: but at last I learnt what follows.

They were thirty-two negro girls, and not fifteen as reported to Mr. Consul Henderson at Bengazi, and instead of being landed "in broad daylight," as he was told, they were brought on shore before break of day between 3 and 4 o'clock in the morning, at Besh-Shinar, a garden opposite the railway, where there is a wooden landing-place; and there, covered with veils, and handkerchiefs over their faces like all other Turkish women, they walked to town, as if they were travellers coming by rail. The schooner "Belmore" arrived here on the 7th, 19th June, and the Health Office register reports her as being loaded with salt. The slave-dealers who accompanied the girls are called Hadji Ali and Hadji Bekeer. Two of these slaves have been bought by "Ouzier-Bey" at the price of thirty Turkish pounds each. Up to the 17th November twenty only were sold, but I am told they have now been all disposed of.

TURKEY. (*Consular*)—*Smyrna*.

No. 212.

Acting Consul Joly to the Earl of Derby.—(Received January 15.)

My Lord,

Smyrna, January 6, 1877.

I HAVE the honour to transmit to your Lordship herewith inclosed copy of a despatch which I have this day addressed to Her Majesty's Ambassador at Constantinople, relative to four Africans, suspected to be slaves, which were brought here on board the British steam-ship "Venetian," from Malta, and were taken on for Constantinople in the same vessel.

I have, &c.
(Signed) STEPHEN JOLY.

Inclosure in No. 212.

Acting Consul Joly to Sir H. Elliot.

Her Britannic Majesty's Consulate,

Sir,

Smyrna, January 6, 1877.

ON the 3rd instant I had the honour to telegraph to your Excellency as follows:—
"Four Africans, possibly slaves, by British steamer 'Venetian,' arriving Constantinople to-morrow morning."

The Secretary of the Governor of Malta telegraphed to me to that effect previous to the arrival of the steamship "Venetian" at Smyrna.

These Africans were under the charge of a Turkish military officer, but I could not ascertain whether they were slaves or not, I therefore only took measures that they should not be clandestinely landed during the stay of the "Venetian" in this port.

I have, &c.
(Signed) STEPHEN JOLY.

ZANZIBAR.

No. 213.

Dr. Kirk to the Earl of Derby.—(Received January 8, 1877.)

My Lord,

Zanzibar, December 11, 1876.

I HAVE the honour to report the capture and condemnation of a large slave-vessel at the north end of the Island of Pemba.

The slaves in this case had been landed before the arrival of the boats of Her Majesty's ship "London," but, besides the evidence of eye-witnesses who deposed to the disembarkation of the slaves, there were slave-irons found in the vessel, and the bottom was covered with human excrement, and generally in the state in which a dhow usually is when slaves have been conveyed.

This dhow sailed from Mombasa laden with goats, but at Waseen took in twenty-five slaves.

There is every reason to believe that had it been possible consistently with the discharge of my other work to have kept up the same surveillance that secured at the time the due observation of the terms of the Proclamations, this slave venture would not have been made ; and if so, a saving effected of prize bounty, in this case upwards of 1,000*l.*, the vessel being of the Mtepi sort, which, from their build, measures a great size.

I have, &c.

(Signed) JOHN KIRK.

 Inclosure in No. 213.

Cause No. 37 of 1876.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel or Mtepi, name unknown, without colours or papers, the master whereof is also unknown, her tackle, apparel, and furniture seized as liable to forfeiture by William R. Creswell, Esquire, a Lieutenant in Her Majesty's Navy of Her Majesty's ship "London," and at the time in charge of boats of that ship, before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 21st day of November, 1876.

PERSONALLY appeared Lieutenant William R. Creswell, R.N., and produced before me his sworn declaration, which set out the circumstances under which a native vessel of the class known as Mtepi, whose name, master, and owner are unknown, of the description and measurement specified in the certificate annexed, was seized at Masuka, in Pemba, on the 18th day of November, 1876, as engaged in the Slave Trade, I, the said John Kirk, having heard the evidence produced by the captors in default of parties duly cited to appear for the defence, having found sufficient proof that the vessel at the time of seizure was engaged in the Slave Trade, do adjudge the said vessel, her tackle, and 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 confirming the provisional order of destruction given in this Court.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto this 8th day of December, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Dr. Kirk to the Earl of Derby.—(Received January 8, 1877.)

My Lord,

Zanzibar, December, 11, 1876.

WITH reference to Mr. T. V. Lister's despatch of October 21, directing me to convey to Mr. Stanley an intimation that he has no authority to make use of the British flag as giving countenance to his proceedings in the interior of Africa and his collisions with native tribes, I have the honour to state that, as Mr. Stanley's movements are not published here and known only to the American traders, I have asked Mr. Hathorne, the American Consul, to forward my letter containing your Lordship's instructions.

I inclose a copy of the letter which I have addressed to Mr. Stanley.

I have, &c.

(Signed) JOHN KIRK

Inclosure in No. 214.

Dr. Kirk to Mr. Stanley.

Sir,

Zanzibar, December 11, 1876.

I AM instructed by the Earl of Derby to convey to you an intimation that you have no authority to make use of the British flag as giving countenance to your proceedings in the interior of Africa.

I am, &c.

(Signed) JOHN KIRK.

No. 215.

Dr. Kirk to the Earl of Derby.—(Received January 8, 1877.)

My Lord,

Zanzibar, December 11, 1876.

BY the return of an agent from the northern part of this Consular district I am able to report on the condition of the Slave Trade at the present time.

Your Lordship has been previously made aware that after the Proclamations were issued forbidding the passage and fitting out of slave caravans within the Zanzibar dominions, the Sultan's Governors were made to see that these orders must be enforced, and that the Slave Trade really had come to an end for the time.

It was my opinion, in which your Lordship, after seeing the reports, concurred, that it would be very desirable to keep up a watch on the mainland, and for this purpose, being prevented from visiting the coast myself, or sending Mr. Holmwood, I have employed other agents.

From all accounts the Kilwa traffic still remains paralysed, and the people of Kilwa are betaking themselves to the collection of india-rubber, which yields them ample profits. The difficulty also experienced in finding Indians to advance money or goods to people whose objects are suspected, also acts as a powerful discouragement to a renewal of the Traffic in that quarter, but a few slaves still find their way down to near Kilwa, and the Arabs have opened a way far inland, by which they arrive near Dar-es-Salam. Here a small number (about 120 last month) have been shipped to the south of Zanzibar, with the knowledge, I doubt not, of the Governor.

Those slaves not intended to be crossed there are taken again still farther inland, as far as Pangani and Tanga, after which less opposition on the part of the Sultan's Governor is met with, owing to the Consular influence not having been of late brought to bear between those places and Lamo. It is these districts my agent has just visited, and on which I am enabled to make a report.

At Tanga there were about thirty slaves in the town ready for shipment to Pemba at the time of his arrival, but one of the "London's" boats appearing in sight, the slaves were removed to a village some distance off.

At Mombasa slave caravans do not enter the town, but he ascertained that a few have passed the creek not very far off, and then marched across to Takaungu and Malindi.

In the latter place he found an open slave market, and slaves hawked about the streets, but from this it is not to be supposed the numbers are very great, or the trade carried on in any measure as before.

It is, however, sufficiently clear that a recommencement has been effected that calls for active steps being taken, otherwise we may find ourselves face to face with the same difficulty we have so nearly overcome, and possibly under a less favourable combination of circumstances than we had before.

Although I could form no estimate of the number of slaves reaching Malinda, I was satisfied the dealers intended using this place as a port for the shipment of slaves to Pemba, and I gained information of two such shipments that had been safely landed at a place unwatched in the north of that island.

On this being communicated to the captain of Her Majesty's ship "London," steps were taken to stop this inlet for the Slave Trade to Pemba, and a large Mtepe dhow was captured that had just landed slaves. To this I have referred in forwarding the Decree in Case No. 37 of the Admiralty file.

A few days later, while the boats were watching that part, another cargo of slaves, said to amount to 100, were landed and taken a little way inland, and the dhow, escaping observation, has not yet, so far as I know, been arrested.

These slaves were, it appears, lodged in a house a little way from the shore, and the officer proceeding thither, he found large quantities of slave-irons and chains, dhow fittings, and corn, damaged with sea water, all indicative of the correctness of his information; but the slaves, except a few, had been again removed. On his return to the shore the party was fired upon from ambush, and four men of the five who accompanied him were wounded.

I am not in a position to make a detailed report of the untoward circumstances, as the officer has not yet returned.

His Highness, however, at my representation, has sent an agent on his side in the steamer "Dar-es-Salam" to assist the commander of Her Majesty's ship "Philomel" in investigating the whole matter for the purpose of following up and arresting those concerned.

I am happy to say that, while three of the men wounded on this occasion were able to remain on duty in the boats, the one who was severely hit is progressing favourably on board Her Majesty's ship "London," and is considered out of danger.

To follow the movement of my agent up the coast, I have to state that at Lamo he found the Governor faithfully enforcing the Proclamation, and although a few slaves were, no doubt, reaching the plantations, there was no sale of slaves in or near the town, and any such transactions, if carried on, were conducted with the greatest secrecy.

At Kismayo the Slave Trade was found to be at an end, and there is no reason to think that since His Highness resumed his power there after the withdrawal of the Egyptians, a single slave caravan has gone by land, nor do we know that any have been taken by sea.

Thus, although there are signs of a renewal of the Traffic, that cause anxiety, it is not to be imagined that the Slave Trade has as yet reassumed any great dimensions, and I shall not fail to use every endeavour to keep the Sultan and his Governors fully alive to their duty and their interest in this matter.

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

No. 216.

Dr. Kirk to the Earl of Derby.—(Received January 8, 1877.)

My Lord,

Zanzibar, December 13, 1876.

FROM time to time I have taken occasion to call the attention of the Sultan to the various proposals made for the benefit of the interior of Africa, and I especially tried to interest him in the accounts that reached me in the shape of private correspondence from some who had been the guests of the King of the Belgians at the Conference lately held at Brussels.

I have again pointed out to His Highness the proceedings at a meeting held at Glasgow in November, at which it was proposed in a practical manner to work out part of the programme that had been discussed at Brussels, and to open roads from the Zanzibar Dominions to the Lakes.

Seeing at once the advantage to himself if such a scheme should be carried through, and knowing that in such a way alone the trade can be developed and retained to his subjects, His Highness, of his own accord, asked if he might in any way encourage the gentlemen

who so liberally have proposed to open the interior, and has sent me a letter to your Lordship promising his cordial support to any such expedition or scheme.

I do not see that His Highness could do more at present, and I hope that if the plans are followed he will hold equally liberal views when he comes to give effect to his good wishes.

Over the Coast he exercises sufficient power; in the interior none; so that any party, once they have left the Coast, must trust to their own resources; but holding the sea coast, His Highness's goodwill may be of the greatest value. As Sir Bartle Frere takes an interest in this matter, I may venture to suggest that the letter of His Highness might be conveyed to him.

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

Inclosure in No. 216.

The Sultan of Zanzibar to the Earl of Derby.

(After compliments.)

I HAVE seen from the newspapers, and it has been explained to me by my friend Dr. Kirk, Agent of the Government, what passed at a Conference, held by invitation of the King of the Belgians, for the object of opening up the interior of Africa, and I have also been told what took place at a meeting held in Scotland, at which were present some of those gentlemen who take an interest in developing the lands of the interior of Africa, and on seeing this your friend the poor in God's sight holding the dominions of Zanzibar from Warsheikh in Somali Land to Tonge, which borders with the Portuguese, had a desire to know more of this through your Lordship, for my earnest wish is to encourage and assist these gentlemen in this affair.

I was pleased much when told by the honoured Dr. Kirk of the intention to open roads to Lake Nyassa and the sea of Ujiji and the Ukerewe of Uganda, and I should wish these my friends to know by your Lordship that it is my desire to help them all that I can and to render every assistance to them throughout my dominions.

This is what I wished to explain to your Lordship.

Dated 26 El Kaadali, 1293 (13 December, 1876).

This is from your friend Barghash bin Saad and Salam.

Written by the hand of Barghash bin Saeed.

No. 217.

Sir J. Pouncefote to Dr. Kirk.

Sir,

Foreign Office, January 9, 1877.

WITH reference to my despatch of the 21st ultimo, I am directed by the Earl of Derby to transmit to you a copy of a note from the French Government to Lord Lyons,* expressing the satisfaction with which they have received the thanks of Her Majesty's Government for the co-operation against the Slave Trade given by M. de Gaspary, late Acting French Consul at Zanzibar.

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

No. 218.

Sir J. Pouncefote to Dr. Kirk.

Sir,

Foreign Office, January 9, 1877.

THE Earl of Derby referred to the Lords of the Treasury your despatch of the 14th July last, covering Cases Nos. 21, 22, and 23 of 1876, and I am now directed by his Lordship to transmit to you, for your information and guidance, a copy of the Report

furnished to their Lordships by their Legal Adviser on Slave Trade matters, and to call your special attention to the remarks contained in paragraph 14 of that paper.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

Inclosure in No. 218.

Report.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

May it please your Lordships,

IN obedience to your Lordship's commands I have perused and considered the documents herewith returned, consisting of a letter from Sir Julian Pauncefote, the Assistant Under-Secretary of State for Foreign Affairs, dated the 11th September ultimo, forwarding printed copies of four despatches from Dr. Kirk, Her Majesty's Agent and Consul-General at Zanzibar, dated respectively the 1st, 14th, 20th, and 27th July last, with their inclosures, on the subject of the East African Slave Trade, and Sir Julian Pauncefote states that he is to suggest that No. 124 should be referred to me, as your Lordships' legal adviser on Slave Trade matters.

Of the accompanying despatches from Dr. Kirk, No. 123 contains a return in detail of all the Slave Trade cases, twenty in number, which were adjudicated in the Consular Court at Zanzibar during the half-year ending the 30th June last.

Of the other despatches, No. 125 relates to the effect on the Kilwa Slave Trade of the recent proclamations of the Sultan of Zanzibar, prohibiting the fitting out or return of slave caravans to the coast and the conveyance of slaves by land. Dr. Kirk states that these proclamations have been very successful in suppressing the Slave Trade, for that only eighty-five slaves owned by Arabs or people of the coast had reached the neighbourhood of Kilwa in the month of June. On the other hand, it would seem that during the same month two native caravans of 2,000 and 500 slaves belonging to the people of Makanjil and Mataka, two rival African Chiefs near Lake Nyassa, had been brought down by native Africans from the interior, and had halted within two days' journey of Kilwa; and Dr. Kirk expected that the slaves so congregated would be bought up by speculators, who would try to move them in small bands along the coast, or uniting in larger force to push their way inland. And he expressed some apprehension lest an attempt should be made to re-open the sea traffic, the time of year being the most favourable for it, and there being only the London's boats and one small ship of war (the "Lynx") to watch 13 degrees of coast.

In his last despatch Dr. Kirk gives a very interesting account of an attempt by Mr. Roger Price, the Agent of the London Missionary Society, to open up the interior by a new road through Uzugua and Uguru, which appears to be quite free from that pest of the African explorer, the tsetse fly. Mr. Price describes the country as being densely populated, and the hills cultivated to their summits, sugar cane especially being grown in large quantities, and being very luxuriant.

But for further information, I must refer your Lordship to Dr. Kirk's most interesting letter on the subject.

The despatch, however, to which your Lordship's attention is more particularly requested is No. 124, which contains the decrees and other documents relating to cases Nos. 21, 22, 23, and 24, which came before the Consular Court in the month of July last.

In cases Nos. 21 and 22, two dhows, named "Yasmin" and "Mambo Kwa Mungu," were seized by the boats of Her Majesty's ship "London," on the 21st of June last, the former with 26, and the latter with 7 slaves on board, and were destroyed by the captors as being unseaworthy, and both vessels, with the captured slaves, were subsequently condemned by Dr. Kirk on the 12th of July last, the Court at the same time expressing its approval of the destruction of the vessels by the captors. With regard to these two cases, Dr. Kirk states that they offer nothing remarkable, except that they were the only shipments to Pemba of which he had any knowledge since the issue of the recent Proclamations forbidding the land slave transport.

The two remaining cases, No. 23 and 24, call for some remarks. It appears from the Decree of Condemnation that in the former case (No. 23), 16 male and 2 (misprinted 10) female slaves, had been seized at or near Pemba by Lieutenant Mathews, of the "London,"

between the 18th and 29th of June last, and that 13 of the slaves were condemned by Dr. Kirk on the 8th of July, whilst, against the 5 others, the case was dismissed. In the latter case (No. 24), it is stated that 18 slaves were seized by Lieutenant Speck, of the "London," on Fundu Island, near Pemba, on the 1st of July last, all of whom were condemned on the 12th of the same month. Dr. Kirk states that in both these cases only part of the slave cargoes was seized, a close search having failed to discover the remainder of the slaves. He adds that the owners have in many recent cases abandoned their slaves and fled, after having succeeded in landing them on the outlying islands of Pemba, and that the result has been to fill the jungles which cover a great part of those islands with ownerless slaves, who remain concealed in the thickets for a long time, living on grain landed from the slave-dhow or the charity of fishermen. That the proprietors of Pemba, finding this the case, have 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 that they are often anticipated by our men and have their prey taken out of their hands. Dr. Kirk further observes that although it was doubtful from which shipment the slaves captured in Cases Nos. 23 and 24 came, it was satisfactorily proved that every slave condemned had been recently abandoned in the jungles by their owners when pursued by our boats; and as it was shown that the several slaves had never become the property of any one on shore, Dr. Kirk concluded that he was fully justified in decreeing their condemnation, although taken on shore and landed from vessels unknown. That Dr. Kirk was right in this opinion I entertain no doubt whatever; the question was fully discussed in my Reports of the 21st and 28th instant, and I have no reason to think that the opinion which I then expressed is not well founded. Even if the slaves had reached Pemba, our seamen would have been justified, under our Treaties with the Sultan of Zanzibar, in pursuing and capturing them; much more so, then, when they have been landed on one of the outlying islands with the view of transporting them, when the opportunity offered, to the mainland of Pemba.

Dr. Kirk, however, goes on to say that in the course of the nearing it was proved that five of the slaves proceeded against in Case No. 23 did not belong to the above 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 to appear in Court. Under these circumstances, after examining the slaves, and hearing both sides (for it seems that the owner of three of the slaves came into Court and defended his property), Dr. Kirk ordered the case against the five slaves to be dismissed, and gave them back to Captain Sullivan to be dealt with in accordance with the latest orders that he might have received from the Admiralty.

Dr. Kirk further states that 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, and on being informed that as Captain Sullivan's orders did not admit of this it could not be done, he asked to be allowed to apply in Court for compensation, but was prevented by the Sultan from doing so, on the ground, as I understand from Dr. Kirk, that His Highness' position in the matter would have been misunderstood both by the British public, who would have considered him as the advocate of slavery, and by his own people, who would have expected his intervention even in cases when the law had been actually disobeyed. Accordingly the question of compensation appears to have been abandoned; but Dr. Kirk states that should a similar case again arise, he will, before taking any steps, refer to the Earl of Derby the question of considering a claim for compensation.

In the confusion of ideas which prevailed even in this country when Dr. Kirk wrote his despatch, and which, in fact, still prevails, as to the right, or rather I should say the obligation on a naval officer to retain any slave who may, no matter in what manner, have found his way on board a British ship of war, I cannot say that Dr. Kirk did wrong in delivering over the five slaves to the captors. At the same time I have no doubt whatever that the Court, when it pronounced the charge of slave-trading in regard to these slaves to be unfounded, ought either to have ordered them to be restored to their master or have awarded to him compensation for their loss. It appears to me that there can be no justification for our naval officers landing on the territory of a foreign State and taking forcible possession of the domestic slaves of the inhabitants, and then, when a claim is made for them by the owners, refusing either to deliver up the slaves or to give compensation for their loss. No principle of international law that I am aware of could justify such conduct towards a friendly and independent State, and it appears to me to be calculated to make foreigners regard our officers and men rather as pirates than as the advocates of freedom and civilization. There are cases no doubt in which a naval officer would be justified in giving shelter on board his ship to a fugitive, be he slave or freeman;

but such a case must be an exceptional one; and a country whose officers thus violate the acknowledged rights of other States must always be prepared for the alternative of war.

It seems to me also that, when Captain Sullivan submitted the question of the legality or illegality of the capture of these five slaves to the Court at Zanzibar, he was bound to submit to its decision. And the Court having declared that there had been no act of slave trading, and no violation of Treaty, it was its duty to restore the slaves to their owners, or if, from humane or other motives, it thought proper to retain them, it should have awarded compensation to the owners, leaving it to Her Majesty's Government to say whether that compensation should ultimately be paid out of public monies or by the captors. This is the course which I think ought to be adopted in any future similar case.

And should your Lordship concur in the views which I have ventured to submit, I would suggest that a copy of this Report should be forwarded to the Foreign Office for the consideration of the Earl of Derby.

All of which is most humbly submitted to your Lordships' wisdom.

(Signed) H. C. ROTHERY.

*Admiralty Registry, Somerset House,
October 31, 1876.*

No. 219.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, January 11, 1877.

WITH reference to your despatch of the 13th ultimo, I am directed by the Earl of Derby to transmit to you, for delivery to the Sultan of Zanzibar, a letter which his Lordship has addressed to His Highness expressive of the gratification with which Her Majesty's Government have received the assurance of His Highness' desire to be of assistance to those persons who are forming a project for opening up the interior of Africa.

A copy of Lord Derby's letter is inclosed for your information.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

Inclosure in No. 219.

The Earl of Derby to the Sultan of Zanzibar.

Your Highness,

Foreign Office, January 11, 1877.

I HAVE had the honour of receiving your Highness' letter of the 13th December, and in reply I have to express the gratification with which Her Majesty's Government have learnt that your Highness is desirous of affording every encouragement and assistance to those persons who are forming a project for opening up the interior of Africa, and I beg also to assure your Highness that by so doing you will be promoting the welfare of your subjects and will earn the good will of the people and Government of this country.

I am, &c.

(Signed) DERBY.

No. 220.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, January 18, 1877.

I AM directed by the Earl of Derby to transmit to you, for your information, a copy of a letter which his Lordship has caused to be addressed to the Lords of the Admiralty, expressing his views on the proceedings connected with the detention of the dhow by one of the boats of Her Majesty's ship "London," which came before the Court as Case No. 27 of 1876, and was reported in your despatch of 23rd August last.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

ZANZIBAR.

Inclosure in No. 220.

Sir J. Pauncefote to the Secretary to the Admiralty.

Sir,

Foreign Office, January 18, 1877.

I AM directed by the Earl of Derby to return to you herewith, as requested, the inclosure in your letter of the 8th instant, reporting on the case of a dhow which was detained in Zanzibar harbour by one of the boats of Her Majesty's ship "London," under the charge of the coxswain, and subsequently released, as there was no evidence to prove that she was connected with the Slave Trade.

I am at the same time to remark that the detention and search of this dhow appear to Lord Derby to have been altogether irregular and unauthorized in the first instance, and that his Lordship is glad to see that Captain Sullivan, on learning what had occurred, had taken steps to prevent a recurrence of anything of the kind.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 221.

Dr. Kirk to the Earl of Derby.—(Received January 21.)

(Telegraphic.)

Zanzibar, January 21, 1877.

CONSUL PAKENHAM reports that Hova Government has at last fixed a final delay for promulgating their Mozambique Emancipation Edict June next.

No. 222.

Dr. Kirk to the Earl of Derby.—(Received February 3.)

My Lord,

Zanzibar, January 2, 1877.

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 the half year December 31, 1876.

I have, &c.

(Signed) JOHN KIRK.

Inclosure in No. 222.

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.

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.		11.				
									Net Proceeds of Sale.		Amount Remitted.				
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.	£	s.	d.	£	s.	d.	Remarks.
21	Yasmin	London	T. B. M. Sullivan	{ 19 male 7 female }	1876 June 21	1876 July 12	Condemnation	9 11 6	..	..	..	..	..	..
22	Mambo King Munqu	"	"	{ 2 female }	" 21	" 12	"	6 11 0	..	..	..	..	..	..
23	16 male and 2 female slaves	"	"	{ 11 male }	{ Between June 18 and 29 }	" 8	"	16 5 0	..	..	..	..	..	..
24	18 slaves	"	"	{ 18 male }	July 1	" 12	"	8 1 6	..	..	..	..	..	..
25	Kikukwa	"	"	{ 24 female }	" 8	Aug. 8	"	7 4 6	..	..	..	..	..	..
26	67 slaves	"	"	{ 43 male }	" 19	" 8	"	12 5 6	..	..	..	..	..	..
27	Asmeen	"	"	{ 1 boy }	Aug. 5	" 10	Restitution	9 9 0	..	..	..	..	..	..
28	Mejambe	Lynx	H. J. F. Campbell	.. ..	" 3	" 14	Condemnation	7 12 0	..	..	..	..	..	..
29	.. ..	" .. ..	" .. ..	.. ..	" .. ..	" 18	Dismissed	Nil	..	..	..	..	..	..
30	Unknown	London	T. M. B. Sullivan	.. ..	Aug. 30	Sept. 6	Condemnation	8 14 6	..	..	..	..	..	..
31	Sihoja .. ..	" .. ..	" .. ..	.. ..	Sept. 28	" 28	Restitution	8 6 0	..	..	..	..	..	..
32	Unknown .. ..	" .. ..	" .. ..	.. ..	" 29	" 30	{ Condemnation of dhow Restitution of cargo }	9 4 6	..	..	..	..	..	..
33	Mabraki .. ..	" .. ..	" .. ..	.. ..	" 29	Oct. 7	Condemnation	11 16 0	..	..	..	..	..	..
34	Unknown	"	"	{ 4 male }	Oct. 25	" 27	{ Condemnation of slaves Restitution of vessel }	11 4 0	..	..	..	..	..	..
35	Tausi	"	"	{ 4 male 8 female }	" 25	" 27	"	6 6 0	..	..	..	..	..	..
36	Unknown .. ..	" .. ..	" .. ..	.. ..	" 28	" 31	Condemnation	7 10 0	..	..	..	..	..	..
37	Mtepi .. ..	" .. ..	" .. ..	.. ..	Nov. 18	Dec. 8	"	10 9 6	..	..	..	..	..	..
38	Unknown .. ..	" .. ..	" .. ..	.. ..	" 30	" 22	"	13 13 0	..	..	..	..	..	..
39	" .. ..	" .. ..	" .. ..	.. ..	" 1877	" 1877	"	6 14 0	..	..	..	..	..	..
40	Salama .. ..	" .. ..	" .. ..	.. ..	Dec. 20	Jan. 4	"	Unsettled	..	..	..	..	..	..	Sale not effected.
41	Unknown .. ..	" .. ..	" .. ..	.. ..	" 28	" 5	"	9 2 0	..	..	..	..	..	..

(Signed) JOHN KIRK, Her Majesty's Consul-General, Zanzibar.

Dr. Kirk to the Earl of Derby.—(Received February 3.)

My Lord,

Zanzibar, January 2, 1877.

I HAVE the honour to report that the close watch placed at the south end of the Island of Zanzibar to intercept the small vessels that at time of full moon are in the habit of landing a few slaves in the manner already reported has resulted in the seizure and condemnation of two of the dhows so employed.

Decrees in these cases I herewith have the honour to inclose.

As the slaves—seemingly about fifteen in number—had in each case been landed before capture, and the real owners of the vessels and slaves cannot be found, I have been unable to discover the port of shipment on the mainland, there is, however, no doubt that these are two of the vessels that carry slaves with the knowledge of the Governor of Dar-es-Salam, to which matter I have now called the attention of his Highness.

I have, &c
(Signed) JOHN KIRK.

Inclosure 1 in No. 223.

Case No. 38 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, said to have belonged to Kombo Mhogo, her tackle, apparel, and furniture, seized as liable to forfeiture by James R. J. Simpson, a sub-lieutenant in the Royal Navy, 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 21st day of December, 1876.

APPEARED personally Lieutenant Lloyd W. Matthews, R.N., of Her Majesty's ship "London," and produced the declaration of Sub-Lieutenant James R. J. Simpson, sworn to on the 4th day of December, 1876, which set out the circumstances under which the native vessel, without name, colours, or papers, of which Kombo Mhogo was said to have been owner, of the description and measurement specified in the annexed certificate, was seized in Pete Inlet in the Island of Zanzibar, on the 30th day of November, 1876, I the said John Kirk having heard evidence on both sides, having found sufficient proof that the vessel at the time of her seizure was engaged in the conveyance of slaves, 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 confirming the Provisional Order of this Court for the destruction of the vessel given on the 6th December.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto this 22nd day of December, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Inclosure 2 in No. 223.

Case No. 39 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, said to have belonged to Kombo Mhogo, her tackle, apparel, and furniture, seized as liable to forfeiture by James R. J. Simpson, a Sub-Lieutenant in the Royal Navy, 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 21st day of December, 1876.

APPEARED personally Lieutenant Lloyd W. Matthews, R.N., of Her Majesty's ship "London," and produced the declaration of Sub-Lieutenant James R. J. Simpson, sworn to on the 4th day of December, 1876, which sets out the circumstances under which the native vessel without name, colours, or papers, of which Kombo Mhogo was said to have been owner, of the description and measurement specified in the annexed certificate, was seized in Pete Islet, in the Island of Zanzibar, on the 30th day of November, 1876. I, the said John Kirk, having heard evidence on both sides, having found sufficient proof that the vessel at the time of her seizure was engaged in the conveyance of slaves 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 confirming the Provisional Order of this Court for the destruction of the vessel given on the 6th December.

In testimony whereof I have signed the present Decree, and caused my seal to be affixed thereto this 22nd day of December, 1876.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 224.

Dr. Kirk to the Earl of Derby.—(Received February 3.)

My Lord,

Zanzibar, January 6, 1877.

I HAVE the honour to forward herewith Decree of condemnation of a native vessel engaged in the Slave Trade with Pemba.

Here the slaves (about thirty in number) were seen in chains on shore, but the vessel was not taken until after all the slaves had been removed.

In this case the slaves who were in chains might, I am told, have been secured, but the officer felt after the recent occurrence at Masuka unwilling to take the responsibility of landing.

I have, however, called Captain Sullivan's attention to this as a case in which the officer having before his eyes the disembarkation of slaves who were about to be marched inland in chains, would have been fully warranted in following and seizing the slaves if he thought this could have been done with reasonable chance of success, and before they became mixed with the population on the island, and I am informed that here there were no habitations near at hand.

The occurrence of this case so soon after that already reported will help to show the delicate and responsible nature of the duties which our naval officers are suddenly called on to perform, and will, I think, cause the greatest allowance to be made in cases of difficulty.

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

Inclosure in No. 224.

Case No. 41 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, of which the master and owner are also unknown), her tackle, apparel, and furniture, seized as liable to forfeiture by H. G. O'Neil, Esq., a Lieutenant in the Royal Navy, 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 5th day of January, 1877.

APPEARED personally Lieutenant Henry G. O'Neill, R.N., and produced his sworn declaration dated the 28th day of December, 1876, which set out the circumstances under which the native vessel (without name or colours, of which the master and owner are unknown), of the description and measurement specified in the annexed certificate, was seized at Pemba on the 25th day of December, 1876, as being engaged in the Slave Trade, I, the said John Kirk, having heard the evidence of the seizers, and in default of parties appearing for the defence after summons, having found sufficient proof that the vessel at the time of her seizure was engaged in the conveyance of slaves, 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 confirming the Provisional Order of this Court for the destruction of the vessel given on the 28th day of December, 1876.

In testimony whereof we have signed the present Decree, and caused our seal of office to be affixed thereto this 5th day of January, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 225.

Dr. Kirk to the Earl of Derby.—(Received February 3.)

My Lord,

Zanzibar, January 8, 1877.

WITH reference to the attack on a party of men of Her Majesty's ship "London," under the command of Lieutenant Creswell, on shore at Masuka, in Pemba, as mentioned in my despatch of January 2, I have now the honour to forward a copy of that officer's Report, and to state that the steps taken in this matter have resulted in the arrest and punishment of the party principally engaged in the attack and of one who assisted him on that occasion.

Lieutenant Creswell was at the time in command of the boats stationed to intercept slave vessels coming from the mainland to Masuka, in Pemba, which, since the change in the monsoon, has, as already reported, become a landing-place for slaves. From information obtained, a vessel was expected to reach Pemba on the 29th November; Lieutenant Creswell, therefore, readily believed the report brought to him of the slaves having been landed. Whether or not such a landing took place we shall in all probability never know, but in the full conviction that a large gang of slaves had just reached Pemba and might easily be secured, Lieutenant Creswell set out with a few men, totally ignorant how far off the plantation was to which he was being guided, or what the position of its owner might be, for the purpose of seizing them. The house indicated proved to be about seven miles distant from the landing-place, and was occupied by Mohammed bin Rashid, a wealthy Arab proprietor, chief of the Riami family in Pemba. When called upon by a party of armed men at night, Mohammed bin Rashid made off, so as to avoid meeting Lieutenant Creswell, who, convinced that the slaves of whom he had been told were there concealed, proceeded to search the house, and failing to find any large number of slaves, carried off seven, who seemed to him to have been lately landed, and of whom two were in neck-irons.

In the primary object of his expedition Lieutenant Creswell failed, and through the

subsequent recapture of the seven slaves by the Arabs, the evidence that would in all probability have convicted Mohammed bin Rashid of recent slave dealings, if not of having just received a large cargo, has been lost.

On the other hand, the investigation instituted by the Sultan and myself has shown that Mohammed bin Rashid followed the party that night to Masuka, and was one of them who fired upon the seamen as reported.

In discussing this matter with the Sultan, I acknowledged at the outset that an error of judgment had been committed on our part, and that Lieutenant Creswell was not justified, on the evidence of an unknown informer, in searching the house.

I pointed out that there was the strongest suspicion that this man had been a principal importer of slaves lately landed near his estate, but at the same time that I admitted an amount of provocation had been given that would have justified resistance, I insisted that, however great the provocation might have been, Mohammed bin Rashid was not warranted in following the party to the shore, as he did, and there firing on them, and that having placed himself so very much in the wrong, it was my duty now to demand his punishment if His Highness was satisfied from the evidence that it was he who instigated the attack.

Great were the efforts made by the Arab community of Pemba to prevent anything being done, and about forty of the more influential men of that island came to Zanzibar, and waited on the Sultan on this occasion to obtain the acquittal of their friend, and with this object every sort of pressure was brought to bear. His Highness finding the case proved against Mohammed bin Rashid, without hesitation placed him in irons in prison for such time as I might think proper.

Under the circumstances, I considered that one month in irons would be sufficient, and I shall continue to send some one to see that this is being duly carried out in the manner ordered by the Sultan.

Before closing this Report, I feel it my duty to state, in justice to Lieutenant Creswell, that he on former occasions has proved himself one of the most efficient officers on the stations; he has in a remarkably short time acquired a competent knowledge of the language of the country, and takes an interest in his work. The mistake which here occurred is to be attributed solely to an excess of zeal and a too-ready confidence in the report given him of slaves having been landed.

Since this affair has been satisfactorily settled in the manner above stated, the Arabs of Pemba who followed their countryman here have waited upon me through their principal representative, and discussed freely the whole matter of the Pemba Slave Trade. The justice of the conviction of Mohammed bin Rashid is fully understood, and much satisfaction expressed that his punishment will be so moderate in duration. At this interview I was able to explain that, although in this case the officer was, in my opinion, not justified in the course he followed, yet there would be times when it would become an officer's duty to seize by force slaves that he knew had been landed in contravention of Treaty.

From the very friendly nature of the meeting on this occasion with a class of people who up to this time have, as the open enemies of our action and policy, kept aloof from this Consulate, I doubt not that this occurrence will be the means of greatly increasing our influence over the most persistent and influential body of slave-dealers with whom I have had to do, and I shall accept the invitation pressed upon me of visiting the island as the guest of the Chiefs.

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

Inclosure in No. 225.

Lieutenant Creswell to Captain Sullivan.

Sir,

"London," at Zanzibar, December 13, 1876.

I HAVE the honour to report that whilst in command of the boats at Pemba, and being in the whaler at Masuka Bay on the 29th of November, I received intelligence about 9 P.M. in the evening that one hundred slaves had been landed the previous night at Kegomachy Point, and my informer declared that he could show me where they then were. I landed with four hands to obtain possession of them, leaving a boat-keeper with orders to anchor in deep water. Having arrived at the house in which they had first been placed on landing, I found they had been removed to Koondeni that day at noon.

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Mahomet bin Rashid, the owner of the cargo, had, I was told, retained some of these slaves in his house, and, in order that the dhow in which they had been brought over might be identified, I determined to seize these slaves. I proceeded to the house of Mahomet bin Rashid, and, on knocking and asking civilly for him, he made his escape by a back entrance. I then searched the house and found seven raw female slaves, two of them in chains. The seven slaves stated they had all been landed the previous night, and their appearance agreed with their statements. The house also contained several other lately-landed slaves, but not of the previous day's cargo, entama seed in bags, damaged by sea-water, instruments for working, slave chains, and dhow's gear.

From the fact of this gear being in the house, I concluded the dhow had been gutted and hidden in some creek. I took the slaves to the house of the chief at Masuka, and requested he would take charge of them till the morning; this he said he would do. The chief of Masuka being a Sultan's officer, I judged him the right person to take charge of the slaves until I could make further arrangements. Thinking it possible the slaves might be tampered with, I decided to remain by them till the morning, keeping the interpreter with me. I then ordered my boat's crew to return to their boat, to signal for Sub-Lieutenant Hume with the steam cutter, and, on his arrival, to come with him up the river. The boat's crew had not left the house more than a few minutes when I heard a rattle of musketry, evidently quite close to. I, with the interpreter, immediately rushed out to ascertain the cause, and I found they had fallen into an ambushade formed by a large party of Arabs. Levi Hulett, leading seaman, coxswain of the boat, was staggering, apparently severely wounded. I ordered the party into the chief's house; they stated they had been fired on without warning or provocation. I barricaded the chief's house and examined the wounds. I found Hulett's the only serious one, and, after binding it and stanching the flow of blood, I examined the house as to its capabilities of defence. It was closely surrounded by trees and other houses which overlooked it, and this, together with its large size and inflammable nature, made it impossible of defence by four men against the force which, the chief assured me, would collect by the morning. Seeing this, I determined to force my way to a dhow I knew to be afloat in the river, and by her got to my boat. I obliged two natives in the chief's house to carry down Hulett, thus being myself with three other hands and the interpreter unencumbered to defend him.

The Arabs, judging us better prepared, did not open fire, and I succeeded by swimming, in getting the party on board the dhow, except the interpreter, whom I had missed on leaving the chief's house. As he behaved in a plucky and faithful manner, I did not want to leave him behind; I twice doubled back to the chief's house, and each time I was told he would come immediately. The falling tide prevented my waiting longer in the creek, so leaving a canoe with one of the dhow's crew to bring off the interpreter, I dropped down the creek and anchored outside, close to the whaler. As we were dropping down the river, the Arabs showed out in numbers at the place I had embarked. I forbore firing on them, seeing that close behind them were standing a number of the peaceful villagers of Masuka. I had decided to relinquish all ideas of taking the slaves off with me, as they were women and children in a sickly and weak condition, who would hamper us, and to expose them to the Arab fire would be a needless waste of life. The chief had agreed to keep them, so I left them in his charge. An hour after I came out of the creek the interpreter appeared paddling himself off in a canoe by his hands, and he stated that, on my leaving the house, the chief told him that he was to wait till I was at the bank of the creek, and then bring down the slaves. The chief did not let them out till after I had begun to drop down the river. When the interpreter got to the embarking place, he, with the slaves, was immediately surrounded by a party of about thirty armed Arabs. One of the crowd pointed him out as my interpreter, and he was obliged to run for his life, several shots, which I heard, being fired after him, but he escaped unhurt.

I have no doubt that the party who fired on us were instigated by, and were the friends and followers of, Mahomet bin Rashid.

Hulett being in a very weak state from loss of blood, and being uncertain of the true state of his wound, I placed him on board the "Victoria," and, with the assistance of the steam cutter for towing, I left Pemba on the evening of the first, and arrived at the ship on the afternoon of the 2nd instant. I would here state that the behaviour of the boat's crew, and especially Phros, the interpreter, was, on the occasion, everything I could wish.

I have, &c.
(Signed) WILLIAM R. CRESWELL.

No. 226.

Dr. Kirk to the Earl of Derby.—(Received February 3.)

My Lord,

Zanzibar, January 9, 1877.

I AM directed by Consul Pakenham, of Madagascar, to forward a confidential telegram to inform your Lordship "that the Hova Government have at last fixed a final delay for the promulgation of their Mozambique Emancipation Edict—June next."

Consul Pakenham informs me he has written fully to your Lordship on the subject, but has asked me to forward the above summary, as likely to reach long before his despatches.

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

No. 227.

Dr. Kirk to the Earl of Derby.—(Received February 3.)

My Lord,

Zanzibar, January 10, 1877.

WITH reference to former correspondence on the subject of a money allowance to be given in favour of the various Missions that may take charge of freed slaves, I have the honour to forward an application made to me by the Superintendent of the Mombasa Church Missionary Society establishment; also copy of my reply thereto.

Other official arrangements have prevented my visiting Mombasa since my return to Zanzibar, and reporting on the progress there made; but I am happy to state that all reports agree in this, that the station is admirably conducted. The outlay is, I believe, on the other hand, very great. It will now be necessary for me, however, to take the earliest opportunity of going there, as His Highness the Sultan has placed the settlement of certain delicate questions affecting the transfer of certain lands to the Mission entirely in my hands.

In the meantime Bishop Steere has taken back to their own country a large number of freed slaves that had been given over to the care of the Mission, of which he is the head; and it is to be hoped that if his new station in the lake regions proves a success, many of the freed slaves may be safely relegated to their own country, without fear of their being taken and sold.

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

Inclosure 1 in No. 227.

Commander Russell to Dr. Kirk.

Sir,

Frere Town, Mombasa, January 4, 1877.

I HAVE the honour to forward, for your information, an account of the freed slaves who have from time to time been placed under the charge of the Church Missionary Society at their settlement in East Africa.

I should wish to bring to your notice the very great expense necessarily incurred by the Society in maintaining and clothing nearly 400 freed slaves, in the hope that you may be kind enough on the part of the Government to make some allowance for their support.

I have, &c.
(Signed) W. F. H. RUSSELL,
Commander, R.N., and Lay Superintendent.

Inclosure 2 in No. 227.

STATEMENT of Freed Slaves under the charge of the Church Missionary Society at their Settlement in East Africa.

Bombay Christians, men	..	..	..	..	..	..	60
Ditto, women	..	..	..	..	..	..	32
Freed slaves, men	..	..	..	..	..	..	101
Ditto, women	..	..	..	..	..	..	80
Ditto, boys	..	..	..	..	..	..	90
Ditto, girls	..	..	..	..	..	..	46
							409

The boys are instructed in farming operations, as also the following trades:—Carpenters, blacksmiths, masons, tailors, house servants.

The adult labour is utilized in road-making and house-building. The girls are taught washing, sewing, and cooking.

 Inclosure 3 in No. 227.

Dr. Kirk to Commander Russell.

Sir,

Zanzibar, January 10, 1877.

I HAVE the honour to acknowledge the receipt of your letter of January 4, in which you submit a statement of the freed slaves now on your station at Mombasa (317 in all), which you justly point out are the cause of considerable outlay to the Mission for maintenance, clothing, &c., and on which account you ask me to make some allowance for their support.

In reply, I beg to state that the subject to which you refer is one that has been on more than one occasion brought before Her Majesty's Government through this Office, and also in the House of Commons, and that it is one with which I have no power whatever to deal, there being no funds placed in my hands for the purpose.

I shall forward your letter to Her Majesty's Secretary of State for Foreign Affairs, with reference to former correspondence, but I must at the same time call your attention to the fact that no slaves have ever been allotted to any of the Missions here unless on special application and on the distinct understanding that should Her Majesty's Government make such an allowance as you now apply for, the fact of your having previously taken charge of slaves was not to be considered as giving you any legal claim, or doing more than placing you on the same footing in this respect with other establishments of a similar nature to which allowances might hereafter be granted.

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

 No. 228.

Dr. Kirk to the Earl of Derby.—(Received February 3.)

(Extract.)

Zanzibar, January 10, 1877.

I HAVE the honour to forward Decree in case of a native vessel condemned as engaged in the Slave Trade.

Here it was proved, first, that the vessel had about two months before conveyed raw slaves from the mainland to the Island of Pemba; and, secondly, that slave irons were found stowed away on board at the time of seizure. These two charges were clearly substantiated by the evidence.

Inclosure in No. 228.

Case No. 40 of 1876.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel "Salama," whereof Moshi was master, sailing under the British flag with provisional pass in favour of Gopal Takersi, a native of Kutch, in India, residing at Zanzibar under British protection, her tackle, apparel, furniture, and cargo; seized as liable to forfeiture by James R. Simpson, Esquire, a Sub-Lieutenant in Her Majesty's navy, in charge of the boats of Her Majesty's ship "London." Before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 4th day of January, 1877.

APPEARED personally Lieutenant H. E. O'Neill, R.N., of Her Majesty's ship "London," and produced the declaration of Sub-Lieutenant J. R. Simpson, sworn to me on the 23rd December, 1876, which set out the circumstances under which the native vessel "Salama," owned by Gopal Takersi, the master whereof was Moshi, under British colours and papers, of the description and measurement specified in the annexed certificate, was seized at Pemba on the 20th day of December, 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 fitted for, and engaged in, the Slave Trade, do adjudge the above-named vessel, her tackle, apparel, and furniture, together with that part of the cargo shown to belong to the owner of the vessel on the manifest, to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly, hereby ordering the restitution of other cargo, namely, one bag of rupees, shown to belong to other parties; and we order the destruction of the vessel and sale of the separate pieces, together with that part of the cargo here condemned.

In testimony whereof I have signed the present Decree and caused my seal of office to be affixed thereto this 4th day of January, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 229.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, February 7, 1877.

THE Earl of Derby has received from the Lords of the Admiralty a copy of a Report made by Commander Boys, of Her Majesty's ship "Philomel," on the reception of four fugitive slaves, three of whom came on board at Manda Bay, and one at Formosa Bay, and who were all subsequently sent to Natal by you.

Captain Boys states that one of the slaves who came on board at Manda Bay asserted that he was owned by a Hindoo, and I am directed by Lord Derby to instruct you to report whether any steps were taken to prove the accuracy of this statement, and to punish the owner if he was found to be really a British subject, and to have committed an offence against the Slave Trade Acts.

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

No. 230.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, February 9, 1877.

I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 6th ultimo, forwarding the Decree in the Admiralty Court, Case No. 41 of 1876, and commenting upon the reasons which induced the officer who effected the capture of the dhow to refrain from landing and endeavouring to seize the slaves who had been removed from her to the shore.

Lord Derby agrees with the opinion expressed by you to Captain Sullivan, that this was a case where the officer would have been warranted in seizing the slaves if he had felt it prudent to do so; but I am to add that, in cases of this nature, it must, in his Lordship's opinion, be left to the discretion of the officer to decide whether there would be any risk in landing, and whether the circumstances would warrant his doing so.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 231.

Sir J. Pouncefote to Dr. Kirk.

Sir,

Foreign Office, February 9, 1877.

I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 8th ultimo, relating to the proceedings of Lieutenant Cresswell in landing his boat's crew to search for slaves supposed to have been landed and concealed in a house belonging to an Arab on the mainland of Pemba, and the subsequent steps taken by you in acknowledging to the Sultan that there had been an error of judgment on Lieutenant Cresswell's part in this affair; and I am to state to you that Lord Derby considers that you acted quite rightly in making this acknowledgment to His Highness, and that his Lordship also approves the steps taken by you to obtain the punishment of the parties who fired upon the boat's crew.

I am to inclose for your information a copy of a letter which, by his Lordship's directions, has been addressed to the Admiralty relative to this affair.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

Inclosure in No. 231.

Sir J. Pouncefote to the Secretary to the Admiralty.

Sir,

Foreign Office, February 9, 1877.

I AM directed by the Earl of Derby to transmit to you, for the information of the Lords Commissioners of the Admiralty, copies of a despatch from Her Majesty's Agent and Consul-General at Zanzibar, and of the reply which his Lordship has caused to be addressed to Dr. Kirk.

Their Lordships will perceive from Dr. Kirk's despatch that Lieutenant Cresswell, of Her Majesty's ship "London," while cruising off Pemba, received information that a gang of newly-run slaves had been removed on landing to a house on the mainland of Pemba belonging to a wealthy Arab; that he thereupon landed a portion of his boat's crew, went to the house, and demanded the slaves; that the owner left the house on the arrival of Lieutenant Cresswell, who, after search, discovered certain slaves whom he supposed to be newly landed, and whom he removed to the house of an officer in the Sultan's employment, under whose care he placed them. An attack was subsequently made on Lieutenant Cresswell's party, which was forced to retire, leaving behind them the slaves whom they had captured.

In managing this retreat, Lieutenant Cresswell appears to have displayed great judgment and gallantry, and the boat's crew appears to have behaved remarkably well. At the same time, Lord Derby cannot conceal from himself the fact that Lieutenant Cresswell's zeal in the execution of his duties carried him in the first instance somewhat beyond the limits to which his powers as a British naval officer engaged in the suppression of the Slave Trade properly extend; and his Lordship would suggest that it should be pointed out to him that our Treaty engagements with the Sultan do not warrant the course of action pursued by him in this case.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 232.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, February 9, 1877.

I AM directed by the Earl of Derby to express to you his Lordship's approval of the reply which, as reported in your despatch of the 18th ultimo, you returned to the application made to you on behalf of the Church Mission Society's establishment at Mombasa for some allowance from Government in support of the freed slaves who are sent there by you.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 233.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, February 24, 1877.

I AM directed by the Earl of Derby to desire you to furnish his Lordship with a Report, for the information of the Lords Commissioners of Her Majesty's Treasury, as to whether the slaves mentioned in your despatch of 13th September last were formally seized and condemned, or in what manner they were disposed of, nothing being said concerning them in the Decree condemning the vessel on which they had been conveyed.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 234.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, March 23, 1877.

THE Secretary of State for the Colonies has applied to the Earl of Derby for additional information as to the times kept by the Union and British India Company respectively in the performance of their Mail Contract Service on the East Coast of Africa, and I am now directed by his Lordship to instruct you to supply this information for the past and current years as far as it may be in your power to do so.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 235.

Dr. Kirk to the Earl of Derby.—(Received May 23.)

My Lord,

Zanzibar, January 31, 1877.

I HAVE the honour to inclose the copy of a letter received by Bishop Steere from a freed slave, one of his former native pupils, now living with King Mtesa, of Uganda on the Victoria Nyanza.

The writer of this joined Mr. Stanley's caravan at Zanzibar, but for some reason or other did not remain long in his service.

It appears he is now living with King Mtesa, and asks Bishop Steere to send him books and some one to assist in teaching.

It is to be expected the party sent out by the Church Mission Society will before long reach that country and supply what is here asked for. When last heard of, they had reached within no great distance of the Lake without encountering difficulties on the way other than such as are common to African travel, where everything at present depends on the services of native porters.

I have, &c.

(Signed) JOHN KIRK.

Inclosure in No. 235.

Letter written to Bishop Steere by a Freed Slave.

My dear Lord,

April 23, 1876.

LET thy heart be turned to thy servant and let me have favour in thy sight. Therefore, send me Swahili hymns of all sorts, and send me Swahili prayer, and send me one of big black Bible. I want slates, board, chalks, that I may teach the Waganda the way of God. I been teach them already, but I want you to send me Litala Sudi that he may help me the work of God. Oh, my Lord, pray for me. Oh, ye boys, pray for me; and if thou refuse to send Sudi, send John Suedi. Your honour to the Queen, and my honour to you. I Scopion, alias Dallington Maftaa.

I am translating the Bible to Mtesa, son of Suna King of Uganda Naulagala.

(Signed) DALLINGTON MAFTAA.

April 23, 1876.

I was with Henry M. Stanley, together with Robert Firuzi, but Robert is gone with Stanley, but I been stop in Uganda translating the Bible.

No. 236.

Dr. Kirk to the Earl of Derby.—(Received March 23.)

My Lord,

Zanzibar, January 31, 1877.

I HAVE the honour to inclose a Report by Bishop Steere of the establishment of a free station, under the direction of the Universities' Mission, in the interior of Africa, on the line of route that leads from the coast to Lake Nyassa.

It will be seen from this Report that on this occasion fifty-five freed slaves captured by our cruizers, after having been placed for a time under the discipline of the Mission in Zanzibar, have been relegated to their own country.

The experiment has thus, for the first time, been made of returning slaves taken on the coast to their native land, and there forming a free settlement under European supervision; and, should it succeed, no difficulty need in future stand in the way of disposing of freed slaves in such a way as will react on the system of slavery, and prove an obstacle in the way of the Slave Trade on the coast and in the interior of the continent.

The great difficulty with which the Universities' Mission will have to contend in carrying out this experiment, so as to give it a fair trial, will be of a financial nature. All the freed slaves now returned to their own land have been supported from the time of capture, taught, and taken back at the cost of the Mission itself, and entirely without Government assistance or support, and such a settlement must at the outset involve a considerable outlay. Otherwise, should the situation selected prove sufficiently healthy for Europeans, I see nothing to endanger its ultimate success.

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

Inclosure in No. 236.

Report by Bishop Steere, LL.D., on the Free Village in Yao Land.

* * * * *

AT length towards the end of September the arrival of Mr. Johnson enabled me to commence arrangements for an immediate start.

I had hoped to have ordained him deacon, and to have admitted Mr. Maples to priest's orders on St. Matthew's Day, but as that was the very day of the departure of the mail, we were all far too much unsettled by the necessary business of the time to allow for an adequate preparation. I therefore deferred the ordination until the festival of St. Michael, on which day it was solemnly performed in our chapel at Kiungani, the Revs. W. F. Capel, E. S. L. Randolph, and O'D. Ross Lewin, assisting.

We then examined and repacked our stores and goods remaining from last year, supplying all that experience had shown to be most useful, so that our packs amounted to thirty-four bales of various kinds of cloth, nineteen bags of beads, fifty-seven boxes, chiefly of provisions, besides personal luggage, tents, arms, and so forth, in all about 130 loads.

The packing and purchasing, marking and indexing, were done chiefly by Chuma and Mr. Maples. Amongst other things we carried the original portable altar taken out by Bishop Mackenzie, and left by him at the Cape, carried to the Zambezi and Zanzibar by Bishop Tozer, and now sent on towards its original destination. Meanwhile Mr. Beardall was engaged in the more anxious work of selecting from our people at Mbweni the best volunteers for our pioneer settlement. It was determined to prefer married couples, and in no case to take them unless both were equally desirous to go and had borne a good character while with us. We finally selected fifty-five persons—thirty-one men and twenty-four women, including two girls, who accompanied their mothers. They had as native leaders John Almasi and Sarah Lozi, one of the best of our baptized couples. Four of our old scholars from Kiungani also joined the party.

The Mbweni people had of course their own goods to carry, so that they were only to a limited degree available for our general burdens. We therefore began to hire porters, and found them come in great abundance, on our old terms of 4 dollars a-month and rations. We chose seventy of the best recommended, and began to look out for a dhow. It was necessary to get a good one, as we were going down in a very uncertain and unfavourable state of the wind: and, besides the 130 people, there were five oxen, a donkey, and a cart, to be provided for. We found one belonging to an Arab, after a few inquiries, which seemed likely to suit us very well, but we had to pay 200 dollars (40*l.*) for the use of it.

When we had nearly completed our preparations, Captain T. B. M. Sullivan, of Her Majesty's ship "London," now the senior officer on this part of the station, called upon us, and in the kindest manner offered any of us who could be ready the morning after the arrival of the mail, a passage to Lindi in Her Majesty's ship "Flying Fish," then under orders to proceed at once to Madagascar. It was soon settled that Mr. Johnson and I would be ready, and that Mr. Beardall would take charge of the dhow and cargo. However, by the further kindness of Captain Crohan, of Her Majesty's ship "Flying Fish," all our difficulties vanished, as he thought he could undertake in the then state of the wind and sea, to tow down the dhow with all its contents for us. So snatching a glance at what the mail had brought, we were all ready, on Monday, October 16th, and at half-past nine in the morning Captain Sullivan came on board to say farewell, and immediately we started.

All went well and quietly at sea, and in the evening of Wednesday, the 18th, we landed at Lindi, loaded with small presents of useful things from Captain Crohan, and deeply grateful to all on board the "Flying Fish" for their extreme kindness.

The very evening of our arrival at Lindi was that on which the new moon after the Ramathan appeared, so that we had hit exactly the right moment, as it is very difficult to get much done during the fast. The Governor and chief Arabs sent us appropriate presents, and men came flocking to be engaged as porters. We hired, at last, forty of them, including a new guide, Ali bin Sululu. All was reported to be peaceful, and the roads open. It took us nearly a week to hire the men and buy food, and get it prepared for use on the way, and to distribute the guns, axes, and hoes, and so forth. Every one from Mbweni had a hoe, and every man an axe, in view of their future clearing work. There was, too, some repacking and rearrangement to be done, especially as one bale had been damaged before it left Zanzibar by a curious instance of a slave's revenge.

A man had come and hired himself and received his advance like the rest, but it appeared that he was a slave whose master disapproved of his going, so the advance was sent back to us and we struck his name off. But he vowed vengeance against his master, and smuggling himself on board the dhow when she was loaded, struck his knife into a bale and ripped it half through, spoiling, of course, every cloth he reached. All this damage, by Zanzibar law, the master would have to pay for.

At last, on the 25th, Mr. Beardall started with his cart and oxen, and next day we all followed. Lindi itself is nearly surrounded by high hills, Mr. Beardall therefore chose as his way the beach running round their base. He found it much more difficult than we expected, in many places very soft and full of great granite boulders, in some overgrown with mangroves. However, the bullocks pulled well and the Mbweni men hauled and hewed with a will, and at last he got on to the main road and found us at the first village waiting for him. So we went on to Nyongo, a village under a very kind and intelligent Arab named Sellim, where a new question raised itself. It was now the end of the week and we were only one good day's journey from Lindi. Nyongo is the last place directly held by coast people, and thence we were to plunge into one of the dense woods matted together by old thorny creepers, which are characteristic of the belt of forest nearest to the coast. It would take us nearly a week to clear a road to the next stopping place, and our food was already seriously diminished. We asked about food at the next stopping-

place, and were told very plainly that absolutely nothing was to be had for some four or five days forward at least. We determined, therefore, to leave the cart and a pair of oxen with Sellim, who was immensely interested in them, and to take on the donkey and the other three oxen, as these would soon show, by their condition, how far they could feed themselves on the journey and whether any deadly insects haunted the road. At the same time, we sent back to Lindi to buy more food. On the 30th we left Nyongo and were obliged to encamp hastily in the afternoon by a thunderstorm, the first rain that had fallen for a long time in that part of the country. Next day we came to our stopping-place—a few huts under a Yao named Abdallah Pesa, *i.e.*, by the half-profanity of Arab usage, “Servant of God Half-penny.” Our guide said that he was a man of wide influence, and he resolutely attached himself to us. There we found actual scarcity, and sent a party to the Mwera hills, where they said there was a little food, and we began seeking for men to carry their loads. We went on a few miles among villages said to be under Pesa’s influence, but the people seemed listless, he said, through hunger; they were chiefly Makuas.

Scarcely anything was done that day, but the next we got some men and went on. We reached on Saturday a village called Mwembe (Mango tree), and there was an actual mango tree loaded with green fruit in its midst. This tree was part of the relics of a former village destroyed by the Maviti, but the place is now occupied by some Gindo refugees who have just come from Chinjidi. Their head man recognized Mr. Beardall, as having seen him with our dear friend James last year at his old home, which lies among the Mwera hills. There we thought to get food. The Gindos had nothing but pumpkins, but a great Mwera Chief came down with a present, and his people all seemed well off. Our men, who had made a long circuit, came in with food for perhaps two days; and with great difficulty we got the Mweras to let us have some more, but all said, there is plenty at Masasi.

On Monday, November 6, we passed through the last Mwera village. The next three days’ march lay through open forest land, with very scant supplies of water.

However, on the evening of Thursday we found ourselves in quite another country. We had been gradually rising all the time, and were now rather more than 1,000 feet above the sea, when we emerged upon broad open cultivated slopes, backed by mountainous masses of granite rock. Very soon we passed two brisk streams of purer water than we had seen for a long time past, and made our way up to a village lying between two of the rocky summits, with ample space about it. There we found ourselves among Yaos. The head man Fumo was a son of the last Makanjila on the Lake Nyassa. The present Makanjila is his father’s sister’s child, so that their relationship is rather hard to describe properly in English. He remains a man of much influence, with much following. There we got plenty of food, and that night in our camp 135 fowls were killed, beside a number of pigeons. Our guide appealed to me whether the mountain had not “neema tele” graces in abundance, and I think we all agreed it had. I had a very interesting visitor the day after our arrival at Masasi. Very early in the morning came a man with a fowl. He said he had come to see us because long ago he had been set free by the English, and they had treated him so well that when he heard of our arrival he brought the fowl, as the best thing at hand for a present, and set out to come to see us. As he was more at home in Yao than in Swahili, I called Chuma, and we made out that he had been in one of the parties set free by Dr. Livingstone at the same time with Chuma himself. He had wandered about a good deal, and was now settled on the mountain; he afterwards brought his little daughter to see us, and said that as soon as he could he would come and join us altogether. Our guide was very anxious we should go on to a man called Namkumba, who, he said, was the real Chief of the whole mountain, so we made a long half-day to what seemed its northernmost point. Here we found no distinct village, but forges and a furnace and a few huts where lived Namkumba and his workmen. The iron is everywhere close to the surface; and the furnace was exactly like those I saw the year before a little higher up the Rovuma, scooped out of an ant-hill, with one side built up of ant-hill clay, fortified by flat pieces of granite. I saw here besides the mould into which the melted iron is drawn off, a long clay pipe, the diameter of the aperture tapering from $2\frac{1}{2}$ to about 1 inch. Namkumba has also salt works a mile or two away.

We were now at the last high ground for many days. The low forest land between us and the Rovuma, the strange solitary rocks were there, and behind all a level horizon of trees from the Mwera hills on the north-east round to the coast ranges on the south-west. We could see where we left the Mwera hills last year, and trace our line of way through the great Mwera forest to Majeje and the Rovuma. Directly I got to Masasi I had a sort of deputation from the Mbweni people to say—we shall never find another place half so good as this, here is plenty of water, everything grows well, and war is all but unknown. We are among our own people, let us stay here.

Not to decide too rashly, I made all the inquiries I could about the road in front. The junction of the Lujenda with the Rovuma was said to be two days off, but the whole country was reported flat and marshy. On our way to the place I had chosen the year before we must get food at Majeje. "But there," said my informant, "they are living on tamarinds, which are," he added, "a sort of food that soon disagrees with the stomach." And what about Chitambwi beyond them? He and his people have gathered all their food and run off into the woods, to prevent their being robbed of it by hungry caravans. In fact, nobody has food except Mtotela and Mpingawandu, and their extortions are infamous. Here, too, I heard the news that Mataka had this year left Mwembe after his long residence there, and was moved, so far as I could make out, farther to the eastward, *i.e.*, from the Lake. This move would probably prevent his having his usual large stocks of food. It was evident that moving nearly 200 people through such a district would be all but impossible. So I accepted it as the voice of God, and determined to plant the Colony at Masasi.

We found that our party was already consuming food at a rate we should find it difficult to supply. We sent off, therefore, first the packages we had in charge for Livingstonia and our present for Mataka, to keep alive our interest with him, and to ascertain exactly whither he had removed. I was told afterwards that a nephew of his had died at Mwembe, whereupon they watched the flight of an auspicious bird, and so determined where to place their new town. A party was next sent to the coast to fetch up the fifty loads we had been obliged to leave behind. This reduced us to our Mbweni people and a small working party from among the porters, including a mason named Juma, who had often worked for us in Zanzibar.

We first decided upon the site of our own house, and then laid out a road 40 feet wide leading directly from it to the water. Along each side we marked out lots 50 feet wide, and ran a straight row of stakes from the road to the rocks on either hand, so as to mark out allotments of perhaps half an acre and under. These we offered our settlers their choice of. They at once entered into the idea of the village. One side was virgin soil, but covered thickly with trees, the other had in many parts been cleared. In about a fortnight every couple had a house up on their own allotment, and before I left most of them had completely cleared and planted their home closes, and were at work in the adjoining forest clearing fresh ground for their chief grain crops.

Numbers of the natives flocked to us to ask for work and to see what we would buy, so that we soon had bamboos enough to secure a good house for ourselves, and we got substantial sheds built for the oxen, the donkey, and the goats. We were fortunate in getting some very fine goats to start with which had been brought from a great distance, the Masasi people having none. One goat we bought and found in milk, which was a great comfort to us. The bargaining for her began at 10 in the morning, and was not over until 5 in the afternoon, when she was immediately milked for tea. The granitic rocks around us scaled off in such very conveniently flat pieces that the idea of building with them immediately occurred to us. But what for mortar? This was answered by using the earth from an old anthill, and our mason soon set to work. We determined to be modest in our experiment, so we laid out only a chancel, or sanctuary, 10 feet by 12 internal measure, with walls 1 foot 8 thick. It had risen to 6 feet before I left, and seemed so firm and hard and well bonded that we hoped all our chief buildings might one day be of stone.

We were soon visited by a number of the neighbouring chiefs, who all seemed glad to have us there, and, to my great joy, one young man said he should like to go down to Zanzibar with me and be taught there. Of course I wished only that he should bring some younger companions.

The oxen and donkey excited a great deal of attention; all knew the names, but a great many had never seen the animals. There was often a rush of people who had been staring at us to go to look at the donkey braying.

As we had been obliged to leave our cart behind, William Senessi, our carpenter, began at once to make a sledge, and the oxen drew it very well; but we were soon in a difficulty as to rope, for the pull was heavy, and what we had soon frayed. The natives made us a thick rope of bark, but that gave way very soon. Luckily, it occurred to one of us that the brass wire taken for barter, which is nearly the eighth of an inch in diameter, would plait or twist into the strongest draw rope we could have; and so we tried it at once, and it succeeded perfectly. Mr. Beardall, however, was not quite satisfied, so we determined to put wheels to our sledge; and when I left, William had just hewn out four solid wheels from a tree about 14 inches in diameter.

Many little incidents occurred to keep us in village gossip. One of the new cottages caught fire, and was burnt. Mr. Johnson killed a pale green snake, just 8 feet long,

which had ensconced itself in the roof of the shed we used as a temporary sleeping place, and one day Chuma was privately called to a little meeting of chiefs, who asked whether we should let the rain fall when we had thatched our house, as they wanted some, and hoped we would be reasonable and let them have it.

Two men set free by the Vice-Consul at Kilwa came to see us; one was driving a good trade in India-rubber, the other came to settle with us, and chose and cleared one of the village lots. Nothing could be pleasanter than our Sunday. No work went on, no buying or selling, but all came up in their best to join in the Swahili Service, when I preached to them on the lesson, and their attention only equalled my pleasure in speaking to them. In the afternoon Mr. Johnson went round among the cottages with an interpreter to speak or read to them and see them in their homes, and then all gathered for the Litany, to which they could all respond. In the evening we that understood English, including our four boys and Chuma, had our quiet English Evensong. So time passed on quickly enough till the porters returned from Lindi on December 7, and in that short time we had converted a wild forest into a Christian village. The blessing of God was evidently upon us.

Let us try to describe the spot as it is now. Our own house is laid out as an oblong, with circular end 20 feet wide, and 76 feet from end to end. One end which commands no view is walled round as a storeroom. There are three bedrooms, each 12 feet by 10, and the other circular end is to be half open. We thought to use it as a dining-room. A passage leads through to a back yard and kitchen, and a large verandah about 40 feet by 10 is to serve as a public room in front.

Standing in the verandah you look down a road 40 feet wide to the water; this road is about 500 yards long, falling at first gently, but afterwards more rapidly. This is the High Street of the village, and the cottages lie in order on either side. Looking across the water the land rises again, and one can see a village on the slope about a mile off; still farther rise two great mountains of granite blocks with a sort of saddle between, over which a higher peak appears, probably 1,000 feet above us, the level of our house, so far as we could judge by the barometer, being about 1,800 feet above the sea. The base of this great peak is about four miles away. Turning to the right the clearings now enable us to look out (nearly to the east) over a wide plain to the far-off coast ranges. Still farther to the right our gardens are bounded by a well-wooded rocky ridge, about 200 feet high and perhaps 300 yards long, with a bold cliff to the eastward. Behind the house, to the south, is a wide opening showing the great rocks near the Rovuma, some near and sharp, others falling away into distant shadows, the flat forest bounding all. Due west is the grandest of all our rocks. Three great blocks, lying, as it seems, loosely on one another, each nearly 100 feet thick, and broken masses beside them fringed with trees, all crowned by one huge block enamelled with orange and grey lichen. The morning and evening effect on these great rocks are strikingly beautiful. Then a rather narrow cleft shut in by broken rocks and trees opens a view to the north-west of the endless forest with its sea-like horizon. Some great single blocks, perhaps 40 feet high, bound our gardens to the north, and then a glimpse showing us the sides of the various summits of the mountain itself brings us round to our own door again.

When the men came back from Lindi they brought us as a present from the chief Arab there a great many young plants of orange, lemon, mango, guava, and jack-fruit trees, besides some choice cocoa-nuts for planting, thus we were able at once to fringe our roads with the best fruit trees of the coast, and could not but feel grateful for so appropriate a present. The young plants travelled well, and most of them I left flourishing, trusting that the rainy season would root them firmly in their new home.

It was now time for me to think of returning, so the food was measured, and whatever our companions seemed to want was supplied from my stores as far as possible, and notice was sent to the young man who was to accompany me to be ready. I celebrated my farewell communion, and preached my farewell sermon to the people, and all was ready for the start.

The very night before leaving we had an instance of one of the anxieties of a forest life. Our fowls had rapidly disappeared and we suspected thieves, when one morning Mr. Beardall saw a hole in the side of the fowl-house, and looking round we saw traces of a leopard—perhaps of two. A gun was tilled for him, but that night failed. It was a very wet night and the string stretched and broke. Next night we set another gun with an easier pull, and about midnight it went off and awoke us all. Going after a wounded leopard is dangerous at all times, but no one remembered it and there was a rush to see what was done. The first two men ran back in a fright and were laughed at. Then a large party with many lights went cautiously towards the trap. I heard them, as I stood at the door of our sleeping place: "Where is he?—He's gone—No! he's there—That's

not him—Here he is—He's dead—Shoot him—Don't spoil the skin—Shoot him—Come a little nearer." Then suddenly all the lights went out, some guns went off, and two men came tumbling over the fence nearly upon me. Some one had poked the beast with a bamboo to see if he were really dead, whereupon he raised his head and looked round. Mr. Beardall and Chuma and the bolder men were just raising their guns for a volley, when the men with the lights saw the leopard move and bolted. Chuma had a very narrow escape, for the extremity of the leopard's claws caught the fingers of his right hand and ripped up the skin. While we were counting our hurts we heard a voice out of the darkness, "I am up in a tree;" and another expedition had to go out to get our companion down. The leopard had strength enough to make another rush in the morning, but was soon killed. It was a very handsome one, 5 feet 10 inches extreme length.

On the afternoon of December 14th we started for the coast. I did not take exactly the same road by which we had come, as I wished to see and make friendship with a Chief named Hatiya, who lives on the top of a great double-peaked mountain, which is a prominent landmark from every direction. He is far the most powerful man in our line of road, and it is important to have him as a friend. He came down to see me—a spare old man, something over sixty, but active and vigorous still. He had just returned from a journey in search of seed. He and his rival, Machemba, had been fighting at the sowing-time the year before, and they had very small crops. They were both, when I passed, in great distress for food.

We got down to the coast, on the 22nd, with no farther event than an alarm of a lion, which made the men sleep under the protection of large fires.

The young man who wished to come down brought two of his own age, and a boy, one of the sons of Fumo, also came down. Several other lads joined us on the road; but, for the most part, the youngsters took fright at the end of the first day's journey, and bolted off home again, so that only four actually embarked in the dhow for Zanzibar.

We were four days in reaching Kilwa Kivinje, where we found Her Majesty's ship "Philomel." Captain Boys most kindly took me on board, nursed me through a very severe attack of fever, and landed me in Zanzibar just in time to catch the mail.

One word, in conclusion, as to our road. Our experience showed clearly that bullocks can go up safely, and will feed themselves in the way, so that the only question is as to the feasibility of a cart road.

When you stand on the great hill behind Lindi, you can trace the harbour for a considerable distance in a direction a little west of south. It is lost in a great valley, which can be seen running with a bold sweep, at first nearly south, and then to south-west, or, perhaps, further west still. This is the valley of the Ukeredi, the principal torrent (?) that runs into Lindi harbour. There were formerly villages all along the bottom of this valley, but they have been plundered and burnt, and the roads that led to them are, as they say, dead. The people have fled to the hills, mostly to those on the northerly side.

I am satisfied that a good firm road, moderately level, could be made at the foot of the hills, but I do not see how we are to make it, unless, indeed, some large donations should come in specially for the purpose. It would be an immense benefit to the country, as heavier things, such as semsem seed, could then be sent down to the coast, and supplies of food in times like these could find their way up in abundance.

We do not mean, therefore, to abandon our hope of having a road, especially as it is only about the first third of the way which is really very difficult.

I would gladly have written more, but my health has been unfortunately so bad during the whole journey that it has been a great effort to me to write even this. Still a great and glorious work has been done, and one cannot have any feeling but joyful thankfulness that we have been able to do it.

No. 237.

Dr. Kirk to the Earl of Derby.—(Received March 23.)

My Lord,

Zanzibar, February 5, 1877.

FROM reports rendered it will have appeared that for some months back there have been signs of a revival of the Slave Trade on land, and several captures of vessels conveying slaves to Pemba have lately occurred which will involve heavy payments by the Treasury as prize bounty.

Under these circumstances, I have deemed it my duty to ascertain to what extent

this renewal of a Traffic which may be said to have been for a time completely in abeyance had really occurred, in order to take the steps necessary to meet it.

It was much to be regretted that other duties prevented this matter being attended to sooner, as I am well satisfied the revival of the Traffic would not then have happened.

As I had reason to think the Slave Trade we are called upon again to do with had its source in Kilwa, and was not dependent on countries inland from the coast immediately opposite the Island of Zanzibar, I sent Mr. Holmwood to that place, directing him to touch at Dar-es-Salam, and there warn the Sultan's officer that, if he permitted slave caravans to pass, as I had reason to know he had done, steps would be taken for his removal and punishment by the Sultan, who had already been communicated with on the subject.

At Kilwa Mr. Holmwood found every obstacle placed in his way to prevent him from getting information, but it was very clearly established to my satisfaction that an attempt was being made to reopen the old Slave Trade from the Nyassa Lake region, and that the Governor, Saeed bin Abdullah, was himself the one chiefly implicated, both as owner of slaves brought down, and as receiver of bribes paid to him by others.

Mr. Holmwood is of opinion that until the previous month the Nyassa Slave Trade might have been said to have been at an end from the time of my visit, when the Proclamations were put in force; that even now the great native slave-trading Chiefs have not reopened the Traffic, but that last month the Governor and others got down some slave caravans and introduced about 800 raw slaves in that time, who were no longer kept concealed at a distance, but brought into the town of Kilwa. Mr. Holmwood ascertained that in this way the owners of caravans who sent goods up country long ago are now trying to save themselves from a total loss, but that the effect upon the Indians who advance the money for such ventures has been such that credit cannot be obtained by slave dealers. Whether or not this may be the case matters little, for, if it is possible to work off old ventures, fresh caravans will soon be organized; and if there is a profit to be made the Indian will only discount the risk at a proportionate rate, and shelter himself from personal complicity by one or other of the many means he has always at hand and knows well how to use.

The most hopeful sign was that in Kilwa itself there was a struggle going on between the Slave Trade and legitimate commerce in India rubber—a new article of export—which now attracts the attention of traders, and, by giving employment for their capital, makes them accept more willingly the situation. In Kilwa and its neighbourhood there are, however, a large number of natives so demoralized by long contact with the Slave Trade in its worst form, that they never will change their mode of life, and these at present form a dangerous element, to be repressed by force alone, and the difficulty will be for the Sultan to find one firm enough to do this.

Having placed in the hands of the Sultan a statement of the above information, an order was immediately given for the removal of Saeed bin Abdullah from his post, and that he is not to be allowed to return to Kilwa. This removal will no doubt have a considerable effect, as it is well known why he has been superseded, and it may, now that he has been removed, be possible, perhaps, to intercept some of the slave caravans that are expected down.

From Lamo and the Somali ports to the north I still continue to receive the most favourable reports. The Governor of Lamo excludes from town all Slave Trade, and if a few slaves reach the plantations, which are situated inland, the number is small and the Trade carried on with the greatest secrecy.

From Merka, Brava and Mogdisho I also learn that, if old slaves are still transferred in disobedience of the order abolishing slavery, there is no such thing as a recently-introduced slave anywhere to be seen, so that the Traffic there is at an end, and a market which formerly took thousands yearly, and paid for them higher prices than could be obtained, even in Arabia, closed both by land and sea.

That we have to do with a real and formidable attempt to revive the land Traffic for the supply of Pemba there can be no doubt, but as yet this has not been carried to any great extent, and I hope to be able to check it before the difficulties have increased. It is now, however, a most unfavourable and trying time of year in which to visit the coast, and next month, owing to the rains, this will be impossible.

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

No. 238.

Dr. Kirk to the Earl of Derby.—(Received March 23.)

My Lord,

Zanzibar, February 6, 1877.

TAKING advantage of the movements of Her Majesty's ship "Philomel," I last month visited a few of the trading stations of the district of Mungao, the most southerly division of the Zanzibar dominions.

The district of Mungao extends along 100 miles of coast from Kiswere, in latitude $9^{\circ} 25'$ to the small stream that forms the limit of the Sultan's territory in the Bay of Tunge at Cape Delgado.

Previous to the survey carried on by Captain Gray, of Her Majesty's ship "Nassau," in 1875, little was known of the different harbours of this part of the coast, and before 1873, the trade of Mungao consisted of a little copal, orchilla weed and cowries, but principally in slaves that came from the Nyassa Lake.

During the prevalence of southerly winds, slaves were sent to Zanzibar, Somali-Land, and Arabia; when the monsoon changed, Arab vessels transported slaves to the Comoro Islands and Madagascar.

So late as December, 1873, Vice-Consul Elton described the condition in which he found the Mungao district as follows: "Trade is at a stand-still, copal-digging is entirely stopped, the diggers being sold as slaves when on their way to the coast." Since then, Mungao has not been visited, and it became a matter of great importance to ascertain how far—the Slave Trade being stopped—legitimate commerce had revived, or whether the trading-stations had not been ruined by the measures referred to, and the country abandoned.

In Zanzibar it was almost impossible to learn much, and nothing of a reliable nature, so various are the motives that influence native merchants to conceal the extent of their trade, and the sources of their profits.

The chief result of the hurried visit I have been able to make has been to show that, throughout the whole district of Mungao, the Slave Trade is at an end, the road to Nyassa now little used, the principal chiefs who carried on the wars that depopulated the district so late as 1873 having become settled and industrious, and a commerce sprung up that in one year has reconciled the people of Mungao to the new state of things, and opened to them a source of wealth, but one wholly incompatible with wars and Slave Trade. Last year the export of india-rubber from the Mungao district amounted to 1,400,000 lbs., which represents 400,000 dollars' value, or approximately, 90,000*l*.

In this new industry Mchemba and his people, who before were the scourge of the district, have taken the lead. There are, besides, many other sources of wealth, for that region is suited for agriculture, and abounds in copal, cowries, orchilla weed, ebony, calumba-root, and dye-wood, while inland there is coal of good serviceable quality, and iron in abundance.

Wherever I came in contact with the people, I was glad to find the want of labour generally acknowledged and felt, and to meet with no sign of the Slave Trade, the Nyassa caravans now passing by a direct route inland, and not through Mungao, as before.

The plans and charts of this coast, lately published by the Admiralty, will show that it abounds with spacious harbours, some of which are land-locked with deep approaches, and capable of receiving the whole British fleet. The chief of them are Kiswere, Mchinga, Lindi, Mwanja, Mtwara, and Mikindani.

As the question of a road to Nyassa is one that of late, in consequence of the movement set on foot by the King of the Belgians, has attracted some attention in England, I may here state that any one of these places would afford good stations as a base of operations, but I found the "tsetse" fly dangerously prevalent in several of the best localities, and this, where it occurs, would, for the time, make a road impracticable. This fly has now been seen at the Rovuma, Mikindani, and Mchinga; no doubt it exists also at Kiswere, so that I should on this account select Lindi as the most suitable, there being apparently a more peopled country inland; and Bishop Steere, who has adopted this as his point of departure for the interior, has not observed the fly on his line of road. As however, I am not aware that the Bishop is personally familiar with the fly, the ground would require to be well examined before a trustworthy opinion could be pronounced on a matter of such vital importance as the selection of a proper road.

I have, &c.

(Signed) JOHN KIRK

No. 239.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, March 31, 1877.

I AM directed by the Earl of Derby to express to you his approval of the steps taken by you as reported in your despatch of the 5th ultimo, to prevent the threatened revival of the Coast Slave Trade, and I am also to instruct you to state to His Highness the Sultan that Her Majesty's Government have learnt from you with satisfaction that he had taken immediate steps for the removal of the Governor of Kilwa on learning that he had engaged in and connived at the Traffic in Slaves.

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

No. 240.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, March 31, 1877.

THE Earl of Derby has received your despatch of the 6th ultimo, and has directed me to state to you that he approves the visit made by you to the Mungao district, and has read with interest the account you give of the growth of a legitimate trade which has taken the place of the Slave Trade in those southernmost portions of the Zanzibar dominions.

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

No. 241.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, April 6, 1877.

MR. GERALD WALLER is proceeding to Zanzibar on behalf of certain gentlemen who are interested in the development and advancement, commercially and socially, of the Zanzibar territories, as well as in the suppression of the Slave Traffic in the territories ruled over by His Highness the Sultan; and I am directed by the Earl of Derby to authorize you to give him all proper assistance of which he may stand in need, and to introduce him to the Sultan, with a view to his obtaining such facilities as he may be disposed to grant in furtherance of the objects which the gentlemen Mr. Waller represents have in view.

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

No. 242.

Dr. Kirk to the Earl of Derby.—(Received April 7.)

My Lord,

Zanzibar, February 12, 1877.

I HAVE the honour to report that two months ago the Government of the Cape of Good Hope commissioned an agent to endeavour to engage native labourers here to be employed on the public works of the Colony.

In doing this the Colonial authorities did not in any way communicate with this office, but their agent, knowing that free men would not enter into any such agreement unless with the knowledge of the Consulate, placed the matter before me. On examining the draft engagement supplied from the Cape for his guidance, I pointed out to the agent that the terms as expressed would certainly be misunderstood on both sides, and that I should have to explain to the labourers the full purport of the document, under which circumstances there would be difficulty in getting anyone to join; I, at the same time, suggested certain additions and alterations that would, I thought, secure the interests of the employers in a legitimate manner and protect the labourer who should adhere to his engagement.

The chief points I insisted on were the insertion of some fixed time up to which the Colony should have a claim on the natives' service, and at the expiry of which the natives should be free, and that at the end of this period the labourer should have a return passage secured, and not be left helpless in a distant country depending on his savings for the means of his return.

The agent, who concurred in my views, fixed the term of the agreement at two years, and it was arranged to secure the assent of the Colonial authorities to the stipulated return passage, by a reduction of 5s. in the monthly wages offered, being in two years a sum sufficient to cover the rate at which the Union Steam-Ship Company allow the Colonial Government to transport labourers, this being half what the Company would require the labourer himself to pay for a deck passage from the Cape to Zanzibar.

It was further agreed that, in order to prevent the abuse of the system of fines, the labourers should be paid monthly.

Under these conditions, which were fully explained to those who appeared, eighteen free men (chiefly natives of the Comoro Islands) many of whom had before worked either on board of foreign vessels or for Europeans, offered their services and took their passage to the Colony.

I am now told by the agent that the course followed by him in modifying the original term of agreement has been fully approved of, and that the Colonial authorities have desired him to engage a large number on the terms embodied in a printed form which they have had prepared and which include all that I considered essential.

It now remains to be seen how far the people of Zanzibar are suited to the work required of them, and willing to give their continuous services and act up to the agreement entered into, but should the system succeed, there will soon be returned into this country a body of men who may be of the greatest service hereafter in advancing the local improvements that are sure to take place as trade progresses.

It is, I understand, the opinion of the local authorities that the men who have been engaged will be especially useful as overseers to direct the Kaffir and Delagoa Bay labourers, in which case they will be offered piece work, and have the opportunity of making more than the stipulated wages.

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

Inclosure in No. 242.

*Articles of Agreement made this _____ day of _____, 187____, at Zanzibar,
between the undersigned and John Scott, or _____, acting on behalf of
aforesaid John Scott, acting for and on behalf of the Government of the Colony of the
Cape of Good Hope.*

I, _____ agree to proceed by the mail steamer to the Colony of the Cape of Good Hope, there to be employed on public works as a labourer, on the following terms, viz. :—

The duration of this agreement to be two years from the date of arrival in Cape Town. Pay to be at the rate of 27s. (twenty-seven) a-month (subject to a deduction of 2s. a-month on account of the Railway Sick Fund), with a daily ration, consisting of 1 lb. of fresh meat or 2 lbs. of salt fish, 1½ lbs. wheaten meal or 2 lbs. mealies, and ½ oz. salt.

Wages to be paid monthly, and to commence from the date of arrival in Cape Town. A free passage (deck), with rations during the voyage, to be provided from Zanzibar to Cape Town, and on the expiration of this agreement a similar free passage back from Cape Town to Zanzibar.

I agree to serve the Government of the Cape of Good Hope soberly, diligently, and faithfully, in my capacity as labourer during the time of my engagement.

This agreement has been fully explained to me at Her Britannic Majesty's Consulate-General at Zanzibar.

Signed in my presence,

Consulate-General, Zanzibar,

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On behalf of the Commissioner of Crown Lands and Public Works of the Cape Colony I hereby agree to the conditions of the above agreement.

Dr. Kirk to the Earl of Derby.—(Received April 7.)

My Lord,

Zanzibar, February 13, 1877.

I HAVE the honour to inclose Decree in the case of vessel condemned as engaged in the Slave Trade.

The grounds of condemnation here were the presence of two slave-irons concealed in the bottom of the vessel, and found on search by the seizors. As this search was regularly conducted in presence of the Captain and crew of the dhow, it was proved that the irons really had belonged to the vessel.

Two native informers were also produced, who deposed to having seen eighteen slaves landed from the vessel; but such testimony, even the most positive, would not of itself have been taken as sufficient.

The presence of slave-irons found on board a vessel otherwise suspicious was, however, conclusive of the employment of the vessel, and condemnation was, therefore, decreed, the vessel being unseaworthy was measured by the captors and destroyed.

I have, &c.

(Signed) JOHN KIRK.

Inclosure in No. 243.

Case No. 1 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel or Mtepe, without papers or colours, of which Shamonie-bin-Sheikh, of Paza, was owner, the master being named Wakata, her tackle, apparel, and furniture, seized as liable to forfeiture by Lloyd W. Mathews, Esquire, a Lieutenant in the Royal Navy, in command of the boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 2nd day of February, 1877.

APPEARED personally the said Lieutenant Lloyd W. Mathews, and produced the declaration sworn to by him on the 2nd day of February, 1877, which set out the circumstances under which the native vessel or mtepi, whereof Shamonie-bin-Sheikh, of Paza, was owner, and Wakata master, of the description and dimensions specified in the annexed certificate of admeasurement, was seized at Pemba on the 28th day of January, 1877, by the officer above-named, I, the said judge, having heard the evidence, and in the presence of the owner examined witnesses on both sides, having found sufficient proof that the vessel above-named at the time of her seizure was engaged in the Slave Trade, do adjudge the said vessel, her tackle, apparel, and furniture, to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly, hereby approving and confirming the course followed by the seizors in the destruction of the vessel at the place of capture as under the circumstances justifiable.

In testimony whereof I have signed the present Decree and caused my seal of office to be affixed thereto this 9th day of February, 1877.

(Signed) JOHN KIRK,

Her Majesty's Agent and Consul-General, Judge.

No. 244.

Dr. Kirk to the Earl of Derby.—(Received April 7.)

My Lord,

Zanzibar, February 19, 1877.

I HAVE the honour to inclose Decree of condemnation of four slaves who took refuge on board one of the boats of Her Majesty's ship "London," at Pemba, on the 22nd January, 1877.

In the case of these four slaves it was proved that they had been lately landed on Fundu Island, near Pemba, as part of a cargo, that while their companions were taken to the main island, they had been either lost or abandoned. After remaining about a month, supported by a negro slave on the island, they took a canoe and gave themselves up to the "London's" boat. In doing this they were assisted by the negro who had fed them during their stay on the island, and who took the opportunity to secure his own removal from Pemba by passing himself off among the raw slaves, his companions.

Only after cross-examination in Court did the true story of this negro appear, when it was found that he had been the slave of a resident in Pemba for several years, and probably before 1873.

No claimant having appeared when the case was heard, the question of his disposal did not arise, for, beyond his own statement, there was nothing to show he was a slave, and it seemed to me such a statement could not be used against him, as he had not been made aware of its consequences beforehand.

I therefore dismissed the case as against him, and left him free to leave the Court, and take any course he pleased.

The others were obviously raw, newly-imported slaves, and I have, as such, sent them to the care of the Universities Mission.

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

Inclosure in No. 244.

Case No. 2 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against two male and three female slaves seized as liable to forfeiture by Robert M. King, Esq., a Sub-Lieutenant in the Royal Navy, when in charge of boats of Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General, on the 13th day of February, 1877.

APPEARED personally Sub-Lieutenant Robert M. King, and produced the declaration sworn to by him on the 6th day of February, 1877, setting out the circumstances under which two male and three female slaves were seized off Pemba on the 22nd day of January, 1877. I, the said Consul-General, having heard the evidence of the captors and of the slaves in the absence of any one appearing for the defence, having found sufficient proof that one male and three female slaves of those placed in the hands of the Court in the present case had been recently landed on Fundu Island, off Pemba, from the mainland of Africa, in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said one male and three female slaves, whose names appear on the certificate hereto annexed, to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly; and the seizors having failed to prove that the remaining male negro, named Kheri, placed in Court in this case, had been introduced as aforesaid, do dismiss the petition of the captors as against him individually.

In testimony whereof I have signed this Decree, and caused my seal of office to be affixed thereto, this 14th day of February, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Receipt for Slaves.

RECEIVED from Captain T. B. Sullivan, R.N., Commanding Her Majesty's ship "London," the following slaves condemned as prize under Case No. 2 of 1877:—

1. Miti Mingi, male adult.
2. Suria, female adult.
3. Hidaia, female adult.
4. Lambungwana, female adult.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Zanzibar, February 14, 1877.

Dr. Kirk to the Earl of Derby.—(Received April 7.)

My Lord,

Zanzibar, February 19, 1877.

I HAVE the honour to forward a copy of the last printed report issued by Bishop Steere, the head of the Universities Mission.

While much in this report refers to matters of purely mission interest, there are, I think, a few remarks of a general nature worthy of consideration as the result of independent observation by one possessing the best means of becoming acquainted with native feeling. I particularly refer to what Bishop Steere says regarding the unsettled state of the Mohammedan population. Of the existence of the religious ferment here alluded to I have been well aware; but I am led to believe that, notwithstanding the industry of a few revivalists, the movement is at present subsiding.

In 1875 and 1876 this feeling had its origin in a widespread hope that, through Egyptian (or, as it was thought, Turkish) influence, the Slave Trade would be revived, and the old state of things restored. Such visions having for the time passed away, although very general interest is everywhere expressed in the present situation of the Sultan of Turkey, there is no sign that the religious movement, apart from the Slave Trade, is likely at present to give rise to danger either here or on the coast; while in the ruling family of Zanzibar we have a guarantee that no religious movement of a Sunni tendency will be encouraged.

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

Inclosure in No. 245.

Report by Bishop Steere, LL.D., on the Universities Mission to Central Africa.

To the Committees of the Universities Mission.

Gentlemen,

THE chief event of the last twelve months (my own journey to Mataka's) has been already fully described, and it will be only necessary to complete that account by a few notes of what has occurred since to affect our efforts in that quarter. I mentioned in the account of my walk that a trade in Indiarubber was springing up between the Mweras and the coast people. It has since increased enormously, and extended to Mchemba and the Makondes. It is said that something like 40,000*l.* worth will come to Zanzibar this year. One effect which is likely to flow from this trade is the general pacification of the country, and possibly the opening of the direct and level road to the Rovuma, which I was not allowed to attempt last year. From the Rovuma itself I hear that Kibwana, a Yao Chief, infamous for his extortions from caravans, has come down and settled close by Mpingawandu's, so making the exact line of road I traversed, for the time, practically impassible. Caravans now cross the Rovuma lower down, near where I first saw it, others go further north, and venture across the great wilderness to Kilwa, being, they say, twenty days without houses. All these changes make it more important for us to have, if possible, a settlement of our own upon the Rovuma.

But the great event of the last six months has been the issuing by Seyed Barghash of his Proclamation forbidding slave caravans to the Nyassa, and its enforcement at Kilwa under the Governor, Saeed bin Abdallah. There are said to be now several thousand slaves within a few days' march of Kilwa, as to whose disposal all is as yet uncertain. It is generally thought that they will be carried back into the interior to be bartered for ivory. It is often forgotten in England that there is a constant Slave Trade flowing inwards as well as that which flows outward to the coast. Another fact now brought strongly into notice is that the larger half of the Slave Traffic to the coast has been carried on, not by Arab traders, but by native chiefs on their own account. It is said that several of them are now plundering Arab caravans in the interior by way of reprisal for the stoppage of the trade at Kilwa. All this shows the extreme importance of our Missionary efforts among the interior tribes themselves on the one hand, as well as on the other of our negotiations with Seyed Barghash, and how much it behoves us, now that he has pledged himself to stop the trade, to help him to the means of doing so effectually. If he will and can, the outward branch of the Slave Trade may now be entirely put an end to. If he can and will not, he has given us a right to compel him to do it. If he will and cannot, it lies with us to supply the power that may be necessary. In any case, Dr. Kirk deserves the

credit of having done far more than has ever been done before towards our great object. One other thing must needs be remembered at home, it is that the Turks and Egyptians have by no means abandoned their desire to get possession of this coast, and that the reason they put forward to the coast-people is that they are coming to relieve them of the oppression of the English, and to protect them in the enjoyment of their slaves. We are travelling on now rapidly towards the extinction of slavery on the coast altogether, and the worst possible event would be an irruption of bigoted Turks and Egyptians. Already the effect of their appearance has shown itself in a change of tone amongst the coast Mohammedans, who all belong to the Turkish sect, and not that of the ruling Arabs. They meet us now everywhere in a spirit of defiance and hatred, which is altogether new. They are sorely puzzled by the news from Constantinople, and very much inclined to regard it all as infidel lies. Thus both on the coast and in the interior there is just now a state of ferment, which makes our future course a little uncertain. I have not yet received the recruits I want for the Nyassa line, but I propose, even failing their arrival, to make a new effort this year, directed to three principal points, the first, to see if I can find a really level road to the Rovuma; the second, to try whether a bullock-waggon will have a chance of success upon it; the third, to keep up an acquaintance with the people, and to try, if it be possible, to bring down some children to educate in our schools, after the manner of the Milanese Mission. Mr. Beardall is training some oxen at Mbweni, and Mr. Wallis and his carpenters have built a wain, which will be tried first here in carrying stone and lime, and possibly our sugar-cane, to the mill. We have a quantity now ready for crushing, and though we have not land enough for sugar-making, we are sure of some market for the syrup.

The problem as to profitable cultivation on a large scale has yet to be solved. The great sugar estate at Mkokotoni, which seemed to Sir Bartle Frere so full of promise, has now, after an expenditure upon it of something like 80,000*l.*, finally collapsed, and has passed into the hands of the mortgagees, who are using it only to grow cocoa-nuts. The French mission at Bagamoyo have the same experience that we have, that they cannot cultivate to a profit. Of course we do not mean to leave off our endeavours in this direction, and the best course seems to lie through the employment of European implements and draught animals, with what may be more important still, the creation and liberal employment of manure. Meanwhile let nobody say, as has been nonsensically objected against us, that we ought to teach our boys agriculture. They have their little gardens, and they know very well how to feed themselves. Mr. Capel, who has a flourishing European garden of his own, has offered prizes among the boys for the best native vegetables, and there is likely to be a keen competition. Our adult freed people at Mbweni are now almost all growing their own food by their own methods of cultivation, and their average cost per day for clothes, allowances in money, and all direct charges paid by the Mission amounts only to about three-halfpence each. Mr. Beardall has been managing our estate very efficiently, making roads, building cottages, clearing and planting, and has made a survey and plan of it, a reduced copy of which I inclose.

Amongst the released slaves who have been lately entrusted to us we have had several cases of special interest. One man hopes to go back with us on our Nyassa expedition. He belongs to Mataka's country, and has been down several times to Kilwa. On his last journey he got somehow into the power of one of those unscrupulous men who now alone are engaged in the Slave Trade, and was carried off to Pemba, where he was found by one of the boats of Her Majesty's ship "London." Two others were neighbours of Mr. Farlar at Magila. They were taken in war by the Zegulas, and sold to go to Pemba; they have the look and bearing of freeborn men, which is quite a characteristic of the Boondeis. These will be some of the few cases in which we can at once restore captives to their old homes. On another occasion a party of released men were resting at Kiungani on their way to Mbweni, when one of the boys (Kalonda), who is working in the laundry, happened to come out, and, after a moment's pause, ran up to one of the men, calling out "Oh Father!" The recognition was as full and warm as it could have been among ourselves. It seems that the man was a hunter as well as cultivating his patch of land, and while he was in the woods the Mavitis came down and carried off all they could lay their hands on. He came back and found the village desolated. Kalonda was brought down to the coast, and came into our hands some nine months ago. While looking for a new place to settle in, the man himself was taken, and, when they least expected it, Kalonda and he met on the terrace before our door. We are keeping the man here at Kiungani, that they may not again be separated. Let one more incident suffice. As I am writing our men are digging a grave for a woman who came to us in feeble health and quite insane. The dhow which carried her to Pemba had been chased by some man-of-war's boats, and the people were hurried on shore. Some of them wandered for weeks in the bush; amongst them this

poor woman, who seems to have been driven mad by sheer starvation. She has been carefully tended by some of our own people.

On Whit Tuesday I had the inexpressible gratification of baptizing ten of our Mbweni adults, who had been taught by John Swedi. They seemed to me to have a real desire to become good followers of Christ, and to have such knowledge as one ought to require before admitting them to the Church. There are a number more under instruction who will, we hope, follow them before very long. Among the freedmen who came to us we have some considerable number of Gindos and Yaos, whom we hope at no very distant day to take back to their old homes. This has always seemed to us the natural object of our schools and adult settlement. It cannot be the best scheme for Africa to carry away its people on any pretence at all, and we know that the Slave Trade has often excused itself under the pretext that the slaves had a better chance of rising in their new country. But we, feeling that our work lies in and for the upper country, must protest against the transportation of Africans to foreign lands, however Christian and civilized; and, in its degree, also against any scheme which aims at merely forming a semi-Anglicised community somewhere on the coast. Of course the more complete our plan is, the more labour and patience are necessary to bring it into operation. However, we have not yet been fairly at work at Mbweni for two years, and we have already some Christians there, and some are gone to Magila, as the beginning of our re-settlements in the interior.

We are indebted to Mr. Price of the London Missionary Society, sent as a pioneer to try the road to Ujiji, for putting us into the right way of training oxen for draught; we had thought of it long ago, but could find no one who knew how to begin.

Within the last year great progress has been made under Mr. Randolph's direction in the industrial work at Kiungani. The carpenters under Mr. Wallis and Mr. Williams have been fully occupied in providing for the wants of our various establishments, making and repairing furniture and fittings, making doors and windows for the new cottages, getting out the centerings and moulds for the work at the slave market church, and building an ox-waggon and a donkey-cart. The tailors have, beside their home work, made a great many "kanzus" for sale in the town, and so added to our income. The laundry has not only provided for all the work of our European body, now seventeen in all, but has earned more money than any other branch, by the work done for the ships and the town. The printing office has been hard at work on its great task of forming a native literature. It was a great advantage to me to be able to get the account of my Nyassa journey, printed here, so as to be able to send it to many different quarters; and we were still more glad to be able to reproduce the proclamations against the Slave Trade in English, Arabic, and Swahili. Seyed Barghash himself asked for a number of copies of the Arabic, which he sent to his officials on the coast. We have in hand at this moment: 1. A translation of St. John's first epistle into Swahili; 2. A Swahili extract from 2 Corinthians in Roman and Arabic type; 3. A tract on Christianity and Mahomedanism in Swahili, in Arabic, and Roman type; 4. Progressive exercises in Swahili for beginners; 5. A reprint of the Swahili spelling-book; 6. The Arabic alphabet, as used in writing Swahili. We have just sent home some forms printed for the Consulate, some circulars for a German firm, and some cards for a shopkeeper. There are now waiting 1. A translation of the Epistle to the Ephesians; 2. A handbook of the Makonde language; 3. Some old Swahili poetry; 4. A Swahili-Arabic dictionary, compiled by Sheikh Abd-al-Aziz; 5. Translations of the Communion office of the marriage service, and other small things. The printing office has always hitherto been under my special care, but I cannot now give it the time it wants. Mr. Woodward has now taken my place as our chief Arabic compositor, and manages the business of the office. I should be very glad indeed to have a good practical printer at its head, if possible, an enthusiast in his trade, one who will feel that there is no more powerful instrument for good than a well-worked press, that the work which goes out in the name of the Mission must be the very best possible, that the boys and men in the office are his special charge, and that no trouble will be too great to make them thorough Christians and first-rate printers.

Mr. Maples' arrival has enabled us to set on foot a work which was much wanted. He has begun classes and lectures for the young men who form the bulk of our present staff. Everyone is so busy that there is not room for much extra work, but a lecture hour has been carved out of each day, and the Saturday half-holiday has been laid under contribution. Our house at Kiungani is growing into its proper shape as the Theological College of the Mission.

I inclose a paper printed mainly for circulation among our friends in Zanzibar, containing the accounts for the first half of this year. It shows, I hope, that we are not misusing the funds at our disposal; it shows also that we have liberal friends in the little community here, and that we are doing what we can to help ourselves. The work we

have before us will absorb as many men and as much money as you can afford us. I can only promise that neither the one nor the other shall be wasted.

The work of the Memorial Church is going forward as fast as the nature of the native concrete will allow. I hope to begin the roof before very long. The centering for it has arrived, and we are expecting the marble shafts which are to be worked into the east end. I propose to roof the larger part temporarily, so as to be able to complete the interior, and perhaps begin to use the building whilst the walls are hardening and drying sufficiently to bear the enormous weight of the stone roof.

Mr. Phillips holds a school for the townspeople's children in the building which serves as a temporary church, and the vernacular preaching goes on.

At our infirmary close by, Miss Allen and her nurses, with the constant superintendence of Dr. Robb, who is always putting us under fresh obligations to him, have been indefatigable in the care of our sick. I have not been able to extend the hospital work for the town as I wished; the primary difficulty is one of expense. We must have a building of some sort, if it be only a shed with an iron roof, as I have often said before, both here and in our mainland work, medical help would be most valuable. We want a man who will throw his whole heart into his medical work, because he has a missionary spirit.

Mr. Farler's experience at Magila shows how much medical skill and liberality may effect in spreading a knowledge of our work, and in conciliating the respect and esteem of a whole population. I hope that a good supply of the medicines he needs are now on the road to us.

It is just a year since he began his work among the Boondeis as a new-comer. The whole time might not unreasonably have been spent in learning the language and planning for the future. Instead of this Mr. Farler began immediately to preach by the help of interpreters, and to make his interpreters really convey his meaning, a task to which few men are equal. Then, as many of the natives came to him for advice, he distributed among their sick what stock of medicines he had, and such as we were able to send up to him, and has been blessed with wonderful success. The consequence has been that he has become known far and near, and people who see that his medicines have had more power than their charms, are so much the more disposed to believe that his teachings concerning the invisible are more to be trusted than their old superstitions. Mr. Farler has never forgotten that he is above all a missionary, so his patients take home with them some good words or some little leaflet of scripture, which they and their friends may puzzle out at home.

The district of which Magila may be looked upon as a sort of centre is, roughly speaking, a triangular mass of mountainous and hilly country, of which the sea coast and the Pangani River form two sides, the third, from east to west, being formed by the plain into which the hills subside between Tanga and Waseen. It formed the old Kingdom of Usambara, which is now split up by an obstinate war among the descendants of the last King, and the Boondeis, who lie on the lower spurs of the hills towards the coast, are practically independent. They are of the Usambara race, and still speak the Usambara (or rather Shambala) language among themselves; but almost all are now more or less acquainted with the Swahili, and even sometimes speak of Seyed Barghash as their Sovereign. The actual coast is occupied by the true Swahili, semi-civilized and extremely indolent, but their power rarely extends ten miles inland. Beyond this comes a broad strip of wilderness, kept unoccupied by constant wars, then come the Boondeis. The contrast between the bold upright bearing of these free people and that of the slaves on the plantations of the coastmen is very striking. This old Kingdom of the Shambala race is the territory we mean to evangelise from Magila.

The people have by old tradition some faint idea of God and an intense fear of evil spirits, which is fostered by their medicine men and the secret wizards. The larger part are sunk in an utter carnal indifference to anything except their bodily wants, and how to secure their gratification. The more thoughtful have unavoidably looked hitherto to the coast Mahomedans as the only people who had a religion to give them. The coast people baptise them by dipping in a river, give them Arab names, charge them not to drink palm wine, not to eat pork or the meat of any animal not slaughtered with the invocation of God's name, teach them an Arabic formula or two, fix them in the professed belief of one only God, and leave them all their old charms and superstitions. The best taught learn very little, and seldom understand what they learn. Thus Mr. Farler has found the most intelligent of his hearers among those who have already imbibed something of Mahomedanism, and the great controversy must somehow be touched upon. With many their acquaintance with Mahomedans has bred no liking for them. The greediness and treachery of the coast men, and the open violence they use when they dare, give great

point to the objection to their religion generally that it tries to prove itself by mere brute force. Those who go in terror of their lives and liberties from Mahommedans can understand that a prophet of God should come with some other message than the sword. I heard myself a Mahommedan who was vapouring about their achievements in war silenced by the answer, that there was war enough in the world before, without God's sending a prophet to teach men to kill one another. A series of ready answers to Mahommedan cavils and self-recommendations is a necessity wherever traders go, and most of all among natives who are conscious of their old inferiority, and want to get civilized connections by the easiest road. Some, as for instance, that the enjoyments promised to the blessed in Paradise, are exactly what are condemned on earth as sins, are obvious enough. Others need more elaboration, and we hope to get out a series of tractlets in Swahili and Arabic characters, which will be valuable along the coast, as well as for our own and other missions in the interior. We have had the privilege, as becomes a Mission from the Universities, of taking the lead in reducing to writing and explaining the grammatical forms of the Central African languages, as well as in translating the Holy Scriptures, and I hope it may please God that we may be able to hold the lead we have taken.

The present results of our Magila Mission include the baptism of two and the admission of some twenty more of the natives as catechumens. Those who are thus admitted are practically Christians; they have given up their charms, and abandoned any Mahommedanism which they may have adopted; they worship with the rest on the Sundays, and pray to God through Christ. It seems far the wisest thing thus to put them for a time on their probation, that they may really understand what it is that they are undertaking, lest that fickle indifference, which is so sadly characteristic of the African temper, should show itself too late. Many who have not yet come forward are inclined to adopt something of Christianity. The observance of a day of rest seems to impress them, and they are willing enough to confess that their charms and superstitious observances are vain and useless, at least while they are in broad daylight, though they cannot yet dare to give them up altogether. One old Chief had accepted everything, and was to have been one of a party of eleven whom I admitted myself as catechumens during my visit to Magila in June, but at the last moment he could not venture to take off finally the charms he had worn from his boyhood. I hear that he has since then promised to do so. We hope soon to establish an out-station a day's journey from Magila, and there is room for many more. The only native opposition we meet with is from the Mahommedan influence we have to face everywhere; but the deep, deep dulness and indifference of the mass of the people is a far greater hindrance, and one much harder to deal with. African work is not easy, and just in proportion to the brightness of its first promise is very often the disappointment of a few years later. We have done what we could, we have bridged over many difficulties. Our press is giving active help of a permanent kind to the great work; our boys and girls are quiet and obedient, our adults are opening their minds to new ideas; our work is undoubtedly going forward, and that rapidly. It must be remembered that our school work is largely that of a reformatory. Most of those who come to us have an acquaintance with vice which is not easily fathomed. Many have inherited a tainted constitution, and what in England would be called kleptomania is scarcely rare. The general disposition to indulge all the animal appetites as far as possible, and to look upon all steady work as a cruel hardship, with a thoughtless indifference to truth or to accuracy of any kind, and an ingrained disbelief in the sincerity of others, and in the possibility of real improvement—these are common to all Africans, as they are in substance to all men since the fall, and especially to heathens living in a tropical climate. We are able to do something, but the Spirit of God alone can change the heart, either in England or in Africa. It is a pleasant thing to be able to say that there is not one of our fellow workers here in whose soundness of heart and intention I have not the most perfect confidence. We have all much to learn; and much need of continual inward support, but the recollection of all you are doing to help us, and the certainty that we have your constant intercession, go far to sustain us.

(Signed)

EDWARD STEERE, *Missionary Bishop.*

Zanzibar, July 27, 1876.

Note.—Later advices from the Bishop state that Mr. Phillips has been transferred from Zanzibar, where most of his pupils had been withdrawn through Mahommedan influence to Magila.

No. 246.

Dr. Kirk to the Earl of Derby.—(Received April 7.)

My Lord,

Zanzibar, February, 20, 1877.

I HAVE the honour to report that advantage is now being taken by the Malay Mahommedans of the Cape of the continuous steam communication established between the colony and Aden to perform the pilgrimage to Mekka, a thing before out of their power unless at a sacrifice of time and money that few could afford.

This year seventy Malay pilgrims have returned by mail steamer, and each successive season will no doubt bring numbers through Zanzibar, who before would never have left their homes.

These people, the descendants of Dutch slaves, are a quiet, industrious race, contrasting most favourably with every other class of pilgrims. In conversation they told me the trip would, on the average, cost each of them 100*l.*, but this sum no doubt includes the price of the presents they take back with them to their friends. One principal effect on them of their journey appeared to have been to increase the attachment to the British Government, and to contrast the liberty and justice they enjoy under British rule with the treatment they everywhere else received.

The same steamer has brought back Zanzibar pilgrims, many of whom are men of position and influence. All comment upon the open slave trade now carried on with perfect impunity in native craft and European built vessels under the Turkish flag, from the Egyptian ports of Massowah, Suakim, Zeyla and elsewhere to Jeddah and Hodeida, on the Red Sea, and Makulla and Sheher, on the south coast of Arabia.

This traffic is carried on by Egyptian officials, or with their full knowledge, and to such an extent as to make the stoppage of the Zanzibar slave trade unfelt.

I have, &c.

(Signed) JOHN KIRK.

No. 247.

Dr. Kirk to the Earl of Derby.—(Received April 7.)

My Lord,

Zanzibar, February 22, 1877.

I HAVE the honour to forward the inclosed correspondence relative to the release of a native who was sold at Muskat as a slave and freed through Her Majesty's Consul at that port.

It will be seen that what here occurred might have happened to any native landing in a country where slaves are sold, and that although in this case the offender was on board a French vessel, the same might have taken place from under any other flag.

In informing the French Consul I told him it was satisfactory to find that Her Majesty's Consul at Muskat had, in the absence of any French authority, been enabled to render a service to one entitled to the protection of his flag. I, at the same time, placed in his hands the correspondence and sent to his office the native who was the subject thereof.

I understand M. Gaillard de Ferry, the French Consul, after hearing the case (the vessel being now in harbour) has satisfied himself that the boy's present name does not appear on the vessel's papers, either as a passenger or as one of the crew, but that he was taken without Consular sanction to Muskat. This being in itself an offence cognizable by law, he has punished the offender, who, it appears soon made his escape at Muskat, where he was supposed to have been imprisoned, and returned to Zanzibar in the vessel.

It might have had a better effect had the use of the French flag been withdrawn from a vessel on board of which it had been so abused; but as this is a matter which concerns the honour of that flag alone, I have refrained from offering any suggestions, and from the first confined myself to transmitting for information what was reported from Muskat by the British Consul there, leaving my French colleague to act as he thought fit in the case.

I have, &c.

(Signed) JOHN KIRK.

Inclosure 1 in No. 247.

Dr. Kirk to M. de Ferry.

Sir,

Zanzibar, February 13, 1877.

I HAVE the honour to forward, for your information, the copy of a letter received from the British Court at Muskat, relative to the sale of a free man who had been entered in your office as one of the crew of a French native vessel.

In the absence of any French Consul at Muskat it was impossible for Her Majesty's Consul, or the commander of Her Majesty's ship "Rifleman," to take any steps with reference to the vessel, but I am informed his Highness the Sultan imprisoned both the seller and buyer of the negro for breach of the law of the country.

I am happy Her Majesty's Consul at Muskat has been thus enabled to be of service in effecting the freedom of one of the crew of a French vessel who had been sold into slavery by the supercargo.

From Captain Clayton's letter the name of the vessel and owner will both appear should you think proper to take steps with reference to this matter, or to withdraw in consequence from the owner the privileges of the French flag.

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

Inclosure 2 in No. 247.

Lieutenant-Colonel Miles to Dr. Kirk.

Sir,

Muscat, January 1, 1877.

THE bearer of this letter, by name Sumtah, *alias* Oolaidee, whom I am sending back to Zanzibar at his own request, was brought to Muskat in a bughla under French colours, the supercargo of which sold him soon after arrival to an Arab on shore for 50 dollars.

2. The man ran away the night after the sale and took refuge at this Consulate and received protection. The bughla was boarded by her Majesty's ship "Rifleman," but as she was found to be possessed of French papers, Captain Clayton informed me he could do nothing. The purchaser and seller, however, have been imprisoned by the Sultan at my request. I attach copy of Clayton's letter.

3. The supercargo Mohammed, I believe, was formerly the nakhoda of a bughla belonging to His Highness Seyyed Barghash, which was wrecked off Socotra the year before last.

I have, &c.
(Signed) S. B. MILES,
Political Agent and Consul.

Inclosure 3 in No. 247.

Commander Clayton to Lieutenant-Colonel Miles.

Sir,

"Rifleman," Muscat, November 13, 1876.

I BEG to inform you that I have questioned the slave whom I received from you yesterday, and he states that he was captured and sold at Dar-es-Salem; from thence he was conveyed to Zanzibar and was made to state before the French Consul that he was one of the crew of the dhow.

I sent this morning to examine the dhow at Muttrah and found she was under French colours and had French papers; therefore, nothing further could be done in the matter.

From the papers I ascertained the following:—

The slave (whose name is Olady) states that the man who sold him was the supercargo Mohammed.

The dhow arrived about three weeks ago, and the man was sold from her on Saturday last, November 11th.

I have, &c.
(Signed) FRANCIS S. CLAYTON.

No. 248.

Dr. Kirk to the Earl of Derby.—(Received April 7.)

My Lord,

Zanzibar, February 24, 1877.

WITH reference to the case of the murder of an Indian at Faze, north of Lamoo, in which proof of guilt was not brought home to the parties arrested and in which your Lordship was pleased to approve of the course followed by me in allowing the Sultan to inflict a fine on the district in which the murder occurred, in accordance with Oriental custom in such cases, I have now the honour to report that the sum of 800 dollars has been collected from the people of Faze, and is now payable to my order.

As the scheme for establishing a native dispensary and hospital in this town has not been successful, I at present propose devoting the sum or the greater part of it in aid of schools for the education of Indian children, a movement that, notwithstanding the secret opposition of the heads of the Khoja and Banian* sects to the education of those under their influence in Zanzibar, shows some sign of being carried out.

I shall in any case employ the money for the benefit of the Indian community here.

I have, &c.

(Signed) JOHN KIRK.

No. 249.

Dr. Kirk to the Earl of Derby.—(Received April 7.)

My Lord,

Zanzibar, March 6, 1877.

I HAVE the honour to acknowledge the receipt of Sir Julian Pauncefote's despatch of January 11, and to report having placed in His Highness' hands the letter addressed by your Lordship expressive of the gratification with which Her Majesty's Government have received the assurance of His Highness' desire to be of assistance to those persons who are forming a project for opening the interior of Africa.

I have, &c.

(Signed) JOHN KIRK.

No. 250.

Dr. Kirk to the Earl of Derby.—(Received April 7.)

My Lord,

Zanzibar, February 26, 1877.

THE case which I have the honour to report is perhaps the most important with reference to the Slave Trade that has occurred for some time, and is one that will seriously affect the prosecution of the traffic, and lead in all probability to important results.

In the beginning of this month I had the honour to inform your Lordship of the steps taken to meet a revival of the Pemba Slave Trade, and in doing so I pointed out the great importance of Consular supervision over the Sultan's authorities as the only means of securing the observance of the Sultan's orders on the coast. The inquiries made by me had made it certain that the recent shipments to Pemba were due, in the first place, to the Governor of Kilwa, who both participated in the traffic himself and took money from those who did, and although of this I had not proof sufficient to convict him I convinced the Sultan of what I myself believed, and obtained his removal from Kilwa.

I have now to report the seizure of a gang of thirteen slaves owned by the ex-Governor Saeed-bin-Abdulla, and in charge of his agent, who had been marched from Kilwa, by land, to Tanga, and there shipped for Pemba, but forced by contrary winds to take refuge at Pangani, where the vessel and slaves were seized by the Arab authorities, at the instance of an interpreter sent to the coast to collect information regarding this renewal of the traffic.

The circumstances of this capture were briefly as follows:—On the 9th of February an interpreter on board of the "London," sent by Captain Sullivan to the coast on duty to join the boats at Tanga, when at Pangani—where he remained several days collecting information as to the extent of the traffic—observed this vessel enter the bay and land the slaves, which were to be re-marched north to Tanga in order to be again

* The Aga Khan of Bombay and the Maharajas of the Banians.

sent to Pemba, the strong winds having on the occasion driven them south of the island.

Having himself secured the dhow when the crew were absent, the interpreter at once applied to the Sultan's authorities to arrest the slaves, which was done under his guidance, thirty-four slaves and eight slave-owners being taken, the crew of the vessel having made their escape.

Upon this the Governor of Pangani communicated with Zanzibar, as did the interpreter with this Consulate, and the same day His Highness gave an order for the conveyance of the slaves and prisoners to Zanzibar, which I arranged should be done under the eye of an officer of Her Majesty's ship "London."

On examination in Court five of the slave-owners proved to be petty speculators, who had picked up slaves near Bagamoyo and on the coast, and were taking them to Pemba for sale, while three were found, after a long and tedious examination, in which these men did everything possible to hide the truth, to be agents and confidential slaves of Saeed-bin-Abdulla, the ex-Governor of Kilwa, having thirteen of his slaves to be taken and sold at Pemba.

It further appeared from the evidence of these men that they had before been employed by their master in bringing raw slaves from the interior, and that soon after the Proclamations were issued, and after I had visited Kilwa, he sent a gang by land. On this occasion, before coming in answer to the Sultan's summons to Zanzibar, he sent off eighteen slaves, of whom sixteen were newly introduced from the interior, in charge of three of his confidential slave attendants, who went by land, in company with one Obeid, who had fifty slaves, and who was intrusted with the final disposal in Pemba of those sent by the Governor.

At Tanga Obeid and the others sailed in two dhows, one of which is now captured, but that in which Obeid and his party were has not been heard of, and has no doubt safely landed on the Island of Pemba.

Having secured the evidence of those in charge of Saeed-bin-Abdulla's slaves, I sent them, together with an old slave of Saeed-bin-Abdulla, taken from his chain-gang, before the Sultan.

On entering the public Durbar, without previous notice, it so happened that Saeed-bin-Abdulla, the ex-Governor of Kilwa, was seated by His Highness, occupying the position to which he is by right entitled as one of the family, and as a man of importance in Zanzibar, and against whom nothing had as yet been publicly advanced, although the cause of his removal was perfectly understood.

When confronted with the domestic slave he had put in the gang to be sold, and with the testimony of his own confidential slaves, who now turned against him, he had nothing to say in his defence but try to cast the blame on his agent, a clerk, who is absent from Zanzibar.

Nothing could have been more opportune than finding him then in the Durbar, for all present saw that the evidence was unanswerable, and had it not been for this I might have hesitated to advise the summary course followed towards him, for his position was such that it might have been dangerous to punish him unless his own class saw the justice of the sentence.

On my request the ex-Governor Saeed-bin-Abdulla was at once arrested in the open Durbar, and being placed in slave-irons, removed to the common prison, where he found those who had acted as his agents in driving the slave gang by land from Kilwa. On my pointing out to His Highness that these men had disclosed their master, and shown that, as slaves, they were only obeying his orders, at the risk of being sold or flogged if they refused, they were removed from prison and freed, thus causing a further loss of property to their master, and protecting them from the effect of his anger.

No doubt, in thus acting towards Saeed-bin-Abdulla and treating him as no other than a common criminal, His Highness pushed his authority to the utmost; but, as I have said, it was clear to all he had brought it upon himself, and on this I relied in support of the Sultan's authority, and since then, beyond a few angry remarks, personal rather to myself than to the Sultan, nothing has happened, and it is now understood that slave dealing is an offence not to be passed over because of rank or family influence.

The result of this arrest has, therefore, been to make those who support or participate in the Slave Trade, without themselves going with slaves, afraid of the disclosures that may any moment be made, and to furnish this office with much information that will be of the greatest value. It has convinced the Sultan also of the justice of my suspicions, and of the policy of having removed the Governor of Kilwa on my advice, and encourage the local authorities on the coast to follow the Sultan's agent at Pangani in seizing slave gangs.

I propose to reward this official, who is a poorly-paid soldier, by giving him a double gun that I have purchased for this purpose in order to secure his services, and I venture to trust that my action will be approved by your Lordship.

I shall leave the interpreter to be suitably rewarded by Captain Sullivan, of Her Majesty's ship "London," as he is on the books of that vessel, but I may remark that his conduct on the occasion is worthy of the highest praise, as it is to him personally that the seizure is in the first place due.

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

No. 251.

Dr. Kirk to the Earl of Derby.—(Received April 7.)

My Lord,

Zanzibar, February 27, 1877.

REFERRING to the case reported by me in my despatch of 26th instant, I have the honour to forward Decree of condemnation of vessel and slaves herewith inclosed.

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

Inclosure in No. 251.

Case No. 4 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel, name and owner unknown, without papers or colours, her tackle, apparel, and furniture, and also against thirteen male and twenty-one female slaves, 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, on the 20th day of February, 1877.

PERSONALLY appeared Captain T. B. Sullivan, R.N., of Her Majesty's ship "London," and produced his sworn affidavit, which set out the circumstances under which the vessel, name and owner unknown, of the description and dimensions specified in the annexed certificate of admeasurement, and also thirteen male and twenty-one female slaves, were seized at Pangani on the 9th day of February, 1877. I, the said Judge, having heard the evidence produced, and examined the slaves and slave owners, having found sufficient proof that the vessel, at the time of seizure, was engaged in the transport of slaves, do adjudge the above-described vessel, her tackle, apparel, and furniture, and also the thirteen male and twenty-one 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 destruction of the vessel on the spot.

In testimony whereof I have signed the present Decree and caused my seal of office to be affixed thereto this 20th day of February, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Receipt.

RECEIVED this day from Captain T. B. Sullivan, R.N., commanding Her Majesty's ship "London," thirteen male and twenty-one female slaves, condemned here as Case No. 4 of 1877, Zanzibar Admiralty Court File.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Zanzibar, February 20, 1877.

Dr. Kirk to the Earl of Derby.—(Received April 7.)

My Lord,

Zanzibar, February 28, 1877.

IN continuation of what I have already reported regarding a renewal of the Land Slave Trade, which, as before, seems to be chiefly directed to the Island of Pemba, I have the honour to give more in detail the results of what I have been able to learn of the origin and extent of the present traffic, and to show what steps are being taken in addition to those of which your Lordship has before been made aware, to meet the situation.

Before the setting-in of the north monsoon, I pointed out that slaves were being taken in increased numbers to Malindi, for shipment to Pemba, and that a slave market had there been opened. It was much to be regretted I had not then the means of visiting the coast; but this I could not in any case have done, with the limited assistance at my disposal, for, at that time, the office was overwhelmed with civil suits of a magnitude and importance that called for daily attendance at head-quarters.

Meanwhile, the Land Slave Trade continued to increase, the dealers becoming more bold, and the Sultan's authorities on the coast, finding the supervision which before had kept them in check relaxed, began themselves to enter into the trade, or indirectly to profit by it. There is reason to believe that from the first the Governor of Kilwa, who executed the Sultan's Decree under pressure, and who had caravans up-country himself, was one of the first to enter into the traffic, both by bringing slaves from the interior to the coast, and by sending them north to Pemba.

When, for the first time, I found it possible to leave Zanzibar, I went myself south to the Mungao District, and sent Mr. Holmwood to Kilwa. Before this I had gathered enough information against the Governor of that place to obtain an order for his removal, and Mr. Holmwood's evidence confirmed and justified what had been done, and gave, besides, much information as to the manner in which the traffic was conducted.

The arrest this month of a caravan of slaves at Pangani closed the evidence against the Governor of Kilwa, when he was imprisoned and placed in irons, as already reported.

The Agent, who was the means of effecting this seizure at Pangani, and whose conduct on this occasion will no doubt be duly noticed by the naval authorities in whose service he is, gave evidence before me in Court at the hearing of the case against the vessel and slaves, that threw more light on the extent and open manner in which the Slave Trade was conducted. Of this evidence I here enclose an extract. A few days later I received a report from Messrs. Smith and Buchanan, who had returned from Saadani, a place on the mainland, opposite the town of Zanzibar, that showed the Slave Traders passed openly through the village. On the 26th instant a second report from the same locality, copy of which I also inclose, placed me in possession of further reliable details, all corroborative of what had been already heard at Kilwa, at Pangani, and elsewhere, showing how openly the traffic was now prosecuted, and giving some idea of the number of slaves that were at this time conveyed north.

It is by no means likely that so great a number of slaves as these reports would indicate could in any case long continue, even if left alone, for the supply from the interior has undoubtedly in a great measure been cut off, but in time the demand would be supplied, and slaves obtained to meet it. On getting the above information in a form I could now lay with confidence before His Highness, I did so on the 27th in the letter hereto annexed.

As a first step, His Highness has again addressed his Agents on the coast where the caravans are known to pass, by letters similar to that I here enclose, which is a translation of the one sent to his Governor at Windi. He has also written a note to the Chiefs of Pemba, in which he clearly hints at slave emancipation in that island as not far distant, if slaves continue to be imported.

That the land traffic will go on, and slaves be introduced into Pemba as before, notwithstanding his Highness's letters, is only too certain, unless the Governors along the line of road by which the caravans pass are kept under close supervision; for, if left to themselves, there is no one in the country, native or Arab, who will give information against them, however much the Slave Trade is carried on. These officials, being miserably paid, must, if unwatched, give way to the temptations to which they are exposed, and connive at a traffic by which they can obtain more than their pay. Poor as their regular pay is, they will not, however, forfeit it, and run the risk of punishment, when they know they are watched, and that their doings are likely to be reported and brought home to them; and his Highness has asked me whether it may not be possible for Her Majesty's

Government to detach a few English officers, such as those who have, during service here on board of ships of war, made themselves acquainted with the country and its language, to be temporarily stationed in civil employ, but with full power of action over the Slave Trade on land at a few important places on the coast, or, at all events, at Kilwa, the centre of the trade.

I respectfully submit his Highness's proposal to your Lordship, but would beg also to remark that, to make such a scheme really efficient, there should be at the disposal of the Agency means of communication on the coast as would be found necessary by any Agent so placed.

The futile results that have hitherto attended the operations of our cruisers when not supported on land by the local authorities under the surveillance of this office, will show that the capture of dhows has of itself no appreciable effect on the traffic. In no case have the boats of Her Majesty's ship "London," employed in the blockade of Pemba (by far the most efficient watch that ever has been maintained on any part of this coast), captured more than 5 per cent. of the slaves that have been run across, while there is no doubt legitimate trade has been harassed by these operations; but while the navy is of itself, when single-handed, the most inefficient and, at the same time, most costly means employed, it becomes at once efficient and invaluable when well backed up, and guided by information from the shore.

In order, however, to show the disproportion there is at present between these two branches, I have only to mention that, whereas the whole expenditure of this Political Agency in every branch on shore does not much exceed in the gross 4,000*l.* per annum, of which 972*l.* ought to be deducted, realized last year as fees in the Judicial Department, and brought to credit of the Indian Treasury, the prize money alone that will be divided this year among the officers and men of Her Majesty's ship "London," one of the vessels of war on the coast, will of itself amount to 12,000*l.*, for the capture of vessels, many of which never would have gone to sea had the shore service been in any way proportional to that afloat.

I have not as yet had an opportunity of consulting with the Senior Naval Officer here as to the means best suited for the occasion; but clearly something must be done on land, and I shall proceed myself to the coast, with two boats of Her Majesty's ship "London," for the purpose of assisting the naval officers in charge, and, by ascending one of the rivers, attempt to cut off on shore the slave caravans that are coming north, and capture the slave dealers. At the same time additional troops have been sent by his Highness to various places, and the most perfect good understanding exists between the Sultan's Government and myself in all the measures that are being employed.

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

Inclosure 1 in No. 252.

Summary of the Evidence of Mohammed, Interpreter to Her Majesty's Ship "London," with reference to the Land Slave Traffic; given in Court in the Admiralty Case No. 4, of 1877.

ON my arrival at Pangani I took up quarters as a native in the town. I found slaves being ferried across in canoes or small dhows; they usually crossed the bay below the town, but their crossing was well known. Some of the slaves were crossed in their chains; others were unloosed. I myself saw three or four gangs crossed each day, and I was told of others crossed at night. The first day of my stay I counted 150 slaves crossed over; the second I saw 100; the third 200. I then went out into the country, and on my return counted in one day 300 slaves crossed; the last day I remained there were 250 taken over.

Extracted from minutes of evidence given in court.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Zanzibar.

Inclosure 2 in No. 252.

Mr. Mackay to Dr. Kirk.

My dear Sir,

Sadani, February 25, 1877.

I AM sorry to find it necessary to drop you a line on the slave traffic here.

Only this evening at 5 P.M., as M. Philippe Broyon and myself were setting out for a stroll, we found a large caravan of slaves passing by, not a hundred yards from the town.

Many Hindis and others were looking quietly at them, and Bwana Heri could not but be aware of their presence, as it was broad daylight. I went to call Heri, but he was nowhere to be found. His brother, however, went in pursuit, with bow and arrows, and a rabble from the town, a few having guns, but no powder.

But none of them ventured within range of the Arabs' guns, except one of my own boys, whom I had ordered not to go. The slavers fired repeatedly, and shot the poor fellow in the thigh.

This is only the second slave caravan which passed Sadani to-day, the first having gone on some three hours before, and being, I believe, also a large one.

On Friday I found two other slave gangs passing here, one of them being composed of about 120 little children. Messrs. Buchanan and Broyon joined me in tracking them through all the villages to the north of Sadani, including Mvinji and MBuyuni.

How many such caravans pass Sadani without my happening to be at the back of the town to see them I cannot estimate, but, from all accounts, they are a daily occurrence, while the boldness with which the dealers venture along the ordinary coast road and pass through the towns in perfect safety, shows how absolutely the definite decrees of Sultan Said Burghash are disregarded by the authorities that be hereabout.

The good favour of Bwana Heri I would rather not be without, but it is, indeed, impossible for me, in the present state of matters, to maintain terms of friendship with a man whom I find encouraging, without hindrance, the barbarous trade which the venerable Church Missionary Society fondly hopes to be now almost at an end. I have sounded Bwana Heri so far as to see that an inducement in the way of prize money—say only a dollar per head—would go much farther in securing his assistance in stopping the present traffic than the proclamation which, they tell me, only leads the Mrima people into trouble if they attempt obeying it.

Three hundred slaves being able to travel along here within three days, leads one naturally to suppose that an ever-so-small number of Europeans stationed here would almost entirely stop the numbers, only a mere fraction of which the boats of the squadron succeed in rescuing.

I have thought it necessary to acquaint you of what I find going on here, as I cannot bring myself to believe you would allow it to continue under your knowledge.

Believe me, &c.

(Signed) A. M. MACKAY.

Inclosure 3 in No. 252.

Dr. Kirk to the Sultan of Zanzibar.

Sir,

Zanzibar, February 27, 1877.

I HAVE the honour to submit a summary of information received regarding the renewed Land Slave Trade, which has of late caused your Highness much anxiety, and which, in defiance of your most positive orders, is now carried on with the full knowledge of your Governors on the coast, some of whom both encourage and share in the traffic.

Your Highness will have seen from the results of the investigation of the charges now proved against Saeed bin Abdullah, the late Governor of Kilwa, that my information is sufficiently accurate. I am now anxious to place in your hands all I know, in order that steps may be taken and a mutual line of action agreed upon between us for carrying out your Highness' orders and stopping a traffic that has again become a source of danger to your Highness' Government and to the peace and welfare of your dominions.

I am told by the native who seized the dhow with slaves of Saeed bin Abdullah, at Pangani, and who gave the information that led your soldiers to arrest the slave-dealers and slaves on shore, that while he remained at Pangani slaves were openly crossed within sight of the town. On the first day he counted 150 slaves ferried across the river, on the

second he saw 100, on the third 200, being then absent from the town, he observed, after his return, 300 slaves crossed over in one day, and on the day following 250, thus showing that slaves were then being transported north at the average rate of not less than 200 daily, without any allowance made for others who, he was told, were crossed at night, or who might have passed the river higher up out of sight of the town.

These slaves being taken over in canoes or small dhows within sight of the town, and in the majority of cases without their chains being removed, the authorities and residents of Pangani must have been well aware of what was passing, nor could those of the districts to the south through which they had marched been less so.

Confirming the above report, I have this day received information from Saadani, a coast village immediately opposite the town of Zanzibar and distant only twenty-five miles, which shows that a few days later a continuous stream of slaves was still passing north by the public roads, and that no obstacle, of any description stands in the way of the dealers.

My information being in this case derived from Europeans, who were eye-witnesses of what they relate, their testimony is to be received without reserve.

On the 23rd of this month, three English gentlemen, Messrs. Smith, Buchanan, and Mackay, with M. Phillipe Broyon, a Swiss, saw on the road between Saadani and the River Wami two slave caravans, one of which had about 100 slaves—chiefly children—in chains. Returning to Saadani, they called upon the head man of the village to follow and arrest the caravan and its leaders, and themselves went in pursuit for a considerable distance, but failed to overtake the dealers, who marched all night with their slaves, and so escaped.

Again on the 25th instant, Mr. Mackay and M. Phillipe Broyon saw two slave caravans pass within 100 yards of the village of Saadani. The leaders of one of these fired on those who followed them, and who had been sent for the purpose of intercepting them. In this affair one of Mr. Mackay's servants was wounded with a bullet, after which the slave-dealers were left to proceed on their way north without further molestation, and have by this time, no doubt, reached Pangani or crossed to Pemba.

Under these circumstances, your Highness will perceive the imperative necessity there is for immediate action. We know from the results that followed the issue of the orders prohibiting the Land Slave Trade that your Governors have the power, if they choose to exercise it, of preventing this traffic. For upwards of six months this traffic was in abeyance after the issue of the Law, and its revival is due to your Governors having themselves again entered into the Slave Trade, or participated in its profits, by taking money from the dealers for permitting them to pass. No one knows better than your Highness that the success of the Proclamations of May last was chiefly due to the watch kept by this Consulate on the conduct of the authorities on the coast, which made their detection and punishment certain and speedy in case of neglect. It is to be regretted that other duties rendered it impossible for me with the very limited means at my disposal to maintain the necessary supervision for a longer time on the coast, but it is now seen that when that supervision was, from unavoidable circumstances, withdrawn, the Trade revived.

With reference to this question, your Highness has before suggested that a few European agents, acting under the direction of this Consulate, stationed for a time at suitable points on the coast, would cause your Governors to give full effect to the laws, and to employ the force at their disposal, which, as you rightly say, is ample for the purpose to see that the law is obeyed.

I shall submit your Highness' suggestion to Her Majesty's Government, and in the meantime, in conjunction with your Highness, employ the limited means at my disposal in assisting your Highness. But with regard to the steps required, I should wish it clearly understood that I consider the difficulty of now effectually stopping the Slave Trade is greater than it formerly would have been, as every renewal of the Traffic gives encouragement to the dealers, and makes them mistrust the efficacy of anything short of the abolition of slavery itself.

Whatever may now be the upshot of the present revival of the Traffic, which, at all costs, we are bound to stop, your subjects, especially those of Pemba, are themselves responsible, since, with ample warning, they still persist in a Traffic that has been denounced by the civilized world, and that is against the Laws of their own country.

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

Inclosure 4 in No. 252.

The Sultan of Zanzibar to Governor Salim bin Ali, the Diwan Ismael, and the Elders of Windi.

(After compliments.)

SLAVES are continually passed through your district, and you know we have forbidden it, and that we impress this constantly upon you, and order you to seize them, and you disregard our orders. Now, in future, if we know that slave caravans have passed, and you have not stopped them, it will be no light punishment you will receive, and you will be yourselves the cause of it. Now Salim, this is my intention, and these are my orders, and it is for you to obey, else there will fall on you a punishment such as you will be unable to bear.

 Inclosure 5 in No. 252.

The Sultan of Zanzibar to Nasur bin Ali and all the Maskari, and to the Tribes of Pemba generally.

(After compliments.)

WE have on many former occasions ordered you to stop those who carry on the Slave Trade with Pemba, both Arabs and others, and directed you to seize them and send them to us that we may punish them, but what I have said has been disregarded. It may be you imagine that my letters have no meaning. Now I let you know that the end has come, and the Consul-General, the Agent of Her Majesty's Government, presses us hard on your account, but you do not listen to what I say, or reflect upon the consequences that must follow to you, but act so as to bring upon yourselves what has happened to others. When this comes you will sorely regret it, but your regrets will then avail you nothing. Now consider this, and look at it not as it may at first sight appear, but reflect and think over it well, if you would preserve to yourselves those who are still with you; and whosoever it is, whether Arab or other, seize him if he comes to you with slaves, he and his slaves, and tell us of it. And if you do not do this, and arrest the slave-dealers on their landing, then fearful results will come upon you from the English; and you know that no one can turn them from what they have set themselves to do.

We now therefore warn you, that you may beware while you have still a chance open.

Dated 20 Mohurum, 1294 (February 27, 1877).

 No 253.

Dr. Kirk to the Earl of Derby.—(Received April 7.)

My Lord,

Zanzibar, March 1, 1877.

AS it becomes necessary again to visit and send Consular servants to the coast, and as the Slave Trade as carried on there is now in the hands of men of the lowest class, the offscouring of Arabia and Beluchistan, I have the honour to ask that orders may be given for the issue of twelve short Snider rifles, such as are in use in the Navy, with pouches and belts, but without bayonets, which are useless in natives' hands, and I would respectfully ask that these may be shipped as soon as possible.

Hitherto we have travelled without other than private arms, but of late there have been so many instances in which the boats of our cruisers have been fired at, and our officers threatened on shore, that it is hardly judicious or justifiable for a Consular officer to incur a needless risk by having his servants unarmed.

The Snider ammunition it will not be necessary to send out, as I doubt not this may be obtained here from the ships of war that still retain the Snider arm, which, I think, has considerable advantages over the more modern weapon for such service as I require, in native hands.

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

No. 254.

Dr. Kirk to the Earl of Derby.—(Received April 7.)

My Lord,

Zanzibar, March 7, 1877.

IN reply to Sir Julian Pauncefote's despatch of February 7, relative to the statement made by a fugitive who came on board Her Majesty's ship "Philomel," at Lamo, that he had been owned by an Indian, I have the honour to state that the negro in question was sent to Natal by order of the Senior Naval Officer.

The circumstance of such fugitives being on board, and that one of them had said he was a slave to an Indian was mentioned to me, but I did not think myself justified in instituting proceedings of a criminal nature in the case on such doubtful testimony.

By this I do not wish to imply that slaves are not still in many cases held illegally by Indians, for I know the contrary to be the case, but by experience I have found so little reliance is to be placed on anything said by a fugitive slave that I should not have been justified in taking up the matter; indeed, since Her Majesty's ship "Philomel" left Lamo there has been no opportunity for me to go there or send any one to make inquiry, and I felt that independent corroborative proof of some sort was needed before summoning any one from so great a distance—a step of itself useless, moreover, unless some one had previously gone to the spot to collect evidence for the prosecution.

I therefore regret that I am unable to make any further statement with reference to the case of this fugitive negro.

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

No. 255.

Dr. Kirk to the Earl of Derby.—(Received April 7.)

My Lord,

Zanzibar, March 7, 1877.

I HAVE the honour to report the arrival here of Viscount Coke and Mr. Arkwright for the purpose of sport in the interior.

The time selected by these gentlemen is most unfortunate as the rains are now setting in and the heat at the same time excessive. They have however determined to proceed from the coast opposite as far as Mpwapwa, a trip which will occupy about two months, and promises fair chances of sport.

When on the shores of the Red Sea and Gulf of Aden these gentlemen had ample means of seeing how the Slave Trade was then carried at the Egyptian stations.

They speak of Zeyla as being a principal port of shipment, and say that it is no uncommon thing for 1,000 slaves to be brought down there in one caravan, and that they were told by persons who had the means of forming an opinion that not less than 20,000 slaves are thence shipped yearly to Hodeida, Jeddah, and Yambo.

Such information as this, taken together with equally recent and reliable reports of Zanzibar Arabs, who have this year come from Mekka, Makulla, and other places in Arabia, make it very certain that an enormous Slave Trade is now being carried on in the Red Sea, and that until something effectual is done to stop such a Traffic the Zanzibar dealers will never wholly abandon the hope of again seeing the East African Slave Trade revived.

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

No. 256.

Dr. Kirk to the Earl of Derby.—(Received April 7.)

My Lord,

Zanzibar, March 7, 1877.

I HAVE the honour to report that the monthly mail services, subsidized by the British Government between Zanzibar, the Cape Colony, and Aden, have this past year been conducted with the greatest regularity, both by the Union Company, which runs vessels from Cape Town to Zanzibar, and the British India Steam Navigation Company that keeps up the service with Aden.

The latter Company has always been remarkable for the extreme punctuality in arrival and departure of its vessels, and no accident has this year occurred to cause any deviation from their customary precision.

I am at the same time informed that the amount of cargo conveyed is steadily on the increase, and a movement set on foot to obtain a bi-monthly service.

It is with the greatest satisfaction I this year call attention to the admirable regularity of the Union Company's line to the Cape, as I have before had to point out that great irregularities had occurred at first. The difficulties that then stood in the way of maintaining this branch of the service have been now overcome, and the result has been, I am led to believe, most satisfactory to the Company, which now competes heavily in Zanzibar for homeward cargo with the Aden line, which tranships at Aden, and by calling at many ports on the homeward passage does not deliver goods sooner than can be done via the Cape of Good Hope.

The Union Steam Company is also making great endeavours to develop a coast trade by touching at intermediate ports, which, I trust, will be successful after a time. At first, however, all such attempts involve considerable outlay.

I am indebted to the Union Company for the means of making the late official visit to the south of the Zanzibar dominions, and beg to acknowledge the service rendered by Captain Travers on that occasion.

A monthly mail service, apart from that subsidized by the British Government, is conducted between the ports to the south, touching at Johanna, Mayotte, Nos-be, Majinga, and Mozambique, by the British India Steam Navigation Company under contract with the French and Portuguese Governments.

The trade carried on with the French settlements and Madagascar by this line is very small, while communication with Mozambique is quite superfluous so long as the Union Company's steamers touch there, as, in virtue of the contract, the Portuguese official letters sent in the steamers subsidized by that Government, arrive a week after those of the Union, and the merchants and others whose letters are sent on direct from here in the Union Company's vessels are delivered through the British Consulate in Mozambique some time before the Governor-General and the Portuguese Postal Department receive theirs that passed here at the same time.

In like manner Portuguese Government passengers are compelled to make the round by Madagascar, while the other vessels that leave here two days later arrive in Mozambique a week earlier.

As a passenger line between South Africa and Europe, the East Coast route never can be employed, unless by casual visitors, while the passage money remains so high as it is, the cost of going from Zanzibar to Aden being alone equal to that of travelling first class from the Cape to England in the mail line.

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

No. 257.

Dr. Kirk to the Earl of Derby.—(Received April 7.)

My Lord,

Zanzibar, March 7, 1877.

IN continuation of my Report of February 28, I have the honour to state that at the last moment I found it impossible to proceed to the coast with the boats of Her Majesty's ship "London," for the purpose of cutting off land caravans crossing the River Wami, as I had intended. A party from that ship was, however, sent to the river, under the command of Lieutenants Mathews and Creswell. These officers, after a stay in the river of four days, have now returned, and report the land traffic to be again at a stand-still, in consequence of the active steps taken by the Sultan.

The crossings of the River Wami have been watched in a manner that was efficient, and that could not have been guarded against by the slave-dealers, and I am satisfied that the traffic has once more met with a temporary check.

The people of Windi, on the receipt of the letter from the Sultan, of which a copy was inclosed in my last Report, at once took steps to turn the traffic, and the same day seized a caravan of 100 slaves, guarded by fourteen slave-dealers. These I have ordered to be brought over here for examination and punishment, and the slaves will be freed by His Highness, whose prize they have become. It was this capture that stopped the trade, and kept our officers and men in the boats on the River Wami from taking any; but the knowledge that the Wami was then watched, and that if the Windi people had permitted

this caravan to pass it would still have been certainly taken, and their remissness made known, will have a good effect.

This is the first result of the Sultan's action, but there has been no time as yet to get reports from more distant places, and soldiers are being sent to Pemba and elsewhere.

I venture to hope that the course followed by me in this matter will meet with your Lordship's approval.

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

No. 258.

Sir J. Pauncefote to Dr. Kirk.

Sir, *Foreign Office, April 19, 1877.*
BEFORE proceeding to the Cape to assume the Governorship of that Colony, Sir Bartle Frere submitted a Memorandum to Her Majesty's Government in which he urged the establishment of a fortnightly mail service between Aden and Delagoa Bay, viâ Zanzibar, in addition to the monthly service which already exists.

The Lords of the Treasury, however, have felt themselves unable to call upon Parliament to sanction the heavy expense which such an increase in the packet communication would entail; and I am accordingly directed by the Earl of Derby to inform you that, so far as Her Majesty's Government is concerned, there will be no alteration in the present service.

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

No. 259.

Sir J. Pauncefote to Dr. Kirk.

Sir, *Foreign Office, April 19, 1877.*
I AM directed by the Earl of Derby to express to you his Lordship's approval of the action taken by you in regard to the case of the slave who was taken to Muscat in a French dhow, and there freed by Her Majesty's Consul, as reported in your despatch of February 26.

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

No. 260.

Sir J. Pauncefote to Dr. Kirk.

Sir, *Foreign Office, April 19, 1877.*
I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 7th ultimo, and to express to you his Lordship's approval of the steps taken by you, as therein reported, to cut off the caravans of slaves which, contrary to the Sultan's orders, were being taken northwards through his dominions.

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

No. 261.

Sir J. Pauncefote to Dr. Kirk.

Sir, *Foreign Office, April 20, 1877.*
I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 26th February, reporting that the Sultan of Zanzibar had, at your instance, caused the Governor of Kilwa to be arrested in open Durbar and put in irons on proofs being brought that he was actively engaged in slave-trading operations; and I am to instruct you

to address a letter to His Highness expressing the gratification with which Her Majesty's Government have learnt the prompt and energetic action adopted by him on this occasion, as well as in the seizure at Windi by his authorities of a large body of slave-dealers and the caravan which they were driving north.

You will also add that it affords Her Majesty's Government much pleasure to acknowledge the good faith with which His Highness has on all occasions carried out the engagements which he contracted by the Treaty of 1875 for the suppression of the Slave Trade.

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

No. 262.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, April 20, 1877.

THE Earl of Derby has read with much interest the despatches received from you by last mail which are devoted to a consideration of the Traffic in Slaves which is carried on by land in the dominions of the Sultan of Zanzibar from Kilwa and the northern portion of the country to the more northern districts above Pangani.

His Lordship fully appreciates the unwearied efforts which you are constantly making to combat this and other branches of the Slave Trade, and is glad to believe that, with the exception of the considerable smuggling trade which still goes on between the mainland and the Island of Pemba in spite of the vigilance of the boats of Her Majesty's ship "London," the export of slaves from the Zanzibar dominions by sea is almost entirely at an end. My other despatch of this date will show you that his Lordship also recognizes the loyalty with which the Sultan, guided by your influence, has hitherto co-operated with Her Majesty's Government in putting down the Slave Trade within his dominions.

Your despatches have, however, clearly shown that for various reasons our joint efforts have hitherto only met with partial success in convincing the slave-dealers that their trade is too precarious a one to be remunerative, and till this has been accomplished there is little hope that the call for slave-labour which induces them to carry on the destructive inter-tribal wars in the interior of Africa will cease to be met by a supply of slaves.

Various suggestions are contained in the despatches which have called for this reply; but Lord Derby is of opinion that the time has come when it would be well for you to submit some definite scheme for the stoppage of the land Traffic such as, after consultation with the Senior Naval Officer at Zanzibar, you may consider practicable, having due regard to the conditions of the climate and to financial considerations. His Lordship would be prepared to give careful consideration to any such scheme which you may propose for the furtherance of objects which Her Majesty's Government have much at heart. Your intimate knowledge of the question renders it unnecessary for his Lordship to point out in any way the bases of such a scheme as would be likely to be successful, and I am only to add that it should enter fully into the steps which it may be necessary to take to strengthen the Sultan's bands, the necessity, if such exists, of more stringent European supervision on the coast, the powers of locomotion essential for Her Majesty's Agent at Zanzibar, and the disposal of the naval forces now employed on the East Coast of Africa.

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

No. 263.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, May 4, 1877.

WITH reference to the application for twelve Snider rifles to be used by your escort on the mainland when on public service, which was contained in your despatch of the 1st March, I am directed by the Earl of Derby to inform you that twelve rifles, with the accompanying pouches and belts, will be forwarded to you by Her Majesty's Secretary of State for War.

As, however, all Her Majesty's ships on the East Indian Station will shortly be

supplied with Martini-Henry rifles, and there will consequently be no opportunity in future for you to obtain Snider ammunition for them, the rifles which will be sent to you will be of the Martini-Henry pattern.

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

No. 264.

Sir J. Pauncefote to Dr. Kirk.

Sir, *Foreign Office, May 4, 1877.*
I AM directed by the Earl of Derby to state to you that, after consultation with the Secretary of State for the Colonies, his Lordship approves the terms of the scheme for the engagement of free labourers for the Cape in Zanzibar, as reported in your despatch of the 12th February.

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

No. 265.

Sir J. Pauncefote to Dr. Kirk.

Sir, *Foreign Office, May 7, 1877.*
I AM directed by the Earl of Derby to state to you that, after consultation with the Secretary of State for India, his Lordship approves of your devoting the 800 dollars received by you as blood money for the Banian who was murdered by the people of Faze to the purposes suggested in your despatch of the 24th February.

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

No. 266.

Dr. Kirk to the Earl of Derby.—(Received May 7.)

My Lord, *Zanzibar, March 12, 1877.*
I HAVE the honour to forward Decree releasing vessel and cargo in a Slave Trade case heard and decided in this court.

This vessel was detained and placed in court on the evidence of a negro, who gave himself up to a boat of Her Majesty's ship "Philomel," when cruising between Tanga and Waseen, and said that the previous day he had been thrown overboard from a dhow to escape detection, when the man-of-war's boat appeared in sight, and that, swimming on shore, he remained concealed until the following day, when, after the dhow had been visited and gone, he gave himself up, and gave information of the way in which he had been treated.

His story was that four days previously he had been kidnapped by the people of the vessel from the beach in front of the town of Chak-Chak in Pemba, where he had long been a domestic slave to a native, whose house and mode of life he minutely described.

On the other hand, the owners denied having ever visited Pemba, and said they came direct from Arabia, touching only at Kismayo on the way. The question was one to be decided only at Chak Chak. I therefore sent a trusty servant, in whom I had confidence, in charge of the negro witness on board of a man-of-war's boat to Pemba, where, landing, he found the most unequivocal evidence that the negro's tale was a tissue of lies, he never having been at Pemba, where no one answering to the description of his master could be found or pointed out; moreover the dhow appeared never to have been at Chak Chak.

As no application was made for demurrage, I did not think it necessary to suggest compensation to the sufferers, who seemed content to know the boy who caused them the annoyance and loss would be properly punished.

In bringing the case to trial, I consider the seizers had no alternative left, the boy's

testimony (until taken to Pemba, when he confessed that all he said was false) seemed, on the face of it, reliable.

In so gross a case of perjury as the present, it is natural to seek for a cause or explanation of such conduct, and there are, I believe, only two solutions possible, either he was instructed to give evidence as he did by some native interpreter, hoping to secure thereby the condemnation of a prize, or he was a decoy used by the slavers to enable them to ship safely when they knew the boat was occupied with the dhow.

I have given the matter some consideration, and believe the latter to be the case.

I may remark, with reference to this, that the interpreter was not the same as the one who acted at Pangani, when the slaves were taken off in the "Philomel's" boats, and who was detected directing them how to give evidence before me.

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

Inclosure in No. 266.

Case No. 5 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel named "Sumba," whereof Najim is master, her tackle, apparel, furniture, and cargo, and also against one male slave, seized as liable to forfeiture by Philip Wolfe Murray, Acting Sub-Lieutenant in the Royal Navy, in charge of boats of Her Majesty's ship "Philomel," before John Kirk Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 26th day of February, 1877.

APPEARED personally Acting Sub-Lieutenant Philip Wolfe Murray, R.N., and produced his sworn declaration, which set out the circumstances under which the Arab vessel "Sumba," whereof Najim was master, owned by Mahommed bin Mur of Soor in Arabia, was seized at Tanga on the African coast on the 22nd day of February, 1877. I, the said Consul-General, having heard the evidence and examined witnesses on both sides, having found no proof that the above-named vessel was engaged in the Slave Trade, do hereby order the release and restoration of vessel and cargo, with her tackle, apparel, and furniture, in the same state and condition as that in which it was seized and detained, and do hereby certify that the seizers were justified in following the course they did, and in the state of the evidence before them at the time were required so to do. Moreover, as regards the male slave here proceeded against, whereas it has been proved that throughout the whole of the case he has been guilty of corrupt and wilful perjury, do order that he be given over to the Zanzibar authorities to be dealt with criminally for having thereby caused delay, damage, and annoyance to the owners and crew of this vessel.

In testimony whereof we have signed the present decree and caused our seal of office to be affixed thereto this 9th day of March, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 267.

Dr. Kirk to the Earl of Derby.—(Received May 7.)

My Lord,

Zanzibar, March 14, 1877.

I HAVE the honour to forward Decree in case of a native vessel and slave placed in Court by the captors of Her Majesty's ship "London" for trial as to the circumstances under which the slave was being taken to Pemba.

It appeared from the evidence produced that, while the slave was being taken for sale to Pemba by a passenger on board, there was a want of proof to show that the dhow captain was personally aware of the fact.

I, therefore, released the vessel, but justified the detention, throwing all consequent loss on the owners, who had, by their agent the Captain, displayed a want of reasonable care in admitting the passenger and slave on board without due inquiry, when the true status and history of the boy would no doubt have appeared.

The slave boy has been released and sent to the Mombasa Mission, while the individual in whose charge he was found has been given over for punishment by the Sultan.

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

Inclosure in No. 267.

Case No. 6 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel named "Asmeen" sailing under English colours, and having boat pass from Her Majesty's Consulate Zanzibar, whereof Ali was master, the owner being Mohammed Saiani of Pemba, her tackle, apparel, and furniture; and also against one male slave seized by James Roger Simpson, a Sub-Lieutenant in the Royal Navy of Her Majesty's ship "London," on the 3rd day of March, 1877.

APPEARED personally Sub-Lieutenant J. R. Simpson and produced before me his declaration sworn to on the 1st day of March, 1877, which set out the circumstances under which the native vessel called the "Asmeen," of which Ali was master, sailing under the British flag, and with papers from Her Majesty's Consulate at Zanzibar, and also one slave boy named Bora Afia, were seized at Pemba on the 27th day of February, 1877. I the said Consul-General, having heard evidence on both sides, and examined witnesses, having found no proof that the slave Bora Afia was being conveyed to Pemba with the criminal knowledge of the master of that vessel, as had been alleged, do hereby release the vessel and cargo to be delivered over to the hands of their master at Pemba in the same condition as that in which she was detained, releasing the seizers from all costs, damages, and claims for loss necessarily caused by detention of the vessel and cargo; and whereas it has been proved that the boy Bora Afia was being conveyed as a slave for sale in Pemba in the said vessel by Mkumi, a passenger on board, do adjudge the above-named 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 the present Decree, and caused our seal of office to be affixed thereto this 12th day of March, 1877.

(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 boy named Bora Afia, captured by the boats of that vessel and condemned here as Case No. 6 of 1877 Zanzibar Admiralty Court File.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Zanzibar, March 10, 1877.

No. 268.

Dr. Kirk to the Earl of Derby.—(Received May 7.)

My Lord,

Zanzibar, March 16, 1877.

I HAVE the honour to forward Decree condemning three slaves as being landed in Pemba against Treaty.

These formed part of a cargo of ten, who, having concealed themselves after being landed, effected their escape to the boats of Her Majesty's ship "London."

From their appearance and language they were obviously what they were represented to be, namely, raw slaves just marched by land from Kilwa.

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

Inclosure in No. 268.

Case No. 7 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against three male slaves, owners unknown, seized as liable to forfeiture by Charles B. P. Hume, a Lieutenant in the Royal Navy, in charge of boats of Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General, on the 14th day of March, 1877.

APPEARED personally Lieutenant Lloyd W. Mathews, R.N., of Her Majesty's ship "London," and produced before Her Majesty's Consul-General the deposition of Lieutenant Charles B. P. Hume, R.N., sworn to on the 7th day of March, 1877; which set out the circumstances under which three male slaves, named Harun, Nakuwinji, and Nakatipua, were seized at Pemba on the 26th day of February, 1877, by Lieutenant Charles B. P. Hume, of Her Majesty's ship "London." I, Her Majesty's Consul-General, having examined the slaves and the captors, in the absence of any one appearing for the defence, having found sufficient proof that the three slaves above-named had been conveyed from the mainland as 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 the same accordingly.

In testimony whereof I have signed the present Decree and caused my seal of office to be affixed thereto this 14th day of March, 1877.

(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," the following slaves condemned as prize under Case No. 7 of 1877.

1. Harun	..	..	..	..	..	..	Male adult.
2. Nakuwinji	..	..	..	..	..	..	Ditto.
3. Nakatipua	..	..	..	..	..	..	Ditto.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Zanzibar, March 14, 1877.

No. 269.

Dr. Kirk to the Earl of Derby.—(Received May 7.)

My Lord,

Zanzibar, March 16, 1877.

I HAVE the honour to forward the Decree of Condemnation in case of a vessel captured at Pemba.

This vessel, as appears from the evidence, arrived at Pemba at night, and was beached before the "London's" boat could come alongside. The crew and others were seen to get out of her, so that when boarded fifteen minutes after her arrival no one was found in the vessel or within sight, nor did any one appear during the forenoon while the boat remained in the vicinity.

Although suspicious, these circumstances were not of themselves proof of Slave-

trading, which here rested on the sworn testimony of the officer and of the coxswain of the steam cutter, that the bottom of the dhow was found covered with recent human excrement, which could with difficulty be explained away, and is of itself pretty clear evidence that she had carried slaves.

In this case, as no appearance was entered for the defence after notice of one month given to all parties claiming property in the vessel to appear, I gave judgment for the seizors on the evidence and condemned the vessel.

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

Inclosure in No. 269.

Case No. 3, of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel or dhow, name, owner, and master being unknown, taken without papers or colours, her tackle, apparel, and furniture, seized as liable to forfeiture, by Charles B. P. Hume, Esq., an Acting Lieutenant in Her Majesty's Royal Navy, in charge of boats of Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General, on the 15th day of February, 1877.

APPEARED personally Acting Lieutenant Hume, R.N., and produced before me his sworn declaration setting out the circumstances under which the native vessel or dhow, without papers or colours, the master and owner of which are unknown, of the description and dimensions specified in the annexed certificate of admeasurement, was seized at Pemba on the 14th day of February, 1877, as engaged in the Slave Trade, I, Her Majesty's Agent and Consul-General having examined the captors, and, in default of any one appearing for the defence after due notice given, having found sufficient proof that the vessel at the time of her seizure was engaged in the conveyance of slaves by sea to 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, and it having been shown to have been impossible for the captors to bring the vessel to the place of the Court, or otherwise to preserve her, do hereby approve of the course followed in destroying her on the spot.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto, this 16th day of March, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 270.

Dr. Kirk to the Earl of Derby.—(Received May 7.)

My Lord,

Zanzibar, March 19, 1877.

THE letters which I herewith forward have been returned to me from Central Africa. It would seem that having crossed Lieutenant Murphy with the returning party on the way back to the coast, they reached Unyanyembe after the departure of Lieutenant Cameron for the interior.

I would suggest they may be sent to Captain Cameron, who will probably be in possession of the addresses to which these letters ought now to be forwarded.

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

Dr. Kirk to the Earl of Derby.—(Received May 7.)

My Lord,

Zanzibar, March 15, 1877.

I HAVE the honour to report that intelligence has been received from Lieutenant Smith, the leader of the Church Mission party now on its way from Zanzibar to Karagwe and Uganda. It appears that, after leaving Mpwapwa, Lieutenant Smith followed a line of road deviating but a few miles only from that laid down by Mr. Stanley in the map published in the "Geographical Magazine" for December 1875. He saw no traces of any river capable of navigation, meeting with only dry sandy channels, with banks 2 or 3 feet high.

Lieutenant Smith states that he found the natives along the route inoffensive and friendly. At the village of Usuri, in Ukimbu, not far from the scene of Mr. Stanley's fights, the Chief sent a bullock, because one of the men of his village had been caught during the night attempting to steal from the camp.

Whilst passing through the jungle in the district of Wataturu, which extends about 100 miles north-west of Muhalala, and in which no village or settled inhabitants exist, they were once stopped by a band of Wataturu, and a load of cloth demanded as a tax, which was reduced after some talk to twenty-five cloths.

The party having safely reached Nguru, of Usukuma, in south latitude $4^{\circ} 11'$ and east longitude $33^{\circ} 20'$, found the porters engaged at Zanzibar had reached their homes, which was further from the south end of the lake than they had been led to imagine. Lieutenant Smith, therefore, found himself compelled to set out to Unyanyembe, in order to hire a fresh set of porters to enable him to reach the south end of the lake, which he hoped to be soon able to do. Being compelled to replenish his store of cloth at Unyanyembe, he found (as did Lieutenant Cameron in 1873) the price of every kind of imported goods very high, being forced to pay $9\frac{1}{2}$ dollars for what in Zanzibar may be obtained at $2\frac{1}{2}$ dollars.

Lieutenant Smith, writing to me on the 9th January from Kwikuru, one of the villages of Unyanyembe, informs me that he has made every inquiry about slaves, and that, to the best of his knowledge, none are there sold, and he could hear nothing indicating that any slave traffic took place on the road. It is well known that Manyema slaves never reach Zanzibar. The wonder, therefore, comes to be why the slave-hunting spoken of by Dr. Livingstone is carried on, and how these slaves are utilized. Arabs who have been themselves engaged in the traffic in that part tell me they exchange them for ivory with all the neighbouring tribes; and as they seem not to reach the coast, or at least the coast of Zanzibar, this appears very probable. Lieutenant Smith speaks of his companions as all fairly well, a few only suffering from occasional fevers, especially when delayed and not taking regular exercise, while one of the party has never had a day's illness from the time he left the coast.

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

No. 272.

Dr. Kirk to the Earl of Derby.—(Received May 7.)

My Lord,

Zanzibar, April 2, 1877.

I HAVE the honour to report that, owing to the prevalence of fever (as many as six fresh cases appearing daily) on board Her Majesty's ship "London," Captain Sullivan has found it necessary to remove the ship to a distance of three miles from the shore.

Since this has been done, the number of fever cases has been diminished, but it is not thought advisable to return to harbour for some time.

Most of the cases of fever on board of Her Majesty's ship "London" have been of a mild description, only one proving fatal; and as the parties exposed in boats continue to enjoy their usual health, there seems some reason to think that possibly the fever may belong to the vessel and be connected with the long continuance of hot, exhausting, damp weather to which we have lately been exposed.

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

No. 273.

Dr. Kirk to the Earl of Derby.—(Received May 7.)

My Lord,

Zanzibar, March 30, 1877.

IMMEDIATE assistance against a dreaded attack of natives on the Church Mission Station at Mombasa having been urgently demanded, I found it my duty to proceed there, and there being no ship of war at the time available, His Highness the Sultan placed one of his steam-yachts at my disposal for this purpose.

In the letters that had reached me begging for help, I was told that a powerful Arab Chief had combined with his relatives to destroy the station in revenge for some supposed injury he was said to have sustained at the hands of our cruisers. Although I was convinced that Mbaruku, the Chief named, never had such an intention, I could easily see that a panic had seized the Mission, and that the Colony of Freed Slaves would be in great danger if this were not removed and confidence restored, and this my presence alone was likely to bring.

Arriving at Mombasa on the 21st of March, I soon ascertained there never had been any real danger of attack from outside, but I learnt, to my dismay, that there existed a want of discipline and subordination among the leading Christianized negroes far more dangerous than an Arab attack would have been to the welfare of the settlement. To such an extent had disorder gone that, at the outset, I found myself compelled to open an inquiry into the circumstances under which one of the freed slaves had been shot, and to order an examination of the body. While this was going on, and my Consular servants occupied in finding out what they could with reference to the truth of the alleged attack which was the cause of my visit, I visited the districts of Malindi and Mambui, with reference to the Slave Trade.

On my return to Mombasa on the 26th, I was informed, as the result of the medical examination of the body of the freed slave, that he had been shot by a bullet fired from a Snider rifle such as that with which the Mission guard are armed, and that the circumstances, in themselves suspicious, had been made more so by the obvious lies told by all who were concerned in the affair on the side of the Mission guard.

It appeared on examination that, on their own responsibility, and without informing the Europeans, this armed negro guard, to whom most unwarrantable powers are entrusted by the Lay Superintendent, had seized the wife of a Nyassa man and placed her in prison, the husband having been previously disposed of and kept temporarily out of the way. Upon this the whole of the Nyassa freed slaves of the settlement went off in anger, but apparently with no intention of being long absent. Without informing the Europeans of the cause, or that the woman had been seized and was confined, the absence of the Nyassas was reported, and an order obtained to arrest them on their return. Guided by the advice of one of the head native Christians, the guard and boatmen then set off without authority, armed with the Snider rifle and side-arms they always carry, and followed the Nyassa people three miles beyond the estate into the Arab plantation, where they seized and shot the head man. Coming to the station, and being told to bring in the body, they said it had been carried off by the Nyassas, and they reported that he had been killed by a bullet from one of themselves fired at the guard. The recovery of the bullet showed that this was false, and it afterwards appeared that, having killed the man, they themselves hid the body, which they said had been taken away.

Although the above is a summary of the result of my investigation, I did not find legal proof to sustain a charge of wilful murder against any individuals in the High Court of Bombay, which alone would have to hear and decide in the matter, and it became, during the investigation, painfully evident that this was but the outcome of a state of insubordination for which it appeared the Superintendent was in a great measure responsible.

As regarded the alleged attack by Mbaruku, which after causing so much anxiety at the station had led to my undertaking this voyage, I was fully satisfied before my departure that no such assault had been in contemplation, that from first to last it was a story got up by the negro Mission guard for the purpose of recovering a position they had lost, and making themselves masters over everyone in the station. I ascertained that immorality existed among some of the Christianized negroes, that spirits were consumed in the station to a large amount, that on one of the Mission guard being charged with immoral offences, that would be penal under the Indian Code, insubordination had shown itself, which led to the Sergeant-Major being suspended and the arms called in. To recover his position and get possession of the arms the first story of an immediate attack was got up, and this succeeding beyond all expectation, was followed by the second report.

I was fully convinced that, while professing to defend the place and keep nightly guard, no one among the Christianized natives of the place believed either of these tales, but the best were silent through fear of the guard, which with breechloading rifles and side arms in their hands, have become a terror to the rest.

The seizure and confinement of the Nyassa woman by this guard on their own responsibility and for their own ends, the flight of the Nyassa freed slaves, followed by their pursuit without orders, ending in the death of one of them by a bullet from one of their pursuers, and the lies then told to conceal the truth, were all the natural consequences of a general state of insubordination.

It is for the Missionary Society to trace out the source of so much disorder, and to take the steps necessary to restore the Colony to the state in which it was left so lately by the Rev. Mr. Price, its founder and organizer; the root of the difficulty lies in the fatal divergence of opinion between the clerical and secular management of what should be a Christian mission in the first place, and a freed slave settlement in the second.

We naturally expect to find the missionary the guiding influence and ultimate referee, although not the one who conducts the daily work. The secular head has, however, reduced his position to that of a chaplain, and it appears that out of the want of co-operation thus caused we have to look for the beginning of the present disgraceful state of things, which would not have arisen in the hands of a judicious secular head.

I understand that the Rev. Mr. Lamb and the Medical Officer will, under the circumstances, now retire, and leave the management entirely in Captain Russell's hands. In the meantime, I believe my visit has, for the time, saved the settlement, and made it possible, in the hands of a judicious head, to restore the order and discipline that up to the departure of Mr. Price for Europe, made the mission so promising as a means of improving the people of Eastern Africa.

While thus imperatively called upon to make severe strictures in connection with the management of the Frere Town Mission at Mombasa it is due to the missionaries, and affords me much pleasure, to inform your Lordship that the special work with which they are charged is progressing in a most encouraging manner, the native schools especially being well and regularly attended. Indeed, the irregularities and insubordination which I have had to report have, up to the present, been confined to a section of the community with which the missionaries themselves have had little to do, and over which they unfortunately have little influence.

In view, however, of late occurrences it has become more than ever apparent that those who have charge of the property and establishments of a missionary society, or other private body, cannot be safely entrusted in a dominion such as that of Zanzibar, with powers such as a Vice-Consul must possess, for, while even in his immediate sphere of duty, one possessing such authority might find it difficult to reconcile the special interests of his employers or of those under him, with public duty, the difficulties would be greatly enhanced in his official dealings with the neighbouring representatives of societies of other denominations, and in attending to the constant calls for judicial interference which would certainly be made upon him amongst a large and mixed native and foreign population of different religious opinions.

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

No. 274.

Dr. Kirk to the Earl of Derby.—(Received May 7.)

My Lord,

Zanzibar, April 2, 1877.

I HAVE been desired by the Agents of the British India Company to forward a memorial of British residents here, submitting for the consideration of Her Majesty's Postmaster-General the disadvantages under which they are placed so long as there is no definite agreement regarding the time of departure of the Peninsular and Oriental steamer from Aden with the homeward mails.

The remedy for this, now suggested by the memorialists, is to establish a fortnightly service with Aden. No doubt through the regular communication that has existed since 1873 the trade of Zanzibar has been much extended, and paying cargoes regularly obtained, and the way thus prepared for a more frequent communication.

Of late, however, the Union Company, which keeps up steam communication with the Cape, have taken much of the freight that otherwise would have gone viâ Aden, and

it is important in the interests of the public that such modified competition should exist, as freights to Zanzibar are now excessively high.

The Union Company is now most ably carrying out the principal object for which they received the subsidy, by causing their vessels to call monthly at coast ports to the south of Zanzibar, and if any further arrangement should be entered into with the British India Company, it would, in my opinion, be very important that ports to the north should be in like manner visited either on the outward or homeward voyage.

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

No. 275.

Dr. Kirk to the Earl of Derby.—(Received May 7.)

My Lord,

Zanzibar, April 4, 1877.

IN answer to the inquiry made in Sir Julian Pauncefote's despatch of February 24, regarding the disposal of the slaves mentioned in my Report of September 13, I have the honour to state that in the Court Case No. 30 to which you refer, the vessel alone was proceeded against by the seizors.

The slaves that had been landed from that dhow having been previously disposed of on shore and removed inland, were seized quite independently of the vessel, by the Sultan's authority, and so did not fall within the cognizance of the British Court.

The slaves in question were, however, with the Sultan's consent, freed and treated by me as if they had been captured by us.

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

No. 276.

Dr. Kirk to the Earl of Derby —(Received May 31.)

(Extract.)

Zanzibar, April 4, 1877.

I HAVE the honour to report that I found it expedient to visit the agricultural districts of Malindi, to which a large number of slaves have lately been taken, and which forms, at present, the northern limit of the Slave Trade.

Landing at Malindi early in the day, I at once set out on foot for Mambrui, to the north of the River Sabaki, so as to pass through the plantations before news of my approach had been given or steps taken to conceal the slaves or labourers employed on the estates.

From Mambrui I set out the same afternoon, thus passing the whole extent of the cultivated lands, and camped at Ngomeni, the last plantation, now being formed by people from Lamo.

From Malindi to the River Sabaki, distant four miles, the plantations near the coast have been worked out by a constant succession of the same crops, and there much is now left fallow; but, near the former, cultivation is extending inland, and, at present, the best plantations are situated from 10 to 15 miles up country, where there is a rich soil, with abundant moisture, and where tropical fruits of all kinds can be reared with great success.

In the Galla country, still further back, there is a settlement of native Christians, an off-shoot from the old mission of the late Mr. Rebman of Mombasa; and those who have been there say that the land improves on going still further from the coast.

North of the Sabaki the whole country beyond the coast ridge of barren sand cliffs is one extensive field, in which the different properties are hardly divided or distinguishable, and these plantations extend north to within a few miles of Ngomeni, with which they will in a short time join. At the season of my visit, the greater part of the land had been hoed, and much of it planted in anticipation of the rains, but there still were gangs of field labourers at work when I passed, although I was told that the greater part were occupied clearing and cultivating the plain beyond a rising wooded ridge in the distance.

As I passed the parties who were working in the fields, I could perceive that all were slaves, chiefly Nyassas and Yaos; but, although they still spoke their native language exclusively among themselves, they appeared to have been some time on the estates, and were all well fed and seemingly well cared for; but as this great extent of

country is cultivated by slave labour alone, it is obvious there must be here an immense demand for slaves, which has in one way or another been supplied; and we know that, after Pemba, the slaves taken north of late have almost all been destined for Malindi and Mambrui.

It was not to be expected that, under these circumstances, my sudden visit should have been welcome, nor did the people study to conceal their annoyance at my erratic movements.

There were many things of great interest which it was my wish here to have inquired into, for this district is the granary of Eastern Africa, and its produce is now even going to Natal and the South African Colonies, in consequence of which the local prices have, during last year, advanced one-third on former values; but an untoward accident forced me to cut short my visit and return at once to Malindi.

No. 277.

Dr. Kirk to the Earl of Derby.—(Received May 7.)

My Lord,

Zanzibar, April 6, 1877.

I HAVE the honour again to report the capture of a large body of slaves, together with the dealers by whom they were being taken north by the land route, and also that of several smaller bands seized by the Sultan's officials on the coast.

The principal capture, consisting of 153 slaves and 13 slave-dealers, was made by the Governor of Windi, who has shown himself the most active in carrying out His Highness' wishes in this respect.

The slave dealers or leaders of the gang are now in irons in the Zanzibar prison. I have had them questioned as to their history and the traffic in which they were engaged, and find that seven are people of Muscat, three of Southern Arabia, one of Beluchistan, and only two in any way identified with Zanzibar or the coast, confirming what I have before stated, that the traffic is descending into the hands of foreigners, men of no character, and with whom, personally, the population of Zanzibar has little or no sympathy.

Of the 153 slaves, 27 men were for sale in Pemba, 83 for the plantations of Malindi, and 19 to be conveyed inland to Ugogo, there to be exchanged for ivory. To this inland Slave Traffic I had the honour to refer in my Report of March 15. The owner of these slaves states that he made an attempt to pass from above Kilwa to Ugogo by a route far inland crossing the River Lufigi in its upper course, but was compelled by the tribes to return to the coast and follow the ordinary road as far as Saadani, when he was seized before crossing the River Wami.

No doubt the steps that are now being taken by the Sultan conjointly with this office are again producing a good effect, greatly enhancing the difficulties thrown in the way of the slave dealers; but it is His Highness' opinion that they will not abandon the traffic without a collision of force either with his troops or with us; and it is well known that when I visited Malindi lately, a gang of slaves was taken north, escorted by a party of eighty armed men, for the express purpose of defence in case of falling-in with my party, and had they once happened to meet, it is not likely that a collision could have been avoided, or that so strong a party would have quietly given up their possessions without a struggle.

I have, &c.

(Signed) JOHN KIRK.

No. 278.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, May 11, 1877.

I AM directed by the Earl of Derby to transmit to you herewith, for your information, copies of an Order in Council, passed on the 30th ultimo, applying to certain ports of Asia and Africa the Provisions of the Act 39 and 40 Vic., cap. 46, "for more effectually punishing offences against the laws relating to the Slave Trade."

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 279.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, May 21, 1877.

I AM directed by the Earl of Derby to express to you his Lordship's approval of your having visited Mombasa, and of your proceedings whilst there, as reported in your despatch of March 31.

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

No. 280.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, May 21, 1877.

I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 8th ultimo, reporting that the Sultan of Zanzibar had, through his authorities on the coast, caused several caravans of slaves to be seized and the dealers put in irons; and I am to instruct you to state to His Highness that Her Majesty's Government have learnt with pleasure the energy and good faith with which His Highness's authorities acted in these cases.

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

No. 281.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, June 1, 1877.

I AM directed by the Earl of Derby to transmit to you a copy of a letter from Mr. Cotterill, dated from Lake Nyassa, and containing information on the subject of the Slave Trade in the neighbourhood of that lake.

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

Inclosure in No. 281.

Mr. Cotterill to the Earl of Derby.

My Lord,

Lake Nyassa, March 14, 1877.

I HAVE the honour to report that I have made a short expedition, extending over a fortnight, in the region to the west of this part (south-west) of the Nyassa, and that I discovered two slave routes leading from the interior. The path, which is strewn with abandoned slave-sticks, passes through the territory of the Ajawa Chief Pambala (about 14° south latitude, 34° east longitude), and soon afterwards, not far from the River Livisi, separates into two distinct routes. One of these leads towards the south, skirts the great swamp at the south-west arm of the lake, and strikes across the base of the Maclear promontory to Mponda's village on the River Shiré. The other takes a due easterly course to Pemba's, on the west shore of the Nyassa, whence the slaves are transported to Makanjira's, the great slaver on the east shore.

I passed three gangs of slaves, each numbering about forty; but as they have the habit of diverging from the path and hiding themselves in the dense grass at the sight of a white man, it is difficult to estimate the numbers accurately. These gangs were bound for Mponda's, who had given us many assurances that he had ceased from such practices. Pemba and Makanjira, on the other hand, openly defy us.

The presence of vessels on the Lake will be necessary to prevent the transport of slaves, and this will greatly increase the difficulties and expenses of the slavers; but it is also absolutely needful to institute some kind of patrol to watch the principal slave routes. If it were possible to establish a few vigilance stations, and to have a few bands of trusty

natives under English leadership, who would traverse the country in various directions, and make an example of any slave-drivers whom they met, a very great deal of misery might be prevented: I should recommend one station to be placed on the healthy table-land between Pemba's and Tambala's. Tambala himself is at enmity with the Arabs, and is anxious for Englishmen to come to his country. A vessel in connection with such stations would give means for concentrating forces in case of need, or for escape in case of any great danger. I passed the bodies of two dead slaves lying on the path, with "goris" (slave-sticks) by their sides. We are all persuaded that the time has come when a mere passive line of policy will encourage the evil, and earnestly entreat that authority and means may be supplied us so that active measures may be effectually taken to put an end to this execrable state of things.

I am, &c.
(Signed) H. B. COTTERILL.

No. 282.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, June 5, 1877.

LORD DERBY communicated to Her Majesty's Postmaster-General a copy of your despatch of April 2, together with the Memorial inclosed therein, from the British residents at Zanzibar, advocating the establishment of a fortnightly mail service between that place and England, and I am now to transmit to you a copy of the reply which his Lordship has received from the Postmaster-General; and in accordance with his suggestion am to instruct you to communicate to the Memorialists the decision of the Treasury of which you were informed in my despatch of the 19th ultimo.

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

Inclosure 1 in No. 282.

Mr. Benthall to Lord Tenterden.

My Lord,

General Post Office, London, May 19, 1877.

I HAVE laid before the Postmaster-General your letter of the 4th instant, inclosing copy of a despatch from Her Majesty's Consul-General at Zanzibar, in which he forwards, for consideration, a Memorial from British residents at Zanzibar, advocating the establishment of a fortnightly service between that place and Aden.

Lord John Manners requests that you will be good enough to state to the Earl of Derby that, in view of the decision come to by the Lords Commissioners of Her Majesty's Treasury so recently as last month on a similar proposal made by Sir Bartle Frere, and which decision I communicated to you in my letter of the 10th ultimo, his Lordship is of opinion that it would be useless to bring the question again before the Treasury.

I am accordingly to suggest that a reply in the sense of the Treasury decision should be made to Dr. Kirk, with instructions to communicate it to the Memorialists.

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

Inclosure 2 in No. 282.

Mr. Law to the Postmaster-General.

My Lord,

Treasury Chambers, April 3, 1877.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state that my Lords have had already under their consideration the Memorandum from Sir Bartle Frere on the subject of the mail service between Aden and the Cape of Good Hope (with annexes), transmitted with your report of the 28th ultimo, the same having been forwarded to this department by the Colonial Office on the 22nd February last.

I am at the same time to transmit herewith an extract from the letter which my Lords

caused to be addressed to the Secretary of State for the Colonies on the 8th ultimo on the subject, from which your Lordship will perceive that my Lords, for the reason therein assigned, do not feel themselves justified in calling upon Parliament to incur the heavy expenditure which the adoption of any of the proposals contained in the Memorandum of the Chairman of the British India Steam Navigation Company, and which are referred to in that of Sir Bartle Frere, would involve.

I have, &c.
(Signed) WILLIAM LAW.

Inclosure 3 in No. 282.

Extract from Treasury Letter to Colonial Office of March 8, 1877.

THE Lords Commissioners of Her Majesty's Treasury have had before them Mr. Malcolm's letter of the 22nd ultimo, transmitting copy of a Memorandum from Sir Bartle Frere, with one from the Chairman of the British India Steam Navigation Company, representing the beneficial results which might be expected to follow the establishment of increased steam communication between Aden and the Cape of Good Hope, viâ Zanzibar.

I am commanded to acquaint you, for the information of the Earl of Carnarvon, that my Lords, whilst fully sensible of the beneficial effects already produced by the establishment of a postal line of steamers along the eastward of Africa, both as regards the suppression of the Slave Trade and the promotion of legitimate commerce, would not, having reference to the heavy cost which the service in question already entails upon the Imperial Government, feel themselves justified in calling upon Parliament to incur the increased expenditure which the adoption of any of the proposals intimated in the Memorandum of the Chairman of the British India Steam Navigation Company, and which are referred to in that of Sir Bartle Frere, would involve.

No. 283.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, June 5, 1877.

THE Earl of Derby received your despatch of April 6, reporting the capture of a large body of slaves, together with the dealers, by the Governor of Windi, and of several smaller bands by the officials of the Sultan of Zanzibar on the coast; and I am now directed by his Lordship to instruct you to state to the Sultan that Her Majesty's Government have learnt with much pleasure the energy and good faith with which his Highness's authorities have acted in these cases.

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

No. 284.

Dr. Kirk to the Earl of Derby.—(Received June 5.)

My Lord,

Zanzibar, April 11, 1877.

I HAVE the honour to report having transmitted to His Highness Seyd Barghash in an unofficial manner a letter from Mr. Pender, Chairman of the Eastern Telegraph Company, regarding a submarine line of cable by which it is proposed to unite Aden with the South African colonies and Mauritius, and offering to land it at Zanzibar in consideration of an annual payment of 5,000*l.*

His Highness has desired me to inform Mr. Pender in reply that while he highly appreciates the value to this country, and to his Government of such means of communication, he is unfortunately not in a financial position to give the subsidy asked, but that he suggests at the same time concessions which may possibly form the basis of an arrangement of mutual benefit to this State and to the Company.

The route proposed by the Company, starting from Aden, is to lay a long cable direct to the Island of Johanna, where messages could be reinforced and transmitted by branch

lines to Mauritius and South Africa. The alternative route for which a subsidy of 5,000*l.* yearly has been asked is to bring the line to Zanzibar before taking it to Johanna.

In answering the Chairman's letter I have, however, pointed out to the Company that if the cable is landed at Zanzibar it would be then needless to take it to Johanna, and that a glance at the map will show that no economy in length of cable is effected by adopting the Johanna route, while looked at from a business point of view there can be no comparison between the two places, Zanzibar being now the centre of a large and daily increasing trade with America, Europe, and the East, the head quarters of the British naval squadron in East Africa, and the residence of four foreign representatives and many large merchants, whereas Johanna is a small island incapable of even becoming of political or commercial importance, situated near to French possessions, with the petty politics of which it is in constant danger of being involved, and placed geographically not far from the Island of Grand Comoro, an active volcano, which the cable would have to pass.

As a cable intended for both Mauritius and South Africa must be landed at some intermediate point, it appears to me that whether or not a subsidy or concessions are obtained, it is to the interest of the Company to touch at Zanzibar, but His Highness the Sultan, seeing the importance it would be to himself to be placed in direct telegraphic communication with other countries, is willing to do all he can in order to secure the early accomplishment of such a work.

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

No. 285.

Dr. Kirk to the Earl of Derby.—(Received June 5.)

My Lord,

Zanzibar, April 10, 1877.

WITH reference to the subject of Mr. T. V. Lister's despatch of September 8, 1875, I have the honour to observe that the question of the transhipment dues which gave rise to Acting Consul-General Smith's Report of 27th July, 1875, has been some time ago disposed of, it having been clearly ascertained that, whatever may be His Highness' interest, he at all events has distinctly the right to insist upon payment of 5 per cent. *ad valorem* on all goods transhipped from vessel to vessel in his harbours.

Having chosen to enforce this prohibitory duty, goods destined for Mozambique, Madagascar, and the French Colonies, coming by way of Aden, are now conveyed direct by a steamer that runs the whole way, the only practical effect being to lessen the importance of Zanzibar as a centre of trade.

So long as the old contract farming the Sultan's Customs was in force, His Highness found difficulty, no doubt, in introducing a change that might be represented as likely to cause a loss to those whose lease was about to expire. It is to be regretted, however, that on entering into a fresh contract with a new party, the matter was not arranged on a more liberal footing, but His Highness is peculiarly jealous of any innovation that might weaken the binding nature of the terms of old Treaties, not feeling sure to what it might lead, and as there are several points on which the existing Commercial Treaties press hard on him, it, perhaps, appears his interest to retain in his hands the power of formally remitting an obstructive impost when the time comes for reconsidering the Commercial Treaties.

At the same time it is clearly against the growing interests of Zanzibar that this transhipment duty should be enforced, and I have urged His Highness to waive it in practice even if he retains the right of imposing it at his will.

The very loose and imperfect state of Custom-house administration here carried on, is a practical obstacle in the way of introducing a new régime, otherwise there can be no doubt it would be for the interests of Zanzibar to allow both free transhipment of goods and the landing of merchandize in transit; the latter would, however, necessitate a considerably extended Custom-house storage, and involve many changes that will be opposed so long as the Custom-house is administered for a limited term of years by native contractors.

With regard to the second part of Mr. Lister's despatch, directing me to forward a report on the manner in which the various Commercial Treaties which exist between Zanzibar and foreign countries have hitherto been interpreted, I have now the honour to inclose a Memorandum on the subject, and, in doing so, beg

again to explain that it was owing to the changes which I had reason to believe would be introduced into the Tariff on produce of the coast after the late Custom-house contract had expired, I did not do so sooner.

I have also waited in vain for an expression on the part of His Highness in regard to any modification he might have to propose in the terms of the Commercial Treaties, but no such desire having been again referred to or suggestion made, I now forward a report on the actual condition of the Treaties and the way in which they are at present applied.

It will be seen at a glance that within the Zanzibar dominions there exist concurrent jurisdictions, corresponding in number with the Treaty nations, and that, as applied, subjects of these Treaty nations are personally, both in civil and criminal matters, and as regards their property and possessions, outside the jurisdiction of the States in which they reside, and that they have only to become as a body the most extensive landed proprietors in order to assume in all essential respects the paramount power in the country, a position the British authority would now occupy were it not that British subjects, being unable to hold slaves, are virtually prevented from assuming possession of estates mortgaged to them.

It is acknowledged as a principle, and asserted as a right, that the Sultan can levy no duty or tax on subjects or citizens of Treaty nations beyond that of 5 per cent. on goods landed, but this is tacitly allowed to be taken not only on goods brought as *bona fide* imports, but also on produce of the coast landed at the Custom-house of Zanzibar, and so long as the port of Zanzibar remains the commercial centre of the coast trade, this can be applied so as to secure to the Sultan's revenue 5 per cent. on all exports, although export dues are specially prohibited by Treaty.

The question has, however, now arisen in regard to German vessels touching at ports on the Zanzibar coast and not landing produce there shipped at the harbour of Zanzibar, and this matter will call for settlement so soon as the mail-steamers begin to take in cargo at ports intermediate between Aden or Mozambique and this place.

At the present time, British traders on the coast, all of whom are Indians, pay 5 per cent. *ad valorem* on their goods being landed here, but resist any other tax.

By a fiction, however, there are other taxes which, in practice, the Indian pays, but which, as European agencies advance, the Sultan will be compelled to collect from the native producer or trader. These local dues are nominally levied on the Sultan's subjects, but in practice the Indian pays, knowing the duty has not been collected, and in his bargain allows accordingly.

In some places the British merchants who hold the trade found that when they refused to act the part of collectors for the local authorities the natives would not come and trade at all, being exposed to irregular demands by untrustworthy and needy soldiers placed outside the towns to collect the tax. In such cases the merchants have combined, and as a body agreed to pay the native tax after purchase, if the trade were left open.

Unless in the event of such an arrangement being entered into in writing, however, this Consular Court would refuse to give effect to any action taken by the Sultan's officers for recovery of such a tax from a British subject.

As these taxes are the source of endless disputes, and, being paid over on the spot to the Sultan's Governors, and not collected by the Custom-house, produce in most cases a sum altogether insignificant, I have induced the Sultan within the last few months to abolish many, and thus relieve some of the most important industries which it is his interest to protect and encourage.

The system of local taxation of produce on the coast, although only of late brought prominently into notice, is one of old date, and was formerly more severe than now, yet the very existence of the system was kept concealed from former Political Agents by the immense power of the Customs agents, a wealthy firm who ruled alike the Sultan and the traders of the kingdom.

That influence, which for many years has been lessening, has now entirely disappeared, and, together with the introduction of regular steam communication, the suppression of the Slave Trade and other innovations has given rise to the state of change through which Zanzibar is so rapidly passing, the end of which it is impossible for anyone to foresee or calculate.

As a result of the survey of the Treaties here given, it will, I think, be sufficiently evident how very much the Sultan is at the mercy of any foreign Power

with which he may for the time have the misfortune not to be in full accord. As, however, the present Ruler preserves a good understanding with each Treaty nation, he has of late been able to assert an independent action that a few years ago would hardly have been allowed, and it appears to be the general feeling that, as the country advances, the requirements of his Government must be tacitly granted a latitude which in former times would have been wholly unsafe and certain to be abused.

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

Inclosure in No. 285.

Memorandum on the existing Commercial Treaties between Zanzibar and Foreign States.

SO long as Zanzibar remained a dependency of Muskat, all Treaties, with the exception of those with Portugal, were executed in the name of the ruler of Muskat, and only on the death of Seyd Saeed were these obligations separately taken over by his son, Seyd Majid, when he assumed the sovereignty of Zanzibar alone. Since then only one additional Commercial Treaty has been concluded, namely, that with the Hanseatic Republics, which is now extended in favour of the German Empire.

It is needless here to enter into the details of old Conventions regulating intercourse between Mozambique and Zanzibar, as these, being of a restrictive character, have become obsolete, Portuguese subjects residing here being regarded and treated in every respect as those of Great Britain, in the absence of any agent of that nation; the only point contained in those early Portuguese Conventions that is now of any practical importance being the territorial limit therein laid down as the boundary of the two States, by which, therefore, the extent of consular jurisdiction of other nations exercised under Treaty in Zanzibar is defined in that direction.

The Conventions of 1798 and 1800 made with the East India Company and Muskat are equally superseded by subsequent arrangements, although it is to that of 1800 we have still to refer, regarding the duties and position of the British agent at the Sultan's court.

In 1822 it was also agreed that at Kilwa or elsewhere on the African coast the British Government should be at liberty to station subordinate agents to watch their interests and the Slave Trade.

The Commercial Treaties with which alone we have in practice now to do are, 1st, that with the United States of America of 1833; 2nd, with Great Britain, 1839; 3rd, with France, 1846; and with the Hanseatic Republics of 1859, since then adopted in favour of Germany; and lastly, the various Slave Trade Treaties, so far as they affect property in slaves and slave vessels.

Consuls of each of the above Treaty nations are residents in Zanzibar, and administer the powers given to them in the respective Treaties.

For convenience of reference, a table is here annexed, showing the heads under which certain subjects are mentioned in the various Treaties, and I shall now follow the arrangement there given. For this purpose the subjects dealt with in the Treaties have been divided into—

1st. The rules affecting the possession of property both immovable and movable.

2nd. Rules regarding commerce and trade.

3rd. Rules affecting ships and the loading and transhipment of cargo.

4th. The administration of justice.

5th. The position, rights, and powers of Consuls.

6th. War and munitions of war.

Property.

The right of foreigners to acquire and possess property, whether in land, houses, goods, or chattels, is specially provided for in the British, French, and German Treaties, but no mention thereof made in that with America.

In the former it is said British subjects shall be at liberty to purchase, sell, or hire land or houses in the dominions of His Highness the Sultan.

In Article XVII of the French Treaty we find also that the French shall be at

liberty to hire and erect houses or warehouses at Zanzibar or anywhere else; this was, however, explained at the time of ratification as having reference to matters of a commercial nature, and not to be taken as a pretext for erecting fortifications in the Sultan's dominions.

Under the Xth Article of the British Treaty, as also in that with America, France, and Germany, it is stated that subjects of these States may buy and sell goods, products, &c., with perfect freedom, when, wheresoever, and to whomsoever they choose.

Thus, so long as a foreigner finds a legal owner of land, houses, goods, &c., willing to sell, the Arab authorities cannot interfere to prevent the sale or purchase by a foreigner on the terms agreed upon between the parties, nor is this in any case disputed, although, by means of a fiction, the Arab Government throws difficulties in the way of the purchase of lands on the coast, by laying claim to sole ownership of the soil, unless the native can show a clear title sanctioned by the State, which few are able to do beyond the precincts of towns.

Thus, practically, it has been found impossible for foreigners to acquire estates on the coast unless through the Sultan, who has always shown great unwillingness to allow foreigners to buy or acquire permanent titles to land, although no such difficulty exists in the Islands of Zanzibar and Pemba, or around the chief Arab stations on the coast where valid titles to land already exist, and may therefore be sold.

Elsewhere the Zanzibar Government claims the ownership by right of conquest of cultivated and uncultivated lands on the coast, allowing the tenant to recover compensation for standing crops, trees, houses, &c., in the event of the land being taken or sold. The native holder of coast lands, however, pays at present no rent and in no other way acknowledges the Sultan's claims.

Property of either description within the Zanzibar dominions once legally acquired by a subject of one of the Treaty nations is wholly removed from under the Sultan's jurisdiction as regards its use, employment, sale, or passage by inheritance or bankruptcy, and so far as houses or other premises are concerned, whether these be purchased or only hired, either by such foreign subjects, or by persons actually in their service, it is stipulated by Article II of the British Treaty, confirmed by similar clauses in those with other nations of later date, and also by usage, that such premises shall not be forcibly entered nor on any pretext searched by the Sultan's officials without the consent of the occupier, unless with the cognizance of the Consul or Resident Agent. Where, however, the Sultan's authorities can show cause for the search of premises occupied by foreigners or persons actually in their service, it is provided that Her Majesty's Consul or Resident Agent may be called upon to send a competent person, who, in concert with the officers of His Highness, shall conduct the search and shall prevent the use of unnecessary violence or of improper resistance.

By "persons actually in the service of subjects or citizens of Treaty nations," it has come to be understood only those who receive monthly or yearly wages, and not day labourers, although these may be employed regularly.

It will thus be seen that real estate, when owned by a foreigner in Zanzibar, is completely removed from Arab jurisdiction and process of law, and subject to no other than that exercised by the respective Consular Courts.

In order to make such a divided Government practicable, certain rules for the registration of purchase and mortgage of immovable property by British subjects have been framed and are in force in the British Consular Court, but as these are not adopted by other Consulates in the Zanzibar dominions, they are liable to modifications by the British Consul in cases where they would work injustice.

As a general rule, the British Consulate declines to register deeds in which a Zanzibar subject is either the seller or mortgager of immovable property, unless attested by the Sultan, if in the Island of Zanzibar, or his local Governors elsewhere on the coast.

In this way the danger of collision of jurisdiction is greatly diminished, and when such does occur, it is necessary for both sides to waive somewhat of their exclusive claims in order to make an equitable settlement possible, and in practice compromises have often to be resorted to.

Commerce.

It is stipulated that the various Treaty nations shall be at liberty to trade and pass with their merchandize through all parts of the dominions of His Highness

the Sultan, and shall enjoy therein all the privileges and advantages with respect to commerce or otherwise which are or may be accorded to the subjects or citizens of the most favoured nations; such are the words used in the British Treaty of 1839, in which no mention is made of a reservation contained in that with the United States, by which American citizens are prohibited from selling muskets, powder, and ball in Zanzibar (as opposed to Muskat) unless to the Sultan's Government.

In the subsequent Treaty with France, the trade in arms and warlike stores is however, again prohibited, but only in time of war. No such restriction has been inserted in the subsequent Treaty with Germany.

However, for the public good, the Sultan is at present allowed to exercise a monopoly of the gunpowder trade in his dominions.

By the IInd Article of the German Treaty of 1859 it is provided that subjects of the Hanseatic Republic shall have full liberty to enter all ports of the dominions of His Highness the Sultan of Zanzibar with their cargoes of whatever kind the said cargoes may consist, and they shall have liberty to sell such cargoes to any of the subjects of the Sultan, or others who may wish to buy, or to barter the same for any produce or manufactures of the kingdom or other article that may be found there. No price shall be fixed by His Highness the Sultan or his officers on the articles to be sold by the merchants of the before-mentioned Hanseatic Republics, or on the merchandize they wish to purchase, but the trade shall be free on both sides to sell or buy or exchange on the terms and for the prices that owners may think fit.

In the practical application of the principles here laid down, it must be kept in view that, as in the Treaties with Great Britain and France, a reciprocity in favour of Zanzibar subjects trading in these countries is stipulated, it would therefore be competent for the Sultan to require foreign merchants to submit to such rules as would be considered reasonable if applied to Zanzibar subjects travelling or trading in our own possessions or in those of France, unless such have been specially prohibited or regulated by Treaty, as in the case of exemption from local jurisdiction, Customs dues, taxation, and freedom to trade.

Such being then the general provisions affecting foreign commerce, we have now to consider the reservations made in favour of the Zanzibar Government which serve to modify their unlimited operation.

And first it will be seen that the Sultan has reserved the right to levy an *ad valorem* duty not exceeding 5 per cent. on all goods when first landed in his dominions. In practice the maximum duty of 5 per cent. is taken on all goods, there being no articles admitted at a lower tariff, as there are none on which a higher can be claimed.

No duty is payable by Treaty on goods that remain on board the foreign vessel unsold, and no additional duty can afterwards be levied on goods on which the original charge of 5 per cent. has once been paid, if these goods are afterwards transhipped or removed by land from one place to another in the dominions of His Highness; for it is expressly stipulated that the above-mentioned duty having once been paid, the goods may be sold by whoselale or retail without any further claim on the part of Government.

The manner in which this duty is to be decided where differences arise between the Custom-house authorities and the merchants is regulated by Articles XI and XII of the British Treaty, and XII and XIII of that with France, the principle of which is that the value shall be that at Zanzibar, and not the invoiced estimate at port of shipment; and that in case of dispute the Customs-master has the option, but cannot be compelled, to take one-twentieth part of the goods themselves, where from the nature of the article this can be done, or to place the matter in the hands of arbitrators, whose decision is final, and on which assessed value the Customs dues must be paid.

The question of goods transhipped in harbour from one vessel to another, but not landed, is one that will be considered when treating of ships and shipping.

As regards goods from abroad, the above rule of 5 per cent. is invariably applied and well understood, but it will be hereafter shown that the Zanzibar authorities include all goods landed at the Custom-house of the Island of Zanzibar, and so levy a 5 per cent. duty on all coast produce coming to this port for sale and shipment by the foreign merchants.

The next reservation in favour of the Zanzibar Government gives it a monopoly in the two articles of ivory and copal on the coast of the mainland, within certain

specified limits, which differ not only in the Treaties with different nations, but in the European and Arabic version of that with Great Britain.

In the American Treaty no monopoly is specified, although without question the American traders invariably follow the rule that binds the others; indeed, had this been otherwise, it is not to be supposed that such a clause could have been inserted in the Treaties with other Powers.

In the English version of the British Treaty the monopoly limits are said to be from the port of Tangata, situated in about lat. $5\frac{1}{2}^{\circ}$ south to the port of Kilwa, about 7° south of the equator, both ports inclusive. In the Arabic, on the other hand, mention is made of "Tanga," in about lat. $5\frac{1}{2}^{\circ}$ south (not "Tangata"), as the northern limit, and "Kwale," in about lat. 7° south (not "Kilwa"), as that to the south.

When the Treaty was framed, little was known of the situation of those places on the coast, and Kwale and Kilwa, although somewhat similar in name, differ considerably in position, and this difference would affect largely the value of the monopoly rights reserved by the Sultan, for the district that intervenes between Kwale and Kilwa to the south is the richest field, where the best quality of copal is found. It is clear, however, from the latitude given in both versions, that Kwale, not Kilwa, was meant at the time the British Treaty was negotiated.

The French Treaty, on the other hand, defines the monopoly limits as Tangata and Kilwa (Culva), but gives the latitude of the latter as about 9° south; while, in the Arab copy which the Sultan holds, the former port is again written as Tanga, not Tangata.

As Tanga, a port north of Mtangata, is a well-known and much used dhow harbour, and was at the time the British and French Treaties were framed a garrison town, while Mtangata is a small village never of any importance, there seems no reason to doubt that the Arabic version is correct, and Tanga the place actually intended by both Contracting Parties.

No such explanation can, however, be given regarding the divergences between the British and French Treaties in defining the southern limit of the monopoly region, for there the latitude, which is a definite and well-understood line, differs in the two Treaties by two degrees, a difference that corresponds, moreover, with the respective names as given in the Arabic copy.

It is probable, therefore, that the name Kilwa (Quilwa) used in the English version of the British Treaty is an error for Kwale, as written in Arabic; and that the Sultan, in signing the French Treaty, insisted on a wider and more valuable monopoly than had before been demanded, but there is nothing to show that the British Government acquiesced in this extension of the monopoly.

When we turn to the Hanseatic (now the German) Treaty, negotiated subsequently to the above, we find Tangata and Kwale given as the limits, thus agreeing with the Arabic version of the English Treaty in all except the name of the northern limit; and, as the latitude is defined, I am of opinion that Tanga is the port intended, and not Tangata, or rather "Mtangata," a little further south.

At present the monopoly limit is taken at Tanga, latitude $5^{\circ} 3'$ (not Mtangata, which is in $5^{\circ} 15'$) to the north, and Kwale as the acknowledged southern limit.

It remains now to consider the meaning and application of certain expressions used in the Treaties which have caused a diversity of opinion between the Treaty Powers and the Sultan of Zanzibar.

It has been seen that all goods imported are said to be subject to a duty of 5 per cent. *ad valorem* when first landed. This paid, the Sultan has no authority to levy any other tax thereon if removed from place to place, sold or exchanged; that there are, however, certain reserved monopolies held by the State in a limited district, but that His Highness has relinquished all other special rights, and stipulated in the Xth Article of the British Treaty that, "In all other ports and places in His Highness' dominions there shall be no monopoly whatever, but the subjects of Her Britannic Majesty shall be at liberty to buy and sell with perfect freedom from whomsoever and to whomsoever they choose, subject to no other duty by Government than that before-mentioned." Also in Article IX, it is said "this duty (5 per cent. on goods landed) shall be deemed to be a full payment of all import and export and tonnage dues, of license to trade, of pilotage and anchorage, and of any other charge of Government whatsoever upon the vessels, or upon the goods so imported or exported."

In the French Treaty terms similar to the above are also included.

Moreover, the question having been raised at the time the Treaty was ratified

as to the meaning of the expression in Article IX in the British Treaty, "any other charge by Government whatsoever," it was mutually agreed and embodied in a formal note, which was at the time exchanged between the Plenipotentiaries, that the aforesaid words are understood to mean, "any other charge whatever made by the Government or by any local authority of the Government."

In the English text of the German Treaty, drafted much later, the wording is different and more explicit, but the Arabic text, which I believe is alone signed by the Sultan, diverges so widely from the English (there being no authentic German version), as to make any inferences drawn from one or other open to much criticism.

In the European version it is said, in Article III, "and this (5 per cent. duty on goods landed) shall be a full equivalent, and in lieu of all other import and export duties, tonnage dues, licenses to trade, pilotage, anchorage, or any other charges whatever."

Again, in Article IV, after excepting the monopolies in ivory and copal, "But in all other ports and places in His Highness the Sultan's dominions there shall be no monopoly whatever, but the citizens of the Hanseatic Republic, &c., shall be at liberty to buy and sell with perfect freedom from whomsoever and to whomsoever they choose, subject to no other duty by Government than that before-mentioned."

Again, in Article V, after securing the privileges granted to the most favoured nations, it is stipulated that citizens of the Hanseatic Republic shall "particularly pay no other duties, &c."

From the general tenor of the above it may be seen that 5 per cent. import duty on goods of foreigners enjoying the privileges secured by Treaty being once paid, no further tax or charge whatever can be levied on them or their goods under any pretext, within the dominion of the Sultan, either on those goods or on produce obtained in exchange.

There is, however, nothing said allowing foreigners to buy produce from natives on which a local tax has not previously been paid, and the Sultan is, therefore, free to levy taxes and dues on his own subjects, and to see that these are paid before they are sold to the foreigner.

The question has arisen and still remains unsettled how far the Sultan has the right to interfere with the sale of goods or produce to foreign merchants on account of an unpaid tax only nominally placed on his own subjects, who are the producers, which hitherto he has been totally unable to collect until the goods have passed into the hands of export merchants, who are almost all subjects of the Treaty Powers, who may have bought without notice, and who, when notice is served on them by the Sultan's authority, dispute its legality, and assert that by Treaty it is for the Sultan to look to the sellers—his own subjects—from whom alone he has the power to collect a direct tax.

This question was first raised in 1864, when the predecessor of the present Sultan imposed a tax on cocoanut trees and on cloves. The cocoanut tax being on trees (not on the nut), never produced a cent, for the Arab population declined to pay. The duty was therefore abandoned, and a new impost placed on slaves, a commodity the Sultan could safely tax, slave-dealing being confined to his own subjects.

At the same time the impost on cloves was persevered in, but to collect it from the producers was found as impossible as to recover that on cocoanut trees. An attempt was therefore made to gather the tax at barriers on the outskirts of the town, but this proving equally impracticable, the duty was eventually demanded of the shipper, who was given to understand he had to make his purchase with duty unpaid, and to allow accordingly in his bargain.

Colonel Playfair, the British Agent at that time, favoured this course, but referred the question to the Government of Bombay, while the French Consulate protested against the impost in the form as it was to be levied, and I believe that in this the action of the French Consul was supported by the French Government, as was that of Colonel Playfair by the Government of Bombay.

The practical result was that for many years the tax was paid by British subjects, but remained from the first unpaid by the French, while the Americans, in order to gain favour with the Sultan and enable his Customs-master to levy the tax on their rivals, the British Indian merchants, paid a small instalment at the rate demanded on one shipment of cloves, so as to enable the Sultan, the American Consul, and the Customs agent to assert that the Americans had paid duty, but after having

paid that one instalment they never did so again, telling the Customs-master that if he persisted in asking the duty from them, he would not only never get it, but they would make him lose what he was then collecting from the Indians. Thus an arrangement that lasted for many years was arrived at, which gave a marked advantage to the French, Germans, and Americans as against Indian traders.

Of the two German houses one paid more or less regularly, the other paid nothing.

Such had been the practice for some time; steps were taken at the British Agency to compel the Sultan either to enforce the law upon all alike or withdraw the tax, and finding it impossible to induce the French, Americans, and Germans generally to adopt the system which had been forced upon their Indian rivals, the tax was abolished.

Thus no common understanding was here arrived at in respect of the Sultan's right to tax foreigners, and the matter disposed of, not on its merits, but under the equality of rights secured to Treaty nations.

I here annex a letter written at the time from the French Consul to show how the matter was then viewed by that office.

Since then the present Sultan has extended, so far as he has been able, the system of nominal taxation of his subjects on the mainland, but in few cases has he, so far as I know, been successful in collecting the taxes from the cultivators or native dealers in a *bond fide* manner; in one form or another he has been compelled to collect them through the Indian trader; but should European agents settle on the coast, the old question which led to the ultimate abolition of the clove tax will revive, and the Sultan be compelled to collect his taxes direct from his own people; he will not be able to do so in the shape of what really becomes export dues.

Such, however, is the system that now prevails on the coast, and taxes, nominally levied on the grower or seller, are practically paid by the buyer, although often under protest, or taken by force.

A table of coast taxes as now levied nominally on natives and Zanzibar subjects only is here annexed, but it is to be understood that almost all of these are now collected through the purchaser, the Indian merchant.

There is still another very important question to which reference has been made in the Arabic version of the Treaties: the word rendered "imports" is not very clear, and the Zanzibar authorities made it mean anything discharged or landed from a ship or dhow at the port or harbour of Zanzibar, so as to include coast produce when discharged in Zanzibar harbour, as well as goods or *bond fide* imports from foreign countries.

This tax is one that has, I believe, been for a very long time in force, and so long as the coast trade went on under the Zanzibar flag alone, as it did when the Treaties were signed, and until the French gave the use of their nationality to all sort of people, no difficulty arose, but changes have since then taken place, and most of the coasting trade passed over to native vessels under the English and French flags, still the duty of 5 per cent. *ad valorem* on all coast produce landed at Zanzibar from native vessels continues to be paid, although the question has been raised more than once when this produce has been brought in European vessels from the coast to Zanzibar.

The French were the first to give the use of their flag to native-owned vessels, and therefore to defend its rights and immunities as under Treaty, and the advantages thereby secured being so apparent, it became imperative for us to protect our Indian interests on the coast which were of a *bond fide* nature, but carried on in vessels under the Arab flag, and so exposed to arbitrary, and often extortionate, demands.

At that time there were upwards of 200 native vessels owned by British Indians who, till then, had used the Arab flag and pass, and whose cargoes, while thus trading as Arab vessels, were liable in many cases to a duty of 15 per cent. *ad valorem*, as against 5 per cent. paid by Arabs who had been allowed to assume French colours; and to enable the British agents to secure to our own people the same privileges as those held by Arabs under the French flag, passes for the first time began to be issued at the British Consulate.

More lately German vessels of European build have traded on the Zanzibar coast of the mainland, bringing cargo to the central port of Zanzibar, where the duty of 5 per cent. on such coast produce landed has been demanded and paid, although under protest, on the ground that, if the coast is to be regarded as Zanzibar territory, such products are not imports in the sense implied in the Treaty, and on which alone the Sultan can claim 5 per cent.

If the European version of the German Treaty be alone looked to, and past usage not admitted as throwing light on the ambiguities of the Arabic text when at variance with the English, there is little doubt the tax should be disallowed, or if admitted, construed as an acknowledgment on the part of the Sultan that His Highness has no dominion on the coast; the produce brought therefrom being then a *bonâ fide* import.

Ships and Shipping.

Having seen in what way goods landed in Zanzibar are to be treated by Custom-house authorities of the Sultan, it will be seen that no duty shall be claimed by the Zanzibar authorities on any part of the cargo which remains on board of any vessel belonging to a Treaty nation, and no dues whatever are to be levied on such vessels entering any of the harbours of His Highness' dominions for the purpose of refitting, or for refreshments, or to inquire the state of the market. It is also stipulated that there shall be no compulsory pilotage, anchorage, harbour, or tonnage dues, imposed on any vessel of a Treaty nation in any harbour whatever within the Sultan's dominions.

As regards vessels in distress or wrecked, it is stipulated that should any vessel under the British flag enter a port in the dominions of His Highness in distress, the local authorities at such port shall afford all necessary aid to enable the vessel to refit and to prosecute her voyage, and if any such vessel should be wrecked on the coast of the dominions of the Sultan, the authorities of His Highness shall give all the assistance in their power to recover and to deliver over to the owners all the property that can be saved from such vessel.

As the same Article makes these benefits reciprocal in favour of Zanzibar subjects wrecked on the coasts of the British dominions, the assistance to be rendered will be subject to the same obligations, as to expenses, salvage, &c., as might be exacted from Zanzibar vessels wrecked in India or elsewhere within our jurisdiction.

In addition to the above, the Hanseatic Treaty introduces a clause regarding the cargo of vessels that have been damaged at sea and forced to seek refuge in any of the Zanzibar ports, whereby the cargo of such vessels when landed is protected from the claim of 5 per cent. duty, provided that the cargo of the damaged vessel is either reshipped in the same vessel or placed on board any other ship and consigned to the original owners, should the damaged vessel herself be condemned.

When, therefore, the cargo of a damaged vessel originally loaded at Zanzibar is here resold after the vessel has returned to Zanzibar, it is again chargeable with duty and classed as an import, but if reshipped for the original owners, or for the insurers, who for this purpose are held as owners, no duty is payable thereon, provided the sea-damaged vessel is condemned.

The right of the Sultan to levy duty on cargo transhipped from vessel to vessel in his harbours is one that has of late given rise to much needless discussion. That it is His Highness' interest not to demand transshipment dues at the rate of 5 per cent. is sufficiently obvious, for Zanzibar does not hold such a commercial position as to compel vessels to tranship cargo. On the contrary, when a high transshipment duty is claimed, this becomes merely a port of call, where otherwise cargo would be landed in transit or to await orders.

The Sultan, however, holds the right to levy transshipment dues should he think fit to do so, for by the Rules annexed to the British Treaty and published therewith by the Bombay Government in 1851, and in "Aitchison's Collection of Treaties," in 1865, it is specially declared that his Highness has the right under Treaty to a duty of 5 per cent. on all goods transhipped in his harbours should he be pleased to demand it. This question, lately raised by the German Consul, who first claimed exemption for German subjects under the German Treaty, has been settled by the subsequent discovery in that Consulate of a correspondence that passed at the time the Treaty was negotiated, proving conclusively that the Sultan refused to yield his right in this respect, and that it was at the time understood that German subjects were to pay duty on goods transhipped from one vessel into another in the Zanzibar harbours.

Administration of Justice.

All questions of a civil or criminal nature wherein the defendant or the accused is a subject of one of the Treaty Powers or of any Christian nation are

heard and decided by the Consular authority of that State to which the defendant or accused belongs, and where one of the above is plaintiff or accuser as against a Zanzibar subject of a Mohamedan country, the case is heard by the Sultan or his legal officers, but in either case the proceedings may be watched by an agent of the Sultan or of the Consulate concerned.

As the Sultan has ceded only so much of his independent jurisdiction as is expressed in Treaty, and as by the Treaty he has given power to the Consul or Agent to judge cases where his subjects are plaintiffs and those of Great Britain the defendants, without right of appeal to any foreign tribunal or court out of his dominions, there is probably no appeal in such a case from a Decree of the Consular Court. Where British subjects are the plaintiffs it has been ordered the appeal is to be taken to the High Court of Bombay, but the Sultan does not agree to this where his people are plaintiffs, and holds that the Decree here is final. This is a case, however, that has not been finally decided or fairly brought to issue.

By Article IV of the British Treaty, subjects of the dominions of His Highness the Sultan actually in the service of British subjects in these dominions enjoy the same protection which is granted to British subjects themselves; nevertheless, only in the case of Consular servants or the confidential agents of foreign trading houses is this ordinarily applied to the settlement of civil disputes; while, as regards criminal matters, it is provided by Treaty that where such native servants shall be convicted before the Consul of any crime or infraction of the law requiring punishment, they shall be discharged by the British subject in whose service they may be, and shall be delivered over to the authorities of His Highness the Sultan for trial and punishment.

Thus, properly speaking, the Consulate has no power to punish such servants, but only to commit and deliver them for trial and punishment to the native Court, and for that purpose to see that they are first discharged from the service of the British subject, so as to permit the Arab jurisdiction to revive and come in force.

Succession.

The Rule affecting succession to property of British subjects in the Zanzibar dominions is laid down by Article VI of the Treaty, wherein it is declared that such property shall be delivered over to the heirs, executors of the deceased, or to the Consul or Resident Agent of the Contracting Parties, in default of such heirs, &c. But this, again, is made reciprocal in favour of property of subjects of Zanzibar who may die in British territory, and therefore the Sultan would have cause to show, were he to take succession duty, probate tax, &c., on the property of British subjects dying within his dominions.

In point of fact, however, the Zanzibar Government at present takes no cognizance whatever of the administration of moveable or immoveable property left by British subjects or other foreigners, the management of which is left wholly in the hands of the respective Consulates.

The reciprocity given in the British and French Treaties in this respect has been omitted from that with Germany, where, however, it is made compulsory on the Consulate to pay all claims due by the estate of the deceased to subjects of Zanzibar before making remittance, but whether these are to be treated as preferential claims it is difficult to discover.

Bankruptcy.

Bankruptcy is summarily disposed of in the three later Treaties in the following words:—

“If a British subject shall become bankrupt in the dominions of His Highness the Sultan, the British Consul or Resident Agent shall take possession of all the property of such bankrupt, and shall give it up to his creditors to be divided among them. This having been done, the bankrupt shall be entitled to a full discharge of his creditors, and he shall not at any time afterwards be required to make up his deficiency, nor shall any property he may afterwards acquire be considered liable for that purpose. But the British Consul or Resident Agent shall use his endeavours to obtain, for the benefit of the creditors, any property of the bankrupt in another country, and to ascertain that everything possessed by the bankrupt at the time when he became insolvent has been given up without reserve.”

Criminal Justice.

In criminal matters, the administration of justice follows the general rules before laid down as to the hearing of cases before the various Consulates, and there are no special provisions with reference thereto.

Consuls.

The appointment of Consuls by the respective Treaty Powers is regulated by Article III of the British Treaty, and similarly in the others, thus:—

“The two High Contracting Parties acknowledge reciprocally to each other the right of appointing Consuls to reside in each other’s dominions wherever the interests of commerce may require the presence of such officers, and such Consuls shall at all times be placed in the country in which they reside on the footing of the Consuls of the most favoured nations.

“Each of the High Contracting Parties further agrees to permit his own subjects to be appointed to Consular offices by the other Contracting Party, provided always that the persons so appointed shall not begin to act without the previous approbation of the Sovereign whose subjects they may be. The public functionaries of either Government residing in the dominions of the other shall enjoy the same privileges, immunities, and exemptions which are enjoyed within the same dominions by similar functionaries of other countries.”

The powers and functions of such officers in the Zanzibar dominions have been sufficiently explained in dealing with the previous subjects.

In the American Treaty it is further stated that “Consuls shall not be arrested, nor shall their property be seized, nor shall any of their household be arrested, but their persons and their property and their houses shall be inviolate.”

War.

In event of war arising between any of the Treaty nations and other countries, subjects of the various Treaty nations and of His Highness the Sultan of Zanzibar shall nevertheless be allowed to pass to such country through the dominions of either Power with merchandize of any description except warlike stores, but they shall not be permitted to enter any port or place actually blockaded or besieged.

Slave Trade.

As a matter closely bearing upon commerce and affecting property, it is necessary to point out how merchant vessels of Zanzibar may be affected as to arrest, search, seizure, and condemnation of vessel and cargo by the provisions of the Slave Trade Treaties now in force.

By these Treaties power is given to such naval officers or agents as may be authorized for that purpose on the part of Her Majesty to seize vessels of His Highness engaged in the export of slaves to or from any part of His Highness’ dominions, or any foreign country, and such vessels may be condemned by the Courts authorized for that purpose by Her Majesty.

Under the authority thus secured, a Court, in which the Consul-General is Judge, has been established at Zanzibar for the trial of slave cases, and his decisions are subject to appeal to the Queen in Council, and not to the High Court of Bombay, as has been arranged in ordinary civil and criminal cases that come before the Consular Court when British subjects are plaintiffs.

In this way alone do subjects of Zanzibar appear as defendants before the British Court, which exercises, however, jurisdiction over property alone (slaves being therein included). The British Court has, however, no power to deal criminally with the individuals concerned, but, having decided the question of property seized, makes those implicated over to the Sultan, to be dealt with penally for offences against the municipal law.

ANNEXES.

TABLE of Corresponding Clauses in the various Commercial Treaties now in force with Zanzibar.

Subject.	British.	French.	German.	American.
Property—				
Right to purchase houses, lands, &c.	II	III, XVII ..	VI	VI.
Right to hire ditto	II	III, XVII ..	VII .. ..	..
Forcible search, security from ..	II	III	VII .. ..	..
Search of premises, how conducted	II	III	VII .. ..	..
Commerce—				
Right to trade	I, X	II	II	II.
Ditto, reciprocal	I	II	IX .. ..	..
Ditto, how regulated	I, X	II	II	II.
Right to reside	I	II	VII	VI.
Right to depart .. ..	.. ..	III	II	II.
Duty, what paid	IX	X	III	III, IV, VIII.
Ditto, how levied	XI, XII ..	XII, XIII ..	.. ..	..
Ditto, no other than	X, XII ..	XI	IV, V ..	..
Government monopoly—				
In what articles	X	XI	IV .. ..	..
Limits of	X	XI	IV .. ..	..
Ships, shipping, &c.—				
In distress	IX, XIV ..	X, XV ..	III, VI, VIII	III, VII.
Crews shipwrecked .. ..	.. ..	.. ..	.. ..	V.
Goods saved .. ..	.. ..	XV	VI .. ..	..
Entering for repairs .. ..	.. ..	.. ..	III .. ..	..
Cargo of shipwreck .. ..	.. ..	.. ..	III .. ..	..
Cargo transhipped from, in port ..	Rules of 1846	.. ..	.. ..	..
Administration of Justice—				
Ordinary civil	IV, V, VIII	VI, IX ..	XII, XIV ..	IX.
Succession	VI	VII	XI	IX.
Bankruptcy	VII	VIII	XIII .. ..	..
Criminal	IV, V	IV, XVI ..	XII	IX.
Servants (of Treaty nations' subjects)	IV	IV .. ..	.. ..	..
Admiralty	Slave Trade Treaty of 1873	.. ..	.. ..	..
Consuls—				
Appointment of, reciprocal	III	V	XV .. ..	..
Powers of	II, III, V, VI, VII ..	III, VI, VII, VIII ..	V, VII, VIII, X, XI, XIII	V, VII, XX.
Residence	III	V	X	IX.
Natives of State	III	V .. ..	.. ..	..
Servants of	III	V .. ..	.. ..	IX.
Flag .. ..	.. ..	V .. ..	.. ..	..
War	XIII	XIV .. ..	.. ..	..
Ditto, munitions of	XIII	XIV .. ..	.. ..	II.
"Most-favoured-nations" clauses ..	I, III	II, V, X, XI ..	V, IX, X ..	IV, VI, VIII.

A Son Altesse Très-Illustre et Très-Magnifique Seigneur Séïd Medjid ben Saïd, Sultan de Zanzibar.

Très-Illustre et Très-Magnifique Seigneur,

Zanzibar, le 3 Octobre, 1863.

DANS le courant du mois de Juillet dernier, instruit par les bruits de la ville que le Consul de Sa Majesté Britannique conseillait à votre Altesse de mettre un impôt sur les cocotiers et les girofles, j'ai pris la liberté de faire observer respectueusement à votre Altesse tous les dangers qui résulteraient pour elle de la mise en pratique de ces conseils. Croyant qu'il ne s'agissait que de combattre un avis par un avis contraire, je n'ai parlé que des intérêts propres de Son Altesse; ainsi je lui rappelai que son glorieux père feu Saïd Saïd jouissait des mêmes revenus qu'elle a actuellement; qu'avec ces ressources il administrait un pays plus vaste; qu'il a construit plusieurs navires et palais, sans parler des guerres aux frais desquelles il a été obligé de subvenir. J'ai parlé à votre Altesse de la triste situation du pays, du commerce ruiné, des villes et des provinces entières en pleine révolte, du mécontentement des populations causé par les captures illégales des boutres Arabes opérées par les croiseurs de Sa Majesté Britannique, en lui faisant sentir combien il faut de prudence pour ne pas empirer cet état de choses. Je faisais remarquer à votre Altesse, qui, comme tout le monde savait d'où venait l'idée de cet impôt, son établissement provoquerait le mécontentement de tout le pays. Car le droit de statuer les impôts est un de ceux dont tous les peuples sont le plus jaloux; c'est pour ainsi dire le palladium de l'indépendance nationale dans chaque pays. Admettre qu'un étranger puisse imposer ces droits, c'est renoncer à l'indépendance. Votre Altesse, Très-Illustre et Très-Magnifique Seigneur, a bien voulu reconnaître la justesse de mes observations. Elle a daigné m'assurer que cet impôt ne serait pas établi. Le 25 Septembre dernier j'ai appris d'une source certaine que M. l'Agent de Sa Majesté Britannique est revenu à son projet; que fort des difficultés que Son Altesse éprouve dans les différends de famille avec Son Altesse Saïd Thouéni, il ne conseillait plus, mais exigeait l'établissement des impôts sur les cocotiers et sur les girofles. Dans l'audience officielle que son Altesse m'a fait

l'honneur de m'accorder le 26 de ce mois, je lui ai déclaré sans plus revenir sur les motifs que je me suis permis de soumettre auparavant à votre Altesse à titre d'ami, que je regardait l'établissement de l'impôt sur les girofles comme la violation de notre Traité, dont le paragraphe premier de l'Article XI est ainsi conçu :—

“Aucun article quelconque de commerce ne sera prohibé, soit à l'importation, soit à l'exportation dans les Etats de Son Altesse le Sultan de Mascate. Le commerce y sera parfaitement libre et ne sera soumis qu'au droit d'importation autorisé par l'Article précédent et à aucun autre. Les Français auront l'entière liberté d'acheter, de vendre à qui bon leur semblera dans toute l'étendue des domaines de Son Altesse et cette liberté ne pourra être entravée par aucun monopole ou privilège exclusif de vente ou d'achat.”

Je ne prétends nullement contrarier le droit souverain de votre Altesse d'imposer ses sujets, autant que ces impôts ne seraient point contraires aux stipulations des Traités. Ainsi tous les impôts fonciers, ceux des capitations et autres qui ne portent aucune atteinte à la liberté du commerce et n'entravent pas les relations commerciales seraient en dehors de tout contrôle de ma part. Mais je manquerais à mon mandat si je ne faisais tous mes efforts pour repousser les tentatives d'établir des impôts sur des articles de commerce, et ce serait méconnaître non seulement l'esprit mais la lettre même de nos Conventions que de prétendre que l'impôt prélevé sur un article de commerce quelconque et payé par les sujets seuls de votre Altesse ne regarderait pas les Puissances avec lesquelles votre Altesse a des Traités. Votre Altesse, Très-Illustre et Très-Magnifique Seigneur, daignera observer que l'Article X de notre Traité fixe tout ce qui concerne le commerce Français aux droits maximum de 5 pour cent sur les marchandises importées dans le pays et comme on ne peut pas supposer que l'Article XI n'est que la répétition de l'Article X, l'expression de l'Article XI qui dit : “Le commerce sera parfaitement libre et ne sera soumis qu'aux droits d'importation autorisé par l'Article précédent et à aucun autre,” veut dire qu'aucun article de commerce ne serait soumis à des taxes, et se rapporte aussi bien aux Français qu'aux sujets de votre Altesse. Comment comprendre ce passage de la publication de votre Altesse, que, “Si le vendeur n'est pas muni de billets de la Douane, l'acheteur payera les droits ?” Cette disposition n'est-elle pas contraire à tout ce que porte l'article précité ? Le paragraphe 2 de l'Article XI confirme et explique les dispositions des paragraphes précédents. Par cette clause feu Saïd Saïd voulant s'assurer les droits d'exportation pour l'ivoire et la gomme copalt, en a fait une exception.

J'ai l'honneur de faire observer aussi à Son Altesse que la mise en exécution de l'impôt sur les girofles est impossible. Quelle mesure prendraient les fermiers de la Douane pour percevoir ces droits ? et les contrôler ? Je ne vois que les trois moyens suivants :—

1. Etablir une ligne de Douane en dehors de la ville.
2. Faire porter les girofles à la Douane.
3. Percevoir le droit à domicile chez le planteur.

Pour les deux premiers, je dis que les Français, d'après la Convention, “peuvent acheter et vendre partout,” et prétendre établir une chose pareille serait déroger aux Traités.

Quant au troisième, comme l'île est grande et les plantations de girofle nombreuses, la perception et la vérification de ce droit porteraient de très-grandes entraves au commerce. Il est impossible d'admettre que les navires puissent attendre sur rade, que les fermiers aient accompli ces opérations. Du reste, votre Altesse le sait, la plus grande partie des marchandises, d'après l'usage de Zanzibar, est payé d'avance ; et suivre ce mode, serait retenir souvent les biens d'un Français, chose bien expressément garantie par les Traités.

Toutes ces considérations, Très-Noble et Très-Illustre Seigneur, me font un devoir de protester contre la nouvelle Loi de votre Altesse sur le girofle, comme contradictoire de nos Traités.

J'ai l'honneur de déclarer à votre Altesse que pour rester fidèle aux principes qui y sont établis, je défends aux sujets de Sa Majesté l'Empereur des Français d'exiger ou d'accepter les billets de la Douane ou d'acquitter un droit quelconque, autre que celui porté à l'Article X. Je rends responsable le Gouvernement de votre Altesse de tous frais, dommage, et intérêt causés par cette Loi à nos maisons de commerce et à nos navires.

Je proteste également contre la forme inusitée jusqu'à présent de la publication de votre Altesse où le texte Arabe se trouve accompagné du texte Anglais et Indien seulement. J'ai l'honneur de rappeler à votre Altesse que le Traité nous assure la parfaite égalité avec les autres nations et la prie en vertu de l'Article I de notre Convention de vouloir bien nous accorder le même avantage et de faire accompagner dorénavant la version Arabe de la traduction Française toutes les fois que Son Altesse jugera à propos de la faire suivre de la traduction Anglaise.

Je ne saurais terminer cette lettre, Très-Illustre et Très-Magnifique Seigneur, sans manifester à votre Altesse le profond chagrin que je ressens d'être forcé de lui exprimer mes griefs. Je croyais que l'amitié que votre Altesse a bien voulu me témoigner, m'éviterait ce pénible devoir.

Je suis, &c.

Le Gérant du Consulat.

(Signé) H. FABLONSAIG.

SCALE of Customs and other Dues now levied in the Zanzibar Dominions, with
Estimated Zanzibar Revenue for the Year 1876-77.

I. Customs revenue farmed for a period of five years from 20th August, 1876 :—

(a.) On all goods from abroad levied at port where first landed ..	5 per cent.	
(b.) On all coast produce (ivory and copal within monopoly limits excepted) when landed at the harbour of Zanzibar ..	5 per cent.	
(c.) Ivory and copal monopoly duty, between $5\frac{1}{2}^{\circ}$ and 7° south latitude—		Dols. c.
Ivory, per frashila of 35 lbs.		9 00
Copal, „ „ „ „ „ „		1 00
(Or at rate of 20 per cent.)		

450,000 dollars.

Note.—The above sources of revenue alone are farmed, other taxes being collected for the Sultan's own account.

II. Additional taxes levied on the Sultan's private account not included in the Customs contract.

N.B.—These are supposed to be levied on subjects of Zanzibar.

(a.) Additional duty on ivory, within monopoly limits, per frashilah ..	3 25
(b.) Ivory from outside monopoly districts, per frashilah	8 75

Note.—On this ivory (Class b) 5 per cent. is also charged when landed at the harbour of Zanzibar.

(c.) Copal from Mombasa only, per frashilah	1 00
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Note.—All copal outside monopoly districts pays 5 per cent. when landed at Zanzibar harbour in addition to the above.

(d.) Grain and oil-seeds from all parts north of Pangani, per zizlah ..	0 50
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Note.—This is equal to 10 per cent. *ad valorem* at present prices. The above also pays 5 per cent. *ad valorem* when landed at Zanzibar harbour. Grain from south of Pangani pays 5 per cent. only when landed at Zanzibar harbour.

(e.) Hides, per frashila	0 25
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Note.—This is equal to about 2 per cent. Hides pay also 5 per cent. if landed at Zanzibar.

(f.) Cloves from Pemba, per frashilah	1 50
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Note.—The Pemba crop varies from 80,000 to 100,000 frashilahs. Cloves also pay 5 per cent. when landed at Zanzibar harbour. The duty last year was levied at $2\frac{1}{2}$ dollars; it has now been reduced.

200,000 dollars.

III. Produce of the Sultan's private estate and from all other sources not above included 25,000 ..

ABSTRACT OF BUDGET ESTIMATE.—TOTAL REVENUE.

Class I	450 000
„ II	200,000
„ III	25,000
	675,000
	= £142,105

Memorandum.—The Customs dues of 5 per cent. (Class I, a and b) above given are the maximum allowed by Treaty. Export dues are prohibited by Treaty, and therefore it will be impossible to collect the dues under No. I, b, when Europeans and Americans begin to ship largely from the coast direct to foreign countries without first landing produce at the port of Zanzibar.

All the duties and taxes under No. II are nominally levied on the producers, or on those who first bring the products to the market; when this comes to be done by Europeans or others not subjects of Zanzibar, these taxes will be questioned and resisted.

P.S.—When making the above report, in which it is stated that certain taxes nominally levied on the producers are collected by the Sultan not from his subjects, but through the buyers, who, in making their purchase from the Arabs, allow for this duty and buy with duty unpaid, I took for granted that the planters and producers are the Sultan's subjects; this is true as regards those under British protection, who, unable to employ slave labour, cannot compete with those who do.

I have since ascertained that M. P. Cotteni, a French citizen, the owner of a large clove estate in Pemba, does not pay the Sultan's tax, or $1\frac{1}{2}$ dollar per frashilah (equal to 17 per cent. *ad valorem* at

present prices) on cloves the produce of his estate, but ships them himself to Zanzibar, where on being landed 5 per cent. only is paid.

Thus it is established that a French planter (and, therefore, any foreigner) settling in the Zanzibar dominions, is by existing usage wholly exempt from every land or produce tax the Sultan may impose on his people, and that the foreigner has only to ship the produce of his estate in Pemba, or on the mainland of Africa, direct to Europe, in order to avoid paying even the 5 per cent. now levied by the Sultan's officials at the Zanzibar Custom-House, on the plea that such produce being landed is by Treaty liable to duty.

Thus, if slavery, the only obstacle that now prevents British Indians from foreclosing the mortgages they hold on Arab estates, were abolished, the estates that now yield revenue to the Sultan would be completely removed from his power and jurisdiction.

It is obvious that under these circumstances the Arab authority must look with jealousy on the purchase of estates by foreigners. I was not until now certain whether or not M. Cotteni paid the local duty on cloves, but I now know from himself that he does not, and I have no reason to think the French Consulate would allow the Sultan to enforce any such demand were it to be made.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Zanzibar.

No. 286.

Dr. Kirk to the Earl of Derby — (Received June 5.)

My Lord,

Zanzibar, March 26, 1877.

I HAVE the honour to inclose Decree of condemnation against an Arab dhow, together with 165 slaves, captured off Pemba by the boats of Her Majesty's ship "London," on the 20th instant.

In addition to the clear proofs produced against this vessel by the captors, twelve Arabs of the Harthi tribe who were seized with her, acknowledged in Court that they were the owners of these slaves, and that they were taking them over to Pemba for sale.

They stated that they had brought them up from Kilwa by land, and by a route several days' march from the coast, so as to avoid seizure by the Sultan's authorities, one of the party going in advance and securing a dhow, which was anchored among the islands north of Tanga, to which the slaves were marched at night. They described the route taken as without difficulty, the natives being friendly and food plentiful, though sometimes dear, and the evidence of the slaves themselves, as well as their good condition, confirmed these statements.

But it also transpired during the evidence that the caravan referred to consisted of about 300 slaves, and that the balance had been taken over to Pemba in other dhows accompanied by about six Arabs of the same party.

The slave dealers afforded no testimony on this point, but the seizors have put two dhows into Court, also captured off Pemba, but without slaves or slave-owners, which they state are two out of the three vessels that brought over the balance of slaves above mentioned.

As these cases are still pending, I defer reporting further on this subject until after the hearing.

The twelve slave-dealers were handed over to the Sultan, who has placed them in irons in the fort.

There were a number of Arab letters found in the captured dhow, seventeen of which referred to slave-dealing, and confirming all that I have lately learnt relative to the renewal of the traffic at Kilwa.

Eighty of the freed slaves have been handed over to the charge of the English and French missions here; the remainder I propose sending to Natal by the next steamer.

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

Inclosure in No. 286.

Case No. 8 of 1877.

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 papers or colours, whereof Hamad bin Nassoro al Maskil was owner, and Juma bin Said master, her tackle, furniture, and apparel, and also against 94 male and 71 female slaves, seized as liable to forfeiture by Lieutenant W. R. Creswell when in charge of the boats of Her Majesty's ship "London," off Pemba. Before Frederick Holmwood, Esquire, Assistant Political Agent at Zanzibar, on the 24th day of March, 1877.

APPEARED personally Lieutenant W. R. Creswell, R.N., of Her Majesty's ship "London," and produced the sworn declaration hereunto annexed, setting out the circumstances under which the vessel, name unknown, owned by Hamad bin Nassoro, and whereof Juma bin Said was master, of the description and dimensions specified in the annexed certificate of admeasurement, together with 94 male and 71 female slaves, was seized off Pemba on the 20th day of March, 1877. I, the said Judge, having heard the evidence produced and examined witnesses for both sides, having found sufficient proof that the vessel at the time of 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, furniture, and apparel, and also the 94 male and 71 female slaves to have been lawfully seized and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly, hereby approving of the course pursued by the seizers in the destruction of the vessel on the spot as unavoidable 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 March, 1877.

I have, &c.
(Signed) **FREDERIC HOLMWOOD**, *Officiating Judge.*

Receipt.

RECEIVED this day from Captain T. B. Sullivan, R.N., Commanding Her Majesty's ship "London," 94 male and 71 female slaves, condemned in Case No. 8 of 1877 (Admiralty file).

(Signed) **FREDC. HOLMWOOD**,
Assistant Political Agent.

Zanzibar, March 24, 1877.

No. 287.*Dr. Kirk to the Earl of Derby.—(Received June 5.)*

My Lord,

Zanzibar, May 1, 1877.

IN continuation of my report of 27th February, I have the honour to forward the certificate of destruction of the vessel in Case No. 4 on the Admiralty file.

The delay in furnishing the certificate in this case has been caused by the distance of the place where the vessel lay from the port of Zanzibar and the difficulty experienced in getting proof that the destruction had been carried out.

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

ZANZIBAR.

Inclosure in No. 287.

*Case No. 4 of 1877.**Certificate of Destruction.*

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

I HEREBY certify that the native vessel condemned in this Court on the 20th February, 1877, as Case No. 4, has been duly destroyed at Pangani in the manner directed.

(Signed) JOHN KIRK,

*Her Majesty's Agent and Consul-General, Judge.**Zanzibar, April 25, 1877.*

No. 288.

Dr. Kirk to the Earl of Derby.—(Received June 5.)

My Lord,

Zanzibar, April 12, 1877.

I HAVE the honour to inclose herewith Decree of condemnation in the case of a dhow captured off Pemba by the boats of Her Majesty's ship "London," on the 20th March last. This dhow was leaving Pemba without cargo when seized, and the seizers produced evidence to show that she had but a few days previously landed a cargo of slaves which she had run from the mainland. As the master ran away and the owner did not appear, though ample notice was issued through the Sultan calling upon him to do so, and as His Highness reported that he was regularly engaged in the Slave Trade, and I had myself had him punished not long since for running slaves to Pemba, it could only be presumed that the captured dhow was on her way to the coast to repeat the offence, as neither master or owner appeared to deny or show any reason against such presumption.

I have, &c.

(Signed) JOHN KIRK.

Inclosure in No. 288.

*Case No. 9 of 1877.**Decree.*

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel "Mabruki," having Arab papers and colours, whereof Zahora was owner and Ismail master, the tackle, furniture, and apparel, seized as liable to forfeiture by Lieutenant W. R. Creswell, when in charge of the boats of Her Majesty's ship "London" of Pemba, before John Kirk, Esq., Her Majesty's Agent and Consul-General at Zanzibar, on the 12th day of April 1877.

APPEARED personally Lieutenant W. R. Creswell, R.N., of Her Majesty's ship "London," and produced the sworn declaration hereunto annexed, setting out the circumstances under which the vessel "Mabruki," owned by Zahora, and whereof Ismail was master, of the description and dimensions set forth in the annexed certificate of admeasurement, was seized off Pemba on the 20th day of March, 1877, by the officer above-named. I, the said Judge, having heard the evidence produced, and examined witness, and in default of any person having appeared for the defence, having found sufficient proof that the vessel at the time of capture was engaged in the Slave Trade from the mainland of Africa to Pemba, in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said vessel, her tackle, furniture, and apparel, to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly, hereby approving of the course pursued by the seizers in the destruction of the vessel on the spot as unavoidable under the circumstances.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto this 12th day of April, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 289.

Dr. Kirk to the Earl of Derby.—(Received June 5.)

My Lord,

Zanzibar, May 1, 1877.

I HAVE much pleasure in again bringing to your Lordship's notice the steps taken by His Highness Seyd Barghash to stop the transport of slaves by land, and to report the capture of three caravans of slaves on the road between Bagamoyo and Pangani.

The first of these consisted of only 9 slaves, seized near the village of Uvinji. The second was a gang of 14 slaves, captured at Kipumbwe, fifteen miles south of Pangani. The last was a party of 80 slaves, in charge of an Arab who was taken and carried off by a crocodile when hurrying his slaves over the upper branches of the River of Pangani to escape capture by the Sultan's soldiers, who had been seen in pursuit.

Only at Kipumbwe did the slave-drivers, who were Beluchis, offer any resistance to the local authorities, and there they succeeded in making their escape, after the slaves had been taken.

I have given orders for these slaves, 103 in all, to be brought here, when I shall have an opportunity of examining into the circumstances of their capture, and may possibly be able to elicit something that will implicate those for whom they were being conveyed north.

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

No. 290.

Dr. Kirk to the Earl of Derby.—(Received June 5.)

My Lord,

Zanzibar, May 1, 1877.

I HAVE the honour herewith to inclose Decree of restitution in the case of a dhow seized off Pemba by the boats of Her Majesty's ship "London."

This vessel was detained in Chak Chak harbour, on the ground that she had, a few days previously, landed a cargo of slaves; but the evidence was quite insufficient to prove the facts alleged against her, whilst the owner produced witnesses whose testimony on the other side was unanimous and seemed conclusive.

I am unable to say whether any claim for compensation or damage will be brought by the owner, but such a demand would not surprise me.

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

Inclosure in No. 290.

Case No. 10 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

OUR Sovereign Lady the Queen against the native vessel, name unknown, whereof Hawazi is owner, and Hamis bin Nyangi master, her tackle, furniture, and apparel seized, as liable to forfeiture, by Lieutenant W. R. Cresswell, when in charge of the boats of Her Majesty's ship "London," off Pemba. Before John Kirk, Esq., Her Majesty's Agent and Consul-General at Zanzibar, on the 1st day of May, 1877.

Appeared personally Lieutenant W. R. Cresswell, R.N., of Her Majesty's ship "London," and produced the sworn declaration hereunto annexed, setting out the circumstances under which the native vessel, name unknown, having Arab papers and colours,

and whereof one Hamis-bin-Nyangi was master, and Hawazi owner, was seized off Pemba on the 22nd day of March, 1877, by the officer above-named, I, the said Judge, having heard the evidence produced, and examined witnesses on both sides, having found no proof that the vessel above-mentioned was engaged in the Slave Trade, do hereby order the release and restoration of the said vessel, her tackle, apparel, and furniture, in the same state and condition as that in which it was seized and detained.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 1st day of May, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 291.

Sir J. Pouncefote to Dr. Kirk.

Sir,

Foreign Office, June 15, 1877.

I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 1st ultimo, reporting the capture of three caravans of slaves between Bagamayo and Pangani, and I am to instruct you to express to the Sultan the satisfaction of Her Majesty's Government at the continued vigilance exercised by His Highness's authorities for the suppression of slave traffic in his dominions.

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

No. 292.

Dr. Kirk to the Earl of Derby.—(Received June 25.)

My Lord,

Zanzibar, May 5, 1877.

I HAVE the honour to forward an extract from Mr. Cotterill's letter to me of the 25th February, and also one of March 1st, with reference to the Slave Trade on Lake Nyassa, and the prospect of introducing legitimate commerce into that region.

With regard to Mr. Cotterill's wish to act against any slave caravans he may meet, I have, in reply, stated that, as the fitting out of slave caravans is in itself illegal and the slaves liable to confiscation, he has my full sanction to adopt any forcible measures he may feel himself able to do with safety, and to punish or send here for punishment, after having seized the slaves, any subjects of Zanzibar that may fall in his hands engaged in the traffic.

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

Inclosure 1 in No. 292.

Mr. Cotterill to Dr. Kirk.

(Extract.)

Lake Nyassa, February 25, 1877.

AS regards the land route, I feel assured that, after the schemes now afoot in England and Belgium have been realised, it will prove of great use, especially to the northern parts of the Lake. The opening up of such a route would likewise benefit the southern parts, for it would raise a competition with the river-route, and thus perhaps induce the Portuguese to accept a reasonable tariff. I am, therefore, most anxious to see such a route opened, but at the same time, to judge from the expenses involved in sending the late small convoy of mission goods across country, it is evidently at present impracticable for trade purposes. With reference to your wish that some influence may be brought to bear on Makanjira, I beg to state that we have paid three visits to his country, and that we secured an interview with him which passed off well, though there was a great display of armed force. I endeavoured to procure ivory from him, but he put the matter in the hands of his Arabs, who were naturally unwilling to admit a competitor into the market, and demanded such ridiculous prices (about 18s. per lb.) that I was forced to abandon the idea. I have succeeded a little better with Mpunda, whom the Arabs have to a great extent deserted. But it seems almost impossible to do anything where the Arabs are in

power. I therefore intend to visit other parts. To-morrow I start for an excursion of a few days inland from the south-west corner of the Lake, and before the end of March hope to set sail in my boat for the north-west regions.

Inclosure 2 in No. 292.

Mr. Cotterill to Dr. Kirk.

Sir,

Lake Nyassa, March 13, 1877.

SINCE my last communication addressed to you, I have made an excursion of a fortnight into the country to the west of the Nyassa, and have the honour of sending you a brief account of my journey.

I started from "Livingstonia" on the 28th February with four canoes and coasted round the south-west arm of the Lake. At Niamkumba's village, some ten miles south of our settlement, I met a slave gang consisting of about thirty men, women, and children. They were bound for Mponda's and had come from Chipeta's country. Although I could have easily overpowered the slaves and have liberated their victims (many of whom were in a miserable state), I felt it politic to refrain from doing so, not wishing to act prematurely on the aggressive. I cannot, however, help wishing most intensely that we had the authorisation to take active steps in such cases, as well as a sufficient force to render such a line of policy effectual. On inquiry, I found that a very considerable number of slaves passed by this route, skirting the south-west arm of the Lake. Most of these are destined for Mponda's, whom we had believed to have almost entirely ceased from such practices. After coasting round the margin of the great swamp that bounds the Lake on the south, I landed at a place near the now deserted Papimbeji, and having arranged that the canoes should return for me, struck across country towards the north-west. After two days' hard walking (for the water and grass at this time of the year are exceedingly obstructive), I crossed Kirk's range at an altitude of 4,500 feet above sea-level, and found myself on an extensive hilly plateau, about 3,500 feet above the sea. Here we found a well-beaten path leading to Tambala's and Manga's, the principal Ajawa Chiefs of this region. It seems that the Ajawas drove out the Katundas from this region about eight years ago, and are now supreme here as well as to the east of the Lake.

Before reaching Tambalas, and after crossing the rapid stream Livisi (which by all accounts runs into the Lake and not into the Lintepe) we came in sight of a second slave gang, I cannot state accurately what numbers it consisted of, for, on catching sight of us, the whole party left the path and hid themselves in the long grass. I fancy that they numbered about forty. These were also bound for Mpondas, and his son was with this gang. It seems that both Manga and Chepeta (who lives four days further westward) have been engaged in wars, and are consequently suffering from famine, and are, therefore, disposing of their surplus population to the slavers. Chepeta is said to be selling slaves for salt, taking a plateful for each victim.

The number of abandoned slave-sticks with which the path is strewn proves that a very considerable number of gangs pass this way eastwards. We also passed the bodies of two men recently dead, with slave-sticks lying beside them. On our return we followed a path that diverged towards Pemba's (whose village lies not far south of Tsenga), and it was evident that this too is a much-used slave route.

From Pemba's the slaves are shipped across the Lake to Makanjiri. Tambala is at enmity with Pemba and with the Arabs, and professes not to sell his people. I certainly saw no signs of the Slave Trade among his people. He seems anxious for the English to come to his country, and I should fancy that it would prove a still more healthy residence than the border of the Lake.

I saw a great deal of ivory at Tambala's, and have no doubt that it might be obtained by English traders at a reasonably price. But on account of the extreme love of prolonged bartering, and the superstitions connected with the sale of tusks, it would be necessary to pay a much longer visit than mine in order to procure any amount. The fact that the slavers pay nothing for the carriage of their ivory naturally makes it difficult to compete with them. I do not, however, doubt that the ivory-trade might be carried on here by Englishmen with a fair amount of profit, though it would involve a great deal of hard and rough work.

It will be by the presence of such men, if they are true to the English name, that the influence of the slavers will be counteracted, as much as by the presence of the steamers and gun-boats on the Lake, though these would prove a most valuable auxiliary.

We are exceedingly glad to hear of the active measures that are being taken on the

sea-coast, and trust that at no distant period this inland region may be placed under the British flag, so that we may be both justified and enabled to follow your example.

I am, &c.
(Signed) H. B. COTTERILL.

No. 293.

Dr. Kirk to the Earl of Derby.—(Received July 3.)

My Lord,

Zanzibar, May 15, 1877.

AS directed by your Lordship on March 23, I have now the honour to transmit a statement showing the actual times of arrival and departure kept during the past and current years by the Union and British India Companies respectively.

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

Inclosure in No. 293.

RECORD of Mail Services on the East Coast of Africa for 1876 and 1877 (to date).

Month.	Aden Mail British India Steam Navigation Company.				Cape Mail Union Steamship Company.			
	Arrival.		Departure.		Arrival.		Departure.	
	Date.	Hour.	Date.	Hour.	Date.	Hour.	Date.	Hour.
1876.								
January	9	2·30 P.M.	13	11 A.M.	17	6 A.M.	19	4 P.M.
February	6	6·30 A.M.	10	11 "	7	10·15 "	9	4 "
March	5	4·30 P.M.	9	11·15 "	7	7·30 "	8	3 "
April	3	6·30 "	8	10 "	5	Noon	6	4 "
May	2	4 "	6	11 "	2	10·30 A.M.	4	3 "
May	29	8·30 "	June 3	10·45 "	29	1·30 P.M.	June 2	8 A.M.
June	26	6 "	July 1	10·45 "	26	1 "	29	Noon
July	26	1·15 "	29	11 "	26	3·30 "	28	3 P.M.
August	22	12·30 "	26	10·15 "	24	1·30 "	26	Noon
September	19	10 A.M.	22	8·15 "	20	7·30 A.M.	22	3 P.M.
October	15	Noon	19	10 "	18	12·30 P.M.	21	3 "
November	13	11·20 A.M.	16	10 "	14	7·35 A.M.	17	10 A.M.
December	10	7·30 "	14	10·45 "	13	6·40 P.M.	16	6 P.M.
1877.								
January	7	4 P.M.	11	10·30 "	9	5·30 "	11	3·30 "
February	5	6·30 A.M.	8	10·15 "	8	8 A.M.	10	10 A.M.
March	5	3·30 P.M.	8	11 "	8	7·15 "	10	2 P.M.
April	4	6·30 A.M.	7	10·30 "	5	7 "	7	12·30 "
May	2	3 P.M.	5	Noon	4	8 "	7	2 "

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

Zanzibar, June 1877.

No. 294.

Dr. Kirk to the Earl of Derby.—(Received July 3.)

My Lord,

Zanzibar, May 15, 1877.

I HAVE the honour to forward Decrees of Condemnation in the case of two dhows found engaged in the Slave Trade by Her Majesty's ship "Lynx" at Melindi, on the African coast.

In each case the proof of slave trading consisted in the presence of slave irons, which

were found under circumstances that made it clear they had been used for confining slaves and were retained on board for that purpose.

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

Inclosure in No. 294.

Case No. 11 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel "Fatalkheir," of Lamo, sailing under Zanzibar colours and pass, of which Kheri was master; her tackle, apparel, and furniture seized as liable to forfeiture by Francis M. Ommaoney, Esquire, a Commander in the Royal Navy, in command of Her Majesty's ship "Lynx," on the 11th day of May, 1877, before John Kirk, Esquire, Her Majesty's Agent and Consul-General.

APPEARED personally Commander F. M. Ommaoney, R.N., and produced before me his sworn deposition, setting out the circumstances under which the native vessel "Fatalkheir," owned by Abdullah bin Husein, of Lamo, of which Kheri was master, of the description and admeasurement as specified in the certificate annexed taken by the captors before condemnation, was seized at Melindi on the 20th day of April, 1877, I, the said Consul-General, having heard the evidence produced by the seizers, and examined captain of the native vessel, having found sufficient proof that the vessel at the time of her seizure was engaged in the Slave Trade, do adjudge the above-named vessel, her tackle, apparel, and furniture, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly, hereby approving the destruction of the vessel by the captors as justifiable under the circumstances.

In witness whereof I have signed the present Decree, and caused my seal of office to be affixed thereto this 14th day of May, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 295.

Dr. Kirk to the Earl of Derby.—(Received July 3.)

My Lord,

Zanzibar, May 28, 1877.

I HAVE the honour to forward papers relating to the condemnation in this Court of a native vessel, together with thirty-eight slaves, seized at one of the outlying islands of Pemba, by the boats of Her Majesty's ship "London."

The vessel was first seen at night making for the reefs, but before our boats arrived she had been run on shore and the slaves landed in the darkness that for a time concealed the vessel; when taken possession of, slave-chains and irons were found in the abandoned dhow, and others picked up on the beach, where they had been removed from the slaves to facilitate their passage through the dense jungle.

When day dawned our sailors followed on the evident track of the slave-gang, and came to the place where they had passed the night; further on an Arab was seen taking aim at the leading seaman, but, both barrels having missed fire, he fell badly wounded in the thigh with a revolver-bullet, fired in self-defence by the seaman he had attempted to shoot. After this thirty-eight slaves were recovered in the jungle, but after a close search no other of the Arab party could be found. Some of the slaves, together with the dhow crew and most of the dealers, had no doubt been ferried over to the mainland.

The Arab prisoner was so badly wounded that he could not at the time be removed to Zanzibar; but I have now ordered him to be produced, should he recover, in order that I may discover and follow up, if possible, his associates.

Of the freed slaves, twenty-two have been taken by the Universities Mission, under Bishop Steere, to be relegated as free people to their own country, and settled on the Mission station at Msasi, on the road to Nyassa. Four others, who had been carried off

from the Usambala Hills, near Bishop Steere's second station on the mainland, will be sent back to their houses at Magila, in charge of the Rev. Mr. Farler. Four women, who had been kidnapped by the slave-dealers as they passed up the coast, go back to their houses and families; while the few that still remain will probably be sent to the British Colonies in South Africa.

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

Inclosure in No. 295.

Case No. 13 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen, against the native vessel, name unknown, sailing without colours or papers, of which the master and owner are unknown, her tackle, apparel, and furniture; and also against twenty-two male and sixteen female slaves, of owners unknown, seized as liable to forfeiture by T. B. Sullivan, Esq., a Captain in the Royal Navy, Commanding Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General at Zanzibar, on the 12th day of May, 1877.

APPEARED personally Sub-Lieutenant Robert M. King, of Her Majesty's ship "London," and produced the declaration sworn to by him, setting out the circumstances under which the native vessel, without papers or colours, of which the master and owner are unknown, of the description and dimensions specified in the annexed certificate of admeasurement, together with twenty-two male and sixteen female slaves, whose owners are unknown, were seized at Fundu Gap, near the Island of Pemba, on the 3rd day of May, 1877, I, the said John Kirk, having heard the evidence produced by the captors, and examined the slaves, and, in default of parties appearing for the defence, 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 Pemba, do adjudge the vessel above described, her tackle, apparel, and furniture, together with twenty-two male and sixteen female 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, to the satisfaction of this Court, that the destruction of the vessel was, under the circumstances, justifiable, do hereby approve the same.

In testimony whereof, I have signed the present Decree, and caused my seal of office to be affixed thereto, this 28th day of May, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Receipt.

Received this day from Captain T. B. Sullivan, R.N., Commanding Her Majesty's ship "London," twenty-two male and sixteen female slaves, captured by the boats of that vessel, and condemned here as Case No. 13, of 1877, Zanzibar Admiralty Court File.

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

Zanzibar, May 28, 1877.

No. 296.

Dr. Kirk to the Earl of Derby.—(Received July 3.)

My Lord,

Zanzibar, May 31, 1877.

ON receipt of Sir Julian Pauncefote's despatch of 20th April, I addressed his Highness as therein directed, informing him of the gratification with which Her Majesty's

Government had learnt the manner in which he had of late acted in giving effect to the Treaties for suppression of the Slave Trade, and more particularly in causing the arrest and punishment of the late Governor of Kilwa.

I inclose herewith copy of the note addressed by me to the Sultan.

With reference to the punishment of Saeed bin Abdullah, I have the honour to state that, after an imprisonment of two months and a half, he has been released at my request, as he was suffering from dysentery, caused by confinement in a native jail.

Although released and permitted to live in his own house, he has, however, been ordered not to appear in public for a year.

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

Inclosure in No. 296.

Dr. Kirk to the Sultan of Zanzibar.

Sir, *Zanzibar, May 30, 1877.*
I AM instructed by the Earl of Derby to express to your Highness the gratification with which Her Majesty's Government have learnt the prompt and energetic action adopted by you in causing Saeed bin Abdullah, the late Governor of Kilwa, to be arrested in open Durbar, and put in irons, on proofs being shown that he was actively engaged in Slave Trading operations, also the seizure at Windi, by your authorities, of a large body of slave dealers with slaves they were driving north.

I am at the same time directed to add that it affords Her Majesty's Government much pleasure to acknowledge the good faith with which your Highness has on all occasions carried out the engagements which were entered into by the Treaty of 1875, for the suppression of the Slave Trade.

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

No. 297.

Sir J. Pouncefote to Dr. Kirk.

Sir, *Foreign Office, July 11, 1877.*
I AM directed by the Earl of Derby to express to you his Lordship's approval of the letter, as inclosed in your despatch of the 31st May, which you addressed to the Sultan of Zanzibar, conveying the gratification of Her Majesty's Government at His Highness' energy and sincerity in carrying out his engagements with this country for the suppression of the Slave Trade throughout his dominions.

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

No. 298.

Sir J. Pouncefote to Dr. Kirk.

Sir, *Foreign Office, July 13, 1877.*
LORD DERBY has received your despatch of the 5th May, and its inclosures.
In this despatch you state that you have authorized Mr. Cotterill to adopt any forcible measures he might feel himself able, with safety, to do to put down the Slave Trade in the interior, and to punish or send to Zanzibar for punishment, after having seized the slaves, any subjects of Zanzibar that may fall into his hands engaged in the traffic.

Lord Derby desires me to observe that Mr. Cotterill does not hold any official position, either under you or from the Sultan of Zanzibar, and he has, therefore, no legal right to seize slaves or to send slave-traders to Zanzibar for punishment.

His Lordship cannot, therefore, approve of your having given him official sanction to adopt any forcible measures he may feel himself able to do with safety, and to punish

and send to Zanzibar for punishment, after having seized the slaves, any subject of the Sultan who may fall in his hands engaged in the traffic.

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

No. 299.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, July 19, 1877.

I AM directed by the Earl of Derby to observe that it does not appear, either from your despatches or from the Reports from naval officers which have been from time to time communicated to this Department by the Admiralty, in what manner the slaves captured by British cruisers on the East Coast of Africa during the past year have been disposed of. In some instances, it would appear that the slaves captured have been made over to the agents of the Church Missionary and University Mission establishments, and a portion of the captured slaves have also been sent to Natal, but the number disposed of in this manner would not account for the whole of the slaves captured and freed; and I am accordingly to request that you will furnish his Lordship with a Report showing the manner in which all the slaves captured and forfeited to Her Majesty during the past year have been disposed of.

It will be desirable also that, for the future, a quarterly Return should be sent to this Office, showing the manner in which captured slaves have been disposed of.

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

No. 300.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, June 5, 1877.

I HAVE the honour to report the seizure of a native vessel on the coast of the mainland, a little to the south of this place, by Her Majesty's ship "Lynx."

The evidence for the prosecution consisted in the presence of a slave-chain, with slave-irons, found on board under circumstances that proved them to belong to the vessel. This the captain did not deny, but attempted to explain in a manner that showed how those in charge of the vessel were fully aware of the danger of having such articles on board.

On the testimony of the captain of the dhow the slave-irons had been placed where they were found by the supercargo, and there was a considerable amount of evidence produced to show that the vessel and those in charge had been engaged on an illicit voyage, while correspondence seized in the dhow showed that some of those on board contemplated engaging in the traffic.

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

Inclosure in No. 300.

Case No. 14 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the Zanzibar vessel "Mabruki," whereof Hamisbin-Jumah was master, her tackle, apparel, furniture, and cargo, consisting of one donkey, seized as liable to forfeiture by F. M. Ommanney, Esquire, a Commander in the Royal Navy, commanding Her Majesty's ship "Lynx," before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 19th day of May, 1877.

APPEARED personally Commander Francis M. Ommanney, R.N., of Her Majesty's ship "Lynx," and produced his sworn affidavit, setting out the circumstances under

which the Zanzibar vessel "Mabruki," whereof Hamis-bin-Jumah was master, and owned by Humeid-bin-Rashid el Barwani, of the description and dimensions specified in the annexed certificate of admeasurement, with a donkey on board, owned by the supercargo of the vessel, was seized near Ras Ndege on the 16th day of May, 1877. I, the said John Kirk, having heard the evidence produced by the seizors, and examined the master, crew, and supercargo, having found sufficient proof that the vessel at the time of her seizure was engaged in the Slave Trade, do adjudge the above-named vessel, her tackle, apparel, and furniture, and also the donkey found on board, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly. And it is further ordered that the vessel be broken up in separate pieces and sold, together with the donkey, the property of the supercargo.

In testimony whereof we have signed the present Decree, and caused our seal of office to be affixed thereto this 20th day of May, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 301.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, June 5, 1877.

I HAVE the honour to inclose Decree of condemnation of the vessel named "Lehindi," owned by Mazin bin Melek, a resident of the Island of Mafia.

The vessel was seized in the roadstead of Kilwa Kiwinji by Captain Ommanney, of Her Majesty's ship "Lynx," and condemned in this Court for having shipped, by express order of the owner himself, a female slave to be taken to Chole, Mafia. This female slave had only a few days before arrived in Kilwa from Nyassa, and was shipped with a clear guilty knowledge on the part of those concerned. No defence was attempted, and as it was proved that one of the crew of the vessel was a slave of the owner, he was freed by being included in the Decree of condemnation.

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

Inclosure in No. 301.

Case No. 18 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the Zanzibar vessel named "Lehindi," of which Muftah was master, her tackle, apparel, and furniture; also against one male and one female slave, seized as liable to forfeiture by Francis M. Ommanney, Esquire, a Commander in the Royal Navy, and commanding Her Majesty's ship "Lynx," before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 2nd day of June, 1877.

APPEARED personally William Ainger, R.N., Sub-Lieutenant on board Her Majesty's ship "Lynx," and produced his sworn declaration setting out the circumstances under which the Zanzibar vessel or beden, called the "Lehindi," owned by Majid bin Mulek of Chole, of which Muftah was master, of the description and dimensions specified in the annexed certificate of admeasurement, together with one male and one female slave, the property of Majid bin Mulek, were seized at Kilwa on the 26th day of May, 1877. I, the said John Kirk, having heard the evidence produced by the seizors and examined the master and crew of the vessel, having found sufficient proof that the vessel at the time of her seizure was engaged in the Slave Trade, do adjudge the vessel above named, her tackle, apparel, and furniture, together with one male and one female slave, to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly, confirming and approving the destruction of the vessel on the spot as justifiable under the circumstances.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto, this 2nd day of June, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Receipt for Slaves.

RECEIVED from Commander F. M. Ommaney, of Her Majesty's ship "Lynx," one male and one female slave, captured in the vessel "Lehindi," off Kilwa, and condemned in this Court on the 2nd June in Case No. 18 of 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Zanzibar, June 2, 1877.

No. 302.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, June 21, 1877.

I HAVE the honour to inclose papers relating to the seizure of the native vessel "Mambo Sasa," under British colours and papers.

The cause of action here arose from the presence in the dhow of a slave boy and of slave-chain and irons. The finding of the chain and irons was proved in Court, and the boy clearly shown to be a newly-caught slave, who had not been long on the coast before shipment in this vessel. He had undoubtedly been taken on board by the master, and there was every reason to believe that this had been done by order of the Banian owner, or with his knowledge, the slave himself persistently asserting that he had lived in the house of a Banian from the time of reaching the coast up to the day when he was shipped. He had no idea why he was shipped, or where he was going to; in fact, the case was clearly proved to be one of slave-trading; and as there was good ground to believe that the Banian owner had a criminal knowledge of the act, and as he offered no rebutting evidence, I condemned that part of the cargo owned by him, releasing what was shipped by other parties, and giving it over to the possession of the consignees.

Although the vessel and part of the cargo have thus been condemned, I do not think there is as yet proof sufficient to sustain criminal proceedings against the Indian owner, who resides at a distance from Zanzibar, at a place which it may be necessary to visit if a criminal action is instituted; yet, although the owner has sustained heavy loss, not only through the condemnation of his vessel, but also through that of part cargo on board, upwards of 100*l.*'s value, I shall not lose sight of the matter, but delay for the present, pending the result of an investigation, any further action as against the owner.

The master of the vessel, who was the individual actively engaged in carrying off the slave boy, will be seriously punished, unless he is able to disclose the parties, if any, originally responsible for the offence.

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

Inclosure in No. 302.

Case No. 17 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel called the "Mambo Sasa," or the "Nasri," under British colours and Consular Pass No. 637, her tackle, apparel, and furniture, also against the cargo therein and one male slave, seized as liable to forfeiture by Francis M. Ommaney, Esquire, a Commander in the Royal Navy, commanding Her Majesty's ship "Lynx," before John Kirk, Esquire, Her Majesty's Consul-General at Zanzibar, on the 25th day of May, 1877.

APPEARED personally Lieutenant Francis S. Knowles, R.N., of Her Majesty's ship "Lynx," and produced his sworn declaration setting out the circumstances under which

the native vessel "Mambo Sasa," or "Nasri," under British colours and Consular Pass No. 637, owned by Raghu Nanji and Mumla Murji, of which Ali Makami was master, of the description and dimensions specified in the annexed Certificate of Admeasurement, together with the cargo therein, and male slave boy, was seized at Ras Ndege on the 22nd day of May, 1877: I the said Judge, having heard the evidence produced, and examined the witnesses on both sides, having found sufficient proof that the vessel at the time of her seizure was engaged in the Slave Trade, do adjudge the above-named vessel, together with that part of the cargo of the said vessel owned by Raghu Nanji or Mumla Murji, together with one slave boy, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly, and hereby order the release and restitution of all other cargo found on board of this vessel to the possession of their lawful owners; hereby approving and confirming the destruction of the vessel by the captors as having been inevitable under the circumstances.

In testimony whereof we have signed the present Decree and caused our seal of office to be affixed thereto this 7th day of June, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Receipt for Slaves.

RECEIVED this day from Captain F. M. Ommanney, R.N., commanding Her Majesty's ship "Lynx," one male slave, captured by that vessel, and condemned here as Case No. 17 of 1877, Zanzibar Admiralty Court file.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Zanzibar, May 25, 1877.

No. 303.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, June 14, 1877.

I HAVE the honour to forward papers relative to the seizure and subsequent release by order of this Court of the dhow and cargo marginally noted,* arrested by Captain F. Ommanney, of Her Majesty's ship "Lynx," as being engaged in the Slave Trade.

The ground of arrest in this case consisted in the presence of a boy supposed to be a slave, and also slave-chains and irons; the former was found at the hearing of the case not to be a slave, and there was an absence of proof requisite as to the finding of the slave-irons.

In all cases where the decision depends on the presence of slave-irons alone, and where these consist, as in the present instance, of single slave-shackles with only a short part of chain, the whole being of small weight and bulk, this Court has invariably required the most clear evidence as to the finding of the irons, and rejected all proof that was not clear and decided.

The search having in this case been conducted in a loose manner, and doubt therefore existing as to the circumstances that proved the slave-irons to have belonged to the dhow, the vessel and cargo were released and restored; and as the cargo was a valuable one, and owned by different shippers, the costs were in this case greater than usual.

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

* See Inclosure.

Inclosure in No. 303.

*Case No. 16 of 1877.*Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel "Mswaki," having papers issued by the British Consulate, Zanzibar, and sailing under British colours, whereof Hatibu was master, her tackle, apparel, and furniture, and also against the cargo on board of the said vessel, and one negro boy, said to be a slave, seized as liable to forfeiture by Francis M. Ommaney, a Commander in the Royal Navy, commanding Her Majesty's ship "Lynx." Before John Kirk, Esquire, Her Majesty's Consul-General at Zanzibar, on the 2nd day of June, 1877.

APPEARED personally Lieutenant Francis Samuel Knowles, R.N., of Her Majesty's ship "Lynx," and produced before me his sworn affidavit, setting out the circumstances under which the native vessel "Mswaki," under British colours, owned by Nasser Abderahman, of Kilwa, of which Hatibu was master, together with the cargo on board, and also one boy, said to be a slave, were seized on the 22nd day of May, 1877, at Ras Ndege, on the African coast, by Commander F. M. Ommaney, R.N., of Her Majesty's ship "Lynx," I, the said Judge, having heard the evidence on both sides, having found that the seizers have failed to prove that the vessel above named was fitted for and engaged in the Slave Trade, do hereby order the vessel and cargo to be restored to the lawful owner by being given possession of here in Zanzibar to the consignee and agent of the owner and shipper in the same state and condition as that in which they were seized, and do condemn the captors in all costs and expenses of the suit, but without being liable for demurrage or other loss necessarily caused through the detention of the vessel and cargo pending the hearing and decision thereof in Court.

In testimony whereof we have signed this Decree and caused our seal of office to be affixed thereto this 6th day of June, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 304.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, June 14, 1877.

I HAVE the honour to forward Decree of condemnation of one slave boy, and release of vessel, in the case of a dhow seized on a voyage to Pemba from the north of this island.

In this case there was no proof of criminal knowledge on the part of the master or owner of the dhow, although the boy was a slave, being transported by sea, who claimed his freedom when in the presence of the men-of-war's officer.

While no proof was found against the nakhoda of the dhow, his behaviour, and the circumstances attending the arrest, not only warranted but necessitated the proceedings; and the case of the slave boy clearly falling within the provisions of the Treaty of 1875, he was freed, and the vessel restored to her proper owner.

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

Inclosure in No. 304.

*Case No. 15 of 877.*Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel or batela name unknown, under Zanzibar colours and pass, of which Ufunguo was master, her tackle, apparel, and furniture, also against one male slave, seized as liable to forfeiture by W. R. Creswell, Esquire, R.N., a Lieutenant in Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Consul-General, on the 21st day of May, 1877.

PERSONALLY appeared Lieutenant W. R. Creswell and produced before me his sworn declaration, setting out the circumstances under which the Zanzibar vessel, of

which Ufunguo was master, owned by Seif bin Musaoud, sailing under the pass of His Highness the Sultan of Zanzibar, was seized, together with one male slave named Jaffer, near Pemba, on the 3rd day of May, 1877. I, the said John Kirk, having found sufficient evidence that the slave boy Jaffer, owned by Nasar bin Ali, of Pemba, was being conveyed by sea in contravention of the provisions of the Treaty of 1875, do adjudge the above-mentioned slave to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly. And whereas there has not been shown sufficient proof that the master or owner of the vessel above described had a knowledge of the *status* and condition of the said slave Jaffer, or that he was being conveyed against his will to be dealt with as a slave, do hereby release the said vessel, her tackle, apparel, and furniture, for the purpose of being restored to the possession of the lawful owner or his proper agent for his use.

In testimony whereof we have signed the present Decree, and caused our seal of office to be affixed thereto, this 11th day of June, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Receipt for Slaves.

Received from Captain T. B. Sullivan, R.N., commanding Her Majesty's ship "London," one slave boy named Jaffer condemned in Case No. 15 of 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Zanzibar, June 11, 1877.

No. 305.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, June 18, 1877.

I HAVE the honour to inclose copy of papers regarding the seizure and condemnation, as engaged in the Slave Trade, of a native Zanzibar vessel, owned by Saeed bin Abdullah, late Governor of Kilwa.

This vessel was captured at Kilwa, and brought to Zanzibar in charge of Sub-Lieutenant Ainger as prize officer, by whom proceedings, on behalf of the Commander of Her Majesty's ship "Lynx," were instituted in this Court.

The original cause of arrest here consisted in the presence of a portion of slave-chain found on board. Although the usual slave-chain, of which this was an example, is in itself distinctive, being of a native manufacture, and seldom made use of for any other purpose, yet it might be otherwise employed, and no doubt occasionally is. I should not, therefore, on this ground alone have decreed condemnation, but when it was found that the dhow belonged to Saeed bin Abdullah, late Governor of Kilwa, that she had been managed of late by an agent of more than suspicious character, and that the voyages on which she had been employed, so far as we could trace them, were of a doubtful character, and offered every facility for slave operations, I felt that the presence of slave chain on board of such a vessel, of which no explanation was offered or legitimate use suggested, justified the conclusion that the vessel was still engaged in the Slave Trade.

No one could be more deeply compromised than Saeed bin Abdullah in the most recent operations of the Slave Trade, and I have explained to the Sultan that evidence which of itself might not have been enough to lead to condemnation, may do so, as in the present case, when the owner is of a notorious character.

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

Inclosure in No. 305.

*Case No. 19 of 1877.*Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen agains the native vessel called the "Mtefia," sailing under Zanzibar colours and pass of the Sultan of Zanzibar, in favour of Saeed bin Abdullah as owner, her tackle, apparel, and furniture, seized as liable to forfeiture by Francis M. Ommanney, Esquire, a Commander in the Royal Navy, and commanding Her Majesty's ship "Lynx," before John Kirk, Esquire, Her Majesty's Consul-General at Zanzibar, on the 2nd day of June, 1877.

APPEARED personally William Ainger, R.N., a Sub-Lieutenant on board of Her Majesty's ship "Lynx," and produced before me his sworn declaration setting out the circumstances under which the native vessel "Mtefia," under Zanzibar colours and pass, whereof Sabur was master, owned by Saeed bin Abdullah, of the description and dimensions specified in the annexed certificate of admeasurement, taken by order of this Court after condemnation, was seized at Kilwa on the 27th day of May, 1877. I, the said John Kirk, having heard evidence on both sides, having found sufficient proof that the vessel at the time of her seizure was equipped for and engaged in the Slave Trade, do adjudge the said vessel, her tackle, apparel, and furniture, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly, for the purpose of being broken up and destroyed, and the separate pieces, together with the tackle, apparel, and furniture, sold by public auction.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto, this 12th day of June, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 306.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, June 25, 1877.

I INCLOSE copy of the telegram that, at the request of Consul Pakenham, I have forwarded through Aden relative to the issue of a Proclamation regarding the emancipation of slaves in Madagascar.

The telegram is in the words used by Consul Pakenham, but I presume the Mozambique slaves referred to are only those introduced into the island after the last Treaty was signed, and has not any reference to any general scheme of emancipation.

There are at present in Zanzibar missionaries who have come from the capital of Madagascar by way of Majunga, and who are now going to Europe. From them I learn that nothing whatever was known at the capital that the late Treaty was likely to be put in force; but that, on the contrary, on the departure from Antanarivo of Agents from the Hova Government to meet with Consul Pakenham and Captain Crohan at Tamatave, it was given out that certain modifications of Treaty in the nature of concessions on our part were to be negotiated and obtained, and it is not thought by these gentlemen that, unless in the presence of an Agent resident at the capital, the Hova Government will take any steps towards emancipating slaves in the central provinces.

In any case, as the Hova Queen is but one of the independent Rulers in the island of Madagascar, without power or influence in some of the ports visited by traders where slavery exists and slaves are landed, it will still be necessary to maintain friendly relations with the other tribes, as has been of late successfully done by Captain Ward, Her Majesty's ship "Thetis," and Commander Crohan, of Her Majesty's ship "Flying Fish."

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

Inclosure in No. 306.

Dr. Kirk to the Earl of Derby.

(Telegraphic.)

Zanzibar, June 25, 1877.

CONSUL PAKENHAM reports June 20th date fixed for issue of Proclamation.
 "Flying Fish" at Tamatave.

No. 307.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, June 28, 1877.

I HAVE the honour to report, with reference to the Slave Trade, which in February and March last showed so formidable a revival and called for active interference, that this has again, by the decided course followed by His Highness, acting in concert with myself and the naval authorities, been stopped, and is for the time once more in abeyance.

I have this month had the most ample means of knowing what has passed at Dar-es-Salam, Saadani, Pangani, and Tanga, all places in the direct line between Kilwa and Pemba or Melindi, and I have every reason to believe that, during the month of June, no slave caravan has passed north, either near the coast or through the semi-independent tribes that live inland.

Cases of solitary slaves smuggled by sea have been brought before my notice, and vessels condemned for having slave-irons on board, but no attempt at the wholesale transport of raw slaves by sea to Pemba has been detected, one case only of 16 slaves captured *en route* to Pemba being reported but not yet placed in Court.

Although slaves are for the present not moved by land, there are many concealed in the coast towns ready to be conveyed to Pemba if an opportunity should be offered, but where these are raw slaves or such as have to be kept in chains, the dealers have mostly removed them far inland, for fear of their being taken by the Sultan's authorities. Thus at Tanga the slave dealers have gone forty miles inland and made an encampment among the Wadigo, a troublesome race of savages, through whom a small party even of white men could not easily pass unless as friends. Here they have between 200 and 300 slaves awaiting shipment to Pemba. Although these results have been once more attained, and that at an unfavourable time of year, the traffic is still in abeyance only and not at an end. There are still many awaiting any opportunity that may offer for renewing their operations, but I look forward to being able, as the season advances, to carry out more thorough measures to meet such movements.

By the next mail I shall have the honour to submit to your Lordship a detailed scheme for suppressing the Traffic by land and for dealing with the Slave Trade generally in its present aspect.

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

No. 308.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, June 29, 1877.

I HAVE the honour to report that, on the anniversary of the birth of Her Majesty, the vessels of His Highness the Sultan in harbour were dressed, and a salute of twenty-one guns fired at noon, and that on the day following His Highness himself called, accompanied with his Chiefs, at the British Agency.

On the 20th of June, and again on the 28th, the anniversaries of Her Majesty's accession and coronation, the British flag was in like manner honoured and saluted, although on none of the three occasions was there a British vessel of war to return the salutes.

This attention on the part of His Highness Seyed Barghash, in excess of what has been the general practice, was intended, as he assured me, to mark the cordial relations that subsist with the Government of Great Britain, the benefits of which His Highness seems fully to appreciate.

At the British Consulate-General the usual receptions were held, and on the anniversary of Her Majesty's birthday all the foreign Consulates joined in celebrating the event.

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

No. 309.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, June 29, 1877.

I HAVE the honour to acknowledge receipt of Sir Julian Pauncefote's despatch of 11th May, inclosing an Order in Council passed on 30th April last, and applying to this, among other countries, the provisions of the Act 39 and 40 Vict., cap. 46, but as this Act is not among the records of this Agency, I beg to request that a copy of it may be furnished me.

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

No. 310.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, June 29, 1877.

I AM in receipt of letters from Lake Nyassa from the mission station at Livingstonia, dated the 11th and 15th of May last.

From these I gather that our operations at Kilwa, and against the land Slave Traffic, are showing considerable results in the interior, which may be taken as a most favourable indication that the traffic is not being followed out in the Nyassa countries as before.

In the first place the influence of the Arab and Swahili slave dealers is reported to be lessened, and the stations before occupied by them are now in possession of native Chiefs, such as Makanjira.

Again, Mpenda, the Chief on the Shire, where it narrows and flows out of Lake Nyassa, is reported as sending slaves inland for barter to districts near where they had originally been captured, proving that he does not consider slaves a good venture to send to Kilwa, and is anxious to exchange them, even at a loss, for ivory.

Mpenda, being the Chief who commands the principal slave crossing from the countries to the west, is of all others the best acquainted with the prospects of the trade, being a large slave dealer himself, and one through whose village so many of the regular traders have for years passed.

At the same time the irritation more or less openly shown or expressed by various of the slave-trading Chiefs, and the disfavour with which they look on the Mission, indicate that their business is being undermined and crippled, but legitimate trade will in this way be promoted and made possible once the first effect of the stoppage of an old business has passed over.

I regret to add that the health of the members of the Livingstonia Mission has not been all that could be desired, and one of the chief members of the staff, Dr. Black, had died of fever.

From this and other causes Mr. Cotterill had not been able to carry out his proposed examination of the north end of the lake, which he intended to do when the season had advanced and the most unhealthy time of year passed over.

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

No. 311.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, June 29, 1877.

I AM this day informed by letter of the seizure at Mogdisho, on the Somali coast, of a northern Arab vessel with sixteen slaves on board, that put into that port for water.

This vessel has been taken by the authorities of the Sultan of Zanzibar, and is held, together with the slaves, pending orders.

I have not heard of any other instance in which slaves have been smuggled to the north by sea this season.

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

No. 312.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, July 9, 1877.

IN my despatch of June 21, I reported that steps would be taken to follow up the parties implicated in shipping the slave boy found on board the dhow condemned as Case No. 17 of 1877.

I have now the honour to state that the charge of abetment in the offence committed by the captain of the dhow has been clearly proved against one Premji Visanji, of Kikurria, and that he has been condemned in the sum of 200 dollars fine, which I consider, under the circumstances, to be sufficient to deter others from aiding again in such a matter.

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

No. 313.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, July 10, 1877.

I HAVE the honour to inclose copy of order of release of a native vessel detained at Pemba by the boats of Her Majesty's ship "London," as engaged in the Slave Trade.

In this case the seizors failed to prove that the vessel had landed slaves, but, as there existed grounds to justify the detention, and to warrant placing the matter in Court, no damages or demurrage was allowed.

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

Inclosure in No. 313.

Case No. 20 of 1877.

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 "Matima," whereof Hamis was master, sailing under Zanzibar papers and colours, her tackle, apparel, and furniture, seized as liable to forfeiture by James R. Simpson, Esquire, a Sub-Lieutenant in the Royal Navy, in command of boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General, on the 18th day of June, 1877.

PERSONALLY appeared Sub-Lieutenant James R. Simpson, R.N., and produced before me his sworn declaration setting out the circumstances under which the Zanzibar dhow or vessel "Matima," owned by Saeed bin Khamis el Meskeri, of which Khamis was master, was seized at Pemba, on the 8th day of June, 1877. I, the said Judge, having heard the evidence and examined the witnesses produced on both sides, having found that the seizors have failed to prove that the vessel at the time of her seizure was engaged in the Slave Trade, do hereby order the said vessel to be restored to the lawful owner by being given over to Khamis the master thereof, together with the cargo on board, in the same state and condition as that in which they were detained and seized.

In testimony whereof I have signed the present Decree and caused my seal of office to be affixed thereto, this 10th day of July, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Zanzibar.

No. 314.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, July 14, 1877.

I HAVE the honour to inclose Decree of Condemnation of a native vessel with sixteen slaves, seized by officers of Her Majesty's ship "London," near Pemba.

In this case the crew and slave-owners were the first to observe the man-of-war's boat, and finding it impossible to gain a proper landing, abandoned the vessel and slaves, then near a coral reef; the slave-dealers and others are supposed to have reached the shore by swimming, while the dhow, left without any one to guide her, upset in a squall, the slaves fortunately getting clear of the wreck in a canoe before she sunk. In this canoe they were found by the boats of Her Majesty's ship "London," and on proceeding to the spot at low tide the wreck of the vessel was found half-exposed; it was there totally destroyed by cutting open the seams, which, in such a vessel, is easily done, the planks being fastened together with cords, and not by means of nails.

On examining the slaves I discovered they had been long employed at Tanga, where they were sold by their master to an Arab to be taken to Pemba, the high prices now offered having tempted him to dispose of them.

This case has, therefore, nothing to do with the Kilwa traffic, but is, on the contrary, an indication that the supply from that part is very limited or for the time being at an end.

The Universities Mission under Bishop Steere has received twelve of the number of slaves, including one family of five children with father and mother, all of whom had been, in this instance, sold together and taken before they reached Pemba, where no doubt they would have been divided to various purchasers.

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

Inclosure in No. 314.

Case No. 21 of 1877.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel, name, owner, and master unknown, without papers or colours, her tackle, apparel, and furniture, also against nine male and seven female slaves, seized as liable to forfeiture by Arthur C. Woods, Esquire, a Sub-Lieutenant in the Royal Navy, in command of the boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General, on the 2nd day of July, 1877.

APPEARED personally Sub-Lieutenant Arthur C. Woods, R.N., and produced before me his sworn declaration setting out the circumstances under which the native vessel, without name, colours, or papers, of which the owner and master are unknown, of the description and dimensions given in the certificate hereto annexed, together with nine male and seven female slaves, was seized near Pemba on the 23rd day of June, 1877. I, the said John Kirk, having heard the evidence produced by the captors, and examined the slaves in default of parties appearing in defence of the vessel or slaves, having found sufficient proof that the vessel at the time of her seizure was engaged in the conveyance of slaves from the mainland of Africa to the Island of Pemba in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the vessel above described, together with nine 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;

hereby approving and confirming, as necessary and justifiable, the action of the seizers in the destruction of the vessel on the spot.

In testimony whereof I have signed the present Decree and caused my seal of office to be affixed thereto, this 14th day of July, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Receipt for Slaves.

Received from Captain F. B. Sullivan, R.N., commanding Her Majesty's ship "London," nine male and seven female slaves, condemned as prize in Case No. 21 of 1877 on the 14th day of July, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Zanzibar.

Zanzibar, July 14, 1877.

No. 315.

Dr. Kirk to the Earl of Derby. —(Received September 21.)

My Lord,

Zanzibar, July 1, 1877.

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 the half year ending 30th June, 1877.

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

Inclosure in No. 315.

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 June 30, 1877.

1. No. on File.	2. Name of Prize.	3. Name of Capturing Ship.	4. Name of Commanding Officer.	5. Number of Slaves.	6. Date of Capture.	7. Date of Adjudication.	8. Decree.	9. Court Fees.	10. Net Proceeds of Sale.	11. Amount Remitted.	Remarks.
1	Mtepi ..	London ..	T. B. Sullivan ..	..	1877 Jan. 28	1877 Feb. 9	Condemnation ..	9 7 6	..	..
2	1 male and 3 female slaves	Ditto ..	Ditto ..	B	" 22	" 14	Ditto ..	8 5 0	..	..
3	Unknown	Ditto ..	Ditto ..	..	Feb. 14	March 16	Ditto ..	8 1 6	..	..
4	Ditto ..	Ditto ..	Ditto ..	..	" 9	Feb. 20	Ditto ..	15 16 6	..	..
5	Sumba ..	Philomet ..	..	..	" 22	March 9	Restitution ..	10 19 0	..	..
6	Asmeen ..	London ..	T. B. Sullivan ..	1	" 27	" 12	Restitution of vessel and cargo; condemnation of slave	10 16 0	..	..
7	3 slaves ..	Ditto ..	Ditto ..	B	" 26	" 14	Condemnation ..	6 1 0	..	..
8	Unknown	Ditto ..	Ditto ..	..	" 20	" 24	Ditto ..	17 4 6	..	..
9	Mabruki	Ditto ..	Ditto ..	165	" 20	April 12	Ditto ..	8 12 0	..	..
10	Unknown	Ditto ..	Ditto ..	..	" 24	May 1	Restitution ..	14 6 0	..	..
11	Fathalkhair	Lynx ..	F. M. Ommanney ..	..	April 20	" 14	Condemnation ..	10 0 6	..	..
12	Unknown	Ditto ..	Ditto ..	..	" 24	" 14	Ditto ..	8 7 6	..	..
13	Ditto ..	London ..	T. B. Sullivan ..	38	" 3	" 28	Ditto ..	12 0 0	..	..
14	Mabruki..	Lynx ..	F. M. Ommanney..	..	" 16	" 20	Condemnation of vessel and cargo	14 10 0	14 7 8	..	
15	Unknown	London ..	T. B. Sullivan ..	1	" 3	June 11	Condemnation of slave and restitution of vessel	13 14 6	..	..
16	Mwaki ..	Lynx ..	F. M. Ommanney..	..	" 22	" 2	Restitution of vessel and cargo	22 1 6	..	..	Retained pending criminal proceedings in hand of Court
17	Mambosasa	Ditto ..	Ditto ..	1	" 22	" 7	Condemnation of vessel and part of the cargo	20 1 2	106 13 3	86 12 1	
18	Schudi ..	Ditto ..	Ditto ..	2	" 26	" 2	Condemnation ..	9 10 0	..	..
19	Mtefia ..	Ditto ..	Ditto ..	..	" 27	" 12	Ditto ..	13 11 0	10 15 0	..	

(Signed)

JOHN KIRK, Her Majesty's Consul-General, Zanzibar.

No. 316.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, July 26, 1877.

I HAD the honour to report last year that Mr. Roger Price had examined and reported favourably on the country from the opposite coast to beyond the mountains that limit the central plains of the Continent; and that it was his intention to submit to the London Missionary Society a scheme for taking, by means of bullock-waggons, the goods and materials necessary to opening a Mission Station at Ujiji, for which purpose a large sum of money had been given to the Society.

Mr. Price having carried the Society with him in this matter, has now returned, and taken his final departure for the mainland, to set out on an expedition that will, in all probability, extend over several years, and, if successful, open up the country in a wonderful manner to legitimate trade.

The party of which he is the leader consists of six Europeans, with Kaffir servants from Cape Colony to act as bullock-drivers, supplemented by natives hired in Zanzibar. He has two Cape bullock-waggons and eight carts, requiring over 100 cattle to draw them.

Of the teams, about one-half are cattle trained in the Cape, that were brought here by the Union Mail Steamer, and the remainder are animals bought here on the coast, and only new broken in to harness. The Europeans, his companions, seem to be practical and willing men, so that this great experiment promises to receive a fair trial; and I am confident that the expedition will not be discouraged by small difficulties.

The route selected has the great advantage of being apparently free of the Tsete fly, although this is a matter that still requires the test of experience before a positive opinion can be given. In any case if the fly exists, it is confined to a very limited district. It is also a road in constant use for trade-caravans, such as now bring down the ivory, and the natives are everywhere friendly.

Once on the Ugogo plains, however, the people are more powerful, and accustomed to levy tax on passing traders; and there Mr. Price will no doubt meet with the usual delays and annoyances of African travel; but the land is level once the coast mountains have been passed; and the greatest difficulty will be caused by beds of water-courses filled during the rains, and presenting steep banks that can only delay but not seriously impede the passage of waggons.

Whilst this experiment is being made by the London Missionary Society, and the South African mode of travelling applied to the tropical regions of Zanzibar, a road-making party have commenced operations, and completed six miles of good road from Dar-es-Salam, directed towards the still undetermined north end of Lake Nyassa.

The object here is to make a road, in the hope that trade will spring up; and I am told that the few miles already completed are much used, and that as many as 100 natives bringing rice, india-rubber, and copal, the produce of the surrounding country, pass daily by it on their way to Dar-es-Salam. When the road has been pushed a little further, if trade such as this continues to develop, there will be ample opportunity to try carts and waggons; but I am told that on the low hills the fly has been observed, or something that has been taken to be it by Mr. Edmund Buxton, a gentleman who has seen it in South Africa.

This scheme is promoted and paid for by Mr. Mackinnon and Sir F. Buxton, the object being to open the Nyassa country to legitimate trade and so assist in replacing that in slaves.

The party arrived here without definite instructions beyond that they were to commence operations at once, and rather start from a less advantageous base than lose time in explorations.

My previous examinations had reduced the choice to three places, namely, Lindi to the south, Kilwa in the centre, and Dar-es-Salam the furthest possible harbour to the north. That by Lindi seemed free of tsetse, and was selected by me among the many splendid harbours of the southern district on that account. The drawbacks were that the road would reach the Lake too far south, while it seemed very desirable that, starting in the Sultan's dominions, the terminal station should not be south of the furthest limit of his territory, and again this route would not so completely command and cut off the Slave Trade as one from Kilwa. In favour of the Kilwa route, however, it seemed there was little to be said, for the present Kilwa road to Nyassa joins that of Lindi and touches the Lake far south; in former times, it is said, caravans travelled due west, but beyond the point reached by Baron Von der Decken there is nothing now known of this road, and the tribes near the Lake are said to be most

hostile. What made me reject Kilwa as a starting-point was however the fact that a party setting out from there would meet with the active opposition of all classes, for at Kilwa they have not yet given up hopes of reviving the Slave Trade, and are suffering through its present stoppage.

Dar-es-Salam presented the advantages of a fine port near to head-quarters, and a road to the north of the Nyassa Lake would at the same time serve for the south of Tanganyika; in fact this is the old caravan route, and said to be the best and easiest way to Ujiji, although for twenty years disused. It passes through lands unknown to Europeans, but travelled by Arabs and natives of the coast going to Katanga, Kazembe, Urori and Ubena, yet, strange to say, just as from Kilwa all caravans pass far south and reach the Nyassa Lake near the southern end, so from Dar-es-Salam no caravan to the Nyassa goes direct, but, skirting the coast to Kilwa, joins the one route now in use.

What may be the difficulties that lie in the way if we attempt to go direct from Dar-es-Salam or Kilwa to the north-east side of the Nyassa it is impossible to learn; my impression is that they are temporary and caused by the warlike Maviti, a race of Zulu origin with whom no doubt Europeans would soon establish friendly terms.

Under these circumstances, those in charge of the work, after hearing all I could tell regarding the three routes, elected to pass by Dar-es-Salam, and I believe they have acted wisely, as the way is here not less known than a direct line west from Kilwa would have been, and the difficulties in the way will be less serious at the outset; the country is also more healthy and the road commands both lakes.

There is still another strong reason to recommend Dar-es-Salam, which is its being the only good harbour opposite, there being nothing but open landing between it and the Bay of Tanga, and under these circumstances, should the trade increase, it is certain in the end to replace Bagamoyo, Saadani, and the other coast villages, whose only recommendation is that they offer an extensive mud flat on which native vessels can be safely beached and their cargoes landed. As trade advances such primitive means of conveyance will disappear and harbours assume additional importance, and then the value of Dar-es-Salam with the adjacent roadstead of Massani will be understood.

In these undertakings much depends on the temper and personal character of those to whom the work is entrusted. In Mr. Price and his party the Missionary Society have all that could be desired.

Owing to Dar-es-Salam being selected as the starting-point for the road to Nyassa, I have urged Captain Elton and his companions to direct their course if possible from the unexplored north extremity of the Lake overland, so as to determine this new line of road, and I hope that as this offers better chance of sport and has the additional attraction of being totally new ground, and a region with which it is now important we should be made acquainted, he will find himself able to do so.

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

No. 317.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, August 1, 1877.

I HAVE the honour to forward Decree of Release of two native vessels detained by the Commander of Her Majesty's ship "Vulture," as engaged in the Slave Trade.

As both vessels belonged to one owner, and, although seized on different dates, were taken at the same place, I recommended that, in order to reduce costs and save clerical labour, both should be proceeded with in one action.

After hearing, I had no hesitation in giving possession to the lawful owner, but, at the same time, without allowing demurrage or claim for compensation of any description, as the owners had, through negligence, caused the delay to which they had been subjected. I therefore consider the seizors had cause to take the steps they did.

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

Inclosure in No. 317.

Case No. 27 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction

Our Sovereign Lady the Queen against the two native vessels, without name, their tackle, apparel, and furniture, together with one male slave, owned by Mohammed bin Seif, of Faze, seized as liable to forfeiture by H. Washington, Esq., a Commander in the Royal Navy, commanding Her Majesty's ship "Vulture," before John Kirk, Esq., Her Majesty's Agent and Consul-General, on the 30th day of July, 1877.

PERSONALLY appeared, Commander H. Washington, R.N., and produced his sworn declaration setting out the circumstances under which the Zanzibar vessel, owned by Mohammed bin Seif, of which Mahathe was master, with one slave, was seized at Tanga on the 14th day of July, together with a second vessel owned by Mohammed bin Seif, of which Shamia was master, seized also at Tanga on the 17th day of July. I the said Judge, after hearing the evidence on both sides, having found that the seizors have failed to prove that either of the vessels were engaged in the Slave Trade, or that the native found on board was a slave, as had been alleged, do hereby order the said vessels to be restored to the possession of their lawful owner by being given over to their respective masters, together with the cargo on board, in the same state and condition as that in which they were detained and seized.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto, this 29th day of July, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 318.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, August 13, 1877.

I HAVE the honour to inclose Decrees of Condemnation of three vessels seized as engaged in the Slave Trade.

In none of the three were slaves taken, the proof in each case resting on secondary evidence of being engaged in the Traffic, and on the fact that, after due notice, published both at Pemba and on the coast, no one came forward to defend.

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

Inclosure 1 in No. 318.

Case No. 22 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel, name, owner, and master unknown, without papers or colours, her tackle, furniture, and apparel, seized as liable to forfeiture by Lieutenant L. W. Mathews, R.N., in command of the boats of Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General, on the 20th July, 1877.

APPEARED personally Lieutenant Lloyd W. Matthews, R.N., and produced the sworn declaration hereunto annexed, setting out the circumstances under which the native

vessel, name unknown, and without papers or colours, of the description and dimensions specified in the annexed certificate, was seized at Pemba on the 8th day of July, 1877. I, the said John Kirk, having heard the evidence produced by the captors, and examined the witnesses, and, in default of any one appearing on behalf of the owner, 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 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; hereby approving the course pursued by the captors in destroying the vessel on the spot as necessary and justifiable.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 6th day of August, 1877.

(Signed) JOHN KIRK.

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

Inclosure 2 in No. 318.

Case No. 23 of 1877.

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 papers or colours, and whereof Zahora was owner and Isnail master, her tackle, furniture, and apparel, seized as liable to forfeiture by Lieutenant Lloyd W. Mathews, R.N., commanding the boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 20th day of July, 1877.

APPEARED personally Lieutenant Lloyd W. Mathews, R.N., of Her Majesty's ship "London," and produced before me his sworn declaration setting out the circumstances under which the native vessel, name unknown, having no papers or colours, owned by Zahora, and whereof Ismail was master, of the description and admeasurement set forth in the certificate annexed, was seized at Tanga on the 12th day of July, 1877. I, the said John Kirk, having heard the evidence produced and examined the witnesses, and, in default of anyone appearing on behalf of the owner, 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 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, for the purpose of being broken up and totally destroyed where she lays.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 6th day of August, 1877.

(Signed) JOHN KIRK,

Her Majesty's Agent and Consul-General, Judge.

Inclosure 3 in No. 318.

Case No. 24 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel, name, owner, and master unknown, having no papers or colours, her tackle, furniture, and apparel, seized as liable to forfeiture by Lieutenant Lloyd W. Mathews, R.N., in command of the boats of Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General, on the 20th day of July, 1877.

APPEARED personally Lieutenant Lloyd W. Matthews, R.N., and produced before me his sworn declaration, setting out the circumstances under which the native vessel,

name, owner, and master alike unknown, and having neither papers nor colours, of the description and dimensions specified in the annexed certificate, was seized off Mtangata on the 13th day of July, 1877. I, the said John Kirk, having heard the evidence produced by the captors, and examined the witnesses, and in default of anyone appearing on behalf of the owner, 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 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; hereby approving of the course pursued by the seizers in the destruction of the vessel on the spot as justifiable under the circumstances.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 6th day of August, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 319.

Dr. Kirk to the Earl of Derby.—(Received September 24.)

My Lord,

Zanzibar, August 13, 1877.

I HAVE the honour to inclose Decree of Condemnation of five slaves, part of a slave cargo landed on one of the outlying islets near Pemba.

These slaves had been landed, but lost by their owners in the thick jungle until found by the men of our cruisers. During the time they had been on the island they had supported themselves by stealing from gardens at night and by picking up shell-fish and roots. All were raw slaves, and no doubt existed as to the truth of the statement that they had been very recently brought from the mainland.

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

Inclosure in No. 319.

Case No. 25 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against five male slaves seized as liable to forfeiture by Lieutenant Lloyd W. Mathews, R.N., 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 21st day of July, 1877.

PERSONALLY appeared Lieutenant Lloyd W. Mathews, R.N., and produced before me his sworn declaration, setting out the circumstances under which five male slaves, whose owner or owners are unknown, were seized off Pemba on the 6th day of July, 1877. I, the said John Kirk, having heard the evidence produced by the captors and examined the slaves, and in default of anyone appearing on behalf of their owner or owners, having found sufficient proof that the said five male slaves were, at the time of detention, being conveyed from the mainland of Africa to the Island of Pemba in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge them to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and condemn the same accordingly for the purpose of being freed.

In testimony whereof, I have signed the present Decree, and have caused my seal of office to be affixed thereto this 6th day of August, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Receipt for Slaves.

Received from Captain T. B. Sullivan, R.N., commanding Her Majesty's ship "London," five male slaves condemned in Case No. 25 of 1877.

(Signed) JOHN KIRK,

Her Majesty's Agent and Consul-General, Judge.

Zanzibar, 21st July, 1877.

No. 320.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, August 24, 1877.

I HAVE received during this month reports from all parts of the coast which go to show that our endeavours to stop the land Slave Traffic continue most successful.

It would be barely possible that slave caravans should pass Dar-es-Salam without some of those employed in making the new road being aware, for this road is now advanced a sufficient distance to render it not an easy thing for slave caravans to pass inland without crossing it.

From Mr. Roger Price's party, now on their way to the interior from Saadani, I have an equally favourable report, as also from native agents moving up and down at various places.

All tidings tend to show that the last steps taken have produced good effect, and the great land traffic once more is placed in abeyance. At the same time we hear of occasional small bands of slaves procured in the adjacent countries being taken to the coast. These, however, are few, and as they become known will be followed up.

On a recent occasion, a Chief living inland from Pangani interrupted such a party of slaves in charge of Arab drivers, and although they defended themselves with firearms, took away their slaves, whom he freed and placed near one of the Central African Mission stations. Several Arabs were killed on this occasion and their arms lost. I have taken the precaution of placing His Highness in early possession of the true state of the case, in order to ensure his approval of the Chief's action, and I shall myself send the Chief a suitable present, so as to secure his future co-operation in keeping up the blockade of the upper Pangani to the passage of slave caravans.

In the meantime the officers of Her Majesty's ship "London" are busily engaged following up the vessels employed in the Pemba traffic.

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

No. 321.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, August 17, 1877.

I HAVE the honour to report that His Highness Seyed Barghash has commenced to organize a disciplined native force that will, when formed, alter the relations in which he and his predecessors have stood to the Arab population.

Hitherto, following the tradition of Oman, the country in Arabia whence they came, the leading Arab families have looked on their Sultan or Seyyed as one of themselves, paramount, no doubt, so long as he did not interfere with them, but without the means of making his authority respected in any matter in which their interests were affected.

On coming to the throne His Highness for some time looked on his position in this light, and acted under the guidance of his Chiefs; but in 1873 circumstances arose in which he had to act alone, for it became necessary, in order to save the country, that he should yield to the demands of Great Britain in respect to the Slave Trade, and issue laws opposed to the wishes of the bulk of his Arab subjects.

Having once taken a decided course in this respect, His Highness has never wavered in his personal endeavours to give effect to all he engaged to do, but it has become obvious to him that, while he depends on Arab mercenaries, his authority will be small and his will set aside on every occasion where this may be done with impunity.

I have lately tried to convince His Highness that the time has passed when he can trust to such undisciplined and lawless bands of foreigners as now compose his troops, and

endeavoured to persuade him to raise a negro force well armed and disciplined on the European system, on whom he can better depend, and who never will combine with the Arabs, but may be trusted on any occasion on which he may hereafter come into collision with his Chiefs.

His Highness has now commenced the formation of such a body, and has raised at present a small battalion of 300 men, who are being regularly drilled and accustomed to some sort of discipline.

After consulting with Captain Sullivan, the Senior Naval Officer, I have, under the circumstances, and bearing in mind your Lordship's instructions of the 19th August, 1876, thought it well to assist His Highness, and while the officers are receiving daily instruction on board Her Majesty's ship "London," Lieutenant Mathews, who volunteered his services with Captain Sullivan's approval, has engaged to superintend the organization of the force on shore.

The Sultan proposes to arm his new force with the Martini-Henry rifle, with which his Persian guard are already supplied, but I have strongly dissuaded him from adopting, for negro troops, so complicated and delicate a weapon, and have recommended the Snider rifle, which has proved in the hands of our sailors so very efficient, even under the most adverse conditions, in boat cruising, as the arm most suitable for this purpose.

The formation of this new body is the direct result of the Sultan's endeavours to carry out loyally his engagements for the suppression of the Slave Trade, and if, with our aid and assistance, it is once successfully established, this force will relieve us of half the cost we now incur on this coast by giving His Highness a body of men with sympathies and interests at variance with the local Arab Governors who now connive at Slave Traffic.

The Sultan is, in fact, doing in part what we should have ourselves been compelled to do if the land Traffic is to be effectually stopped, and it seems to me most important that His Highness should feel we are assisting and supporting him in the matter, and ready to strengthen his hands.

When His Highness issued the proclamation prohibiting land Slave Traffic and the fitting out of slave-caravans, which have now been proved to have done more than all other means put together to diminish the Slave Trade, I ventured to suggest in my despatches Nos. 72 and 78 of 20th and 28th April, 1876, the expediency of making a present of such a kind as would convey to the people of Zanzibar the idea of support, and at the same time incline His Highness to place confidence in my advice, by showing him that what I had induced him to do was endorsed and approved in a marked manner. As time passed such a gift would have in a measure lost its significance, but I feel that the present would again be an opportune occasion, should Her Majesty's Government think fit to consider the recommendation I then made.

The land Slave Trade is once more in abeyance, thanks to the manner in which His Highness has acted in following my advice and remonstrance, and it is to maintain this position he is organizing the new force.

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

No. 322.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, August 22, 1877.

I HAVE the honour to report the latest tidings of the various exploring and mission parties now engaged in opening up the Zanzibar dominions and the interior.

To the south, the station of the Central African Mission at Msasi, on the Rovuma, formed as an intermediate post for the purpose of gradually restoring the freed slaves from the Nyassa district to their country, is progressing favourably, and the Rev. Chauncey Maples had safely arrived with his party to augment the strength of that community. One of the party had visited Mtaka, an influential Chief and slave-trader near the lake, whom Bishop Steere had found willing to encourage the Mission, and with whom he was desirous of remaining on good terms pending the establishment of a branch mission station at his capital.

Further north, the road-making party which commenced operations at Dar-es-Salam has progressed sixteen miles inland, the country being found to improve as they advance, and the people becoming more friendly and coming in numbers, daily increasing, to work for wages. At the same time, the part completed is in constant use by the natives, who

also have commenced to populate and cultivate the adjoining country, where previously there was nothing but impenetrable jungle.

Still further north, the line roughly gone over and reported upon by the Rev. Roger Price has been followed up, and a waggon track made for a distance of 250 miles to Mpwapwa by Mr. Mackay, in the employ of the Church Missionary Society, while the London Missionary Society's expedition, under Mr. Roger Price, has advanced six days' journey on the route with cattle and waggons on their way to Lake Tanganyika.

I annex a copy of Mr. Mackay's report to me on the subject.

I am also in receipt of letters from the Church Mission party, under Lieutenant Shergold Smith, dated from Kagei Usekuma, the 19th May. I regret that it reports the death of Dr. Smith, medical officer to the expedition, which took place on the 11th of that month.

I inclose a copy of Lieutenant Smith's letter, as it contains important information regarding the apparent stoppage of the Slave Trade.

I am, however, informed, from another reliable source, that a gang of slaves passed east from the Ujiji Lake to be sold or exchanged (no doubt in Ugoge) for ivory.

From the Nyassa districts I learn that the Chiefs—those most inveterate of all slave-dealers—are now looking for a revival of the traffic towards the Portuguese line of coast, rather than hoping for any change in the present state of affairs further north.

These combined reports from explorers now acquainted with the language, and having every facility for learning the truth, tallying so nearly with what I have gathered from native agents, afford good grounds for hoping that the Slave Trade is being effectually dealt with by means of the steps taken here by the British Government acting in concert with the Sultan of Zanzibar.

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

P.S.—Since writing the above I have received reports from Mombasa fully confirming those already referred to. Two missionaries, belonging to different societies, who have been travelling in the surrounding country, inform me that the land Slave Trade is for the time completely stopped, and has been in abeyance for about two months.

Captain Wharton, of Her Majesty's ship "Fawn," brings equally encouraging tidings from Kilwa and the vicinity, where he has been surveying for the past two months.

J. K.

Inclosure 1 in No. 322.

Mr. Mackay to Dr. Kirk.

My dear Sir,

Mpwapwa, August 9, 1877.

AS you take a considerable interest in the present agitation for the opening up of the interior of Africa, allow me to report to you that the work which the Church Missionary Society undertook, viz., to make a waggon road or track from Saadani to Mpwapwa, is now finished.

Starting from Saadani, the track follows the line of Nyamwesi caravans as far as Momew (114 miles), from there it strikes south-west across a level country, joining the Bagamoyo road at Farahani, near Rehenneko. The line of this road is then more or less followed up the Mkondokoa valley to Mpwapwa.

The road is level throughout, that is to say, rises by an ascent so gradual as to be almost imperceptible. No mountain or hill is crossed in the whole line, except the rolling ground near the coast. At Gombo Lake, after making a level road by the stream, I abandoned it for a pass over the hill 300 feet above the road level, but a gradual ascent and descent. This I did to avoid risk of tsetse.

I have taken an ox and a dog along with me, and neither of them seems to have been bitten; both are as well as possible. I reached Mpwapwa last night, exactly 100 days after leaving Saadani. The length of the line is 250 miles.

I am, &c.
(Signed) A. M. MACKAY.

Inclosure 2 in No. 322.

Lieutenant Smith to Dr. Kirk.

Dear Dr. Kirk,

Kagei, Usekuma, May 19, 1877.

I HAVE sad news to communicate to you. We have lost another member of our party by that fearful dysentery. Dr. Smith died on the 11th instant, after an eight days' course of that disease. He was in a weak state, having been ill for over two months before that, and his weak frame was quite unable to stand this violent attack. He is a great loss to the expedition; he was an earnest, hard-working fellow. I feel his loss the more from his having been my companion throughout from the coast. We had a rough journey from Nguru here; both the doctor and I were laid up, and the men, from fear or bad faith, all deserted us; of the 360 I left Nguru with, only six arrived here.

It was with difficulty we could get our loads carried from one village to another, especially on nearing the lake; they seem to be in a chronic state of fight. As it was we lost much of our goods (nearly half the beads and cloth) through highway robbery and theft by our friends.

The country is very productive, and provisions of all kinds exceedingly cheap. Cattle graze by hundreds on the plains, which are very extensive, offering at times a sea horizon.

I have not met with a trace of slavery, nor do I see any signs of it here. The Arab Songoro, who is living and trading here, and has a bad name from Stanley, has not shown us anything but kindness. His trade seems perfectly legal in ivory.

Leaving Nguru on February 14th, I arrived here on April 1, and we have since been employed putting the "Daisy" together, or rather rebuilding her, for she was a total wreck.

I hope to leave this for Ukerave in about ten days, where, if I can make a purchase of a dhow Songoro has built, we shall stay about two months to complete her, and then O'Neil and Wilson will go to Karagur and I to Uganda.

Strange to say, I had my sextant and artificial horizon stolen at Nguru, so I have been unable to make any observation; but by theodolite I put this place in latitude 2° 18' 50" south; it may be two or three miles out, for I am a poor hand with that instrument, nor have I been well enough to give much attention to it.

I am, &c.

(Signed) G. SHERGOLD SMITH.

No. 323.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, August 24, 1877.

IMMEDIATELY on receipt of Sir Julian Pauncefote's despatch of July 13, with reference to provisional interference with Zanzibar slave-traders found contravening the Sultan's laws in the Lake countries, I wrote to Mr. Cotterill, cancelling all I had before said on the subject, and informing him in the sense of your Lordship's remarks conveyed to me in the letter under acknowledgment.

As my present instructions will be forwarded without delay, via the Zambesi, by Vice-Consul Nunes, of Quilimane, I have no reason to fear that any inconvenience will be occasioned by the course provisionally indicated in my former letter.

I understand, however, that in order to deal with Zanzibar subjects slave-trading on Lake Nyassa, His Highness Syed Barghash intends shortly to establish an officer duly empowered to exercise his authority and deal with Arab or Swahili slave-traders, either on the spot or seizure of their property here at the coast.

I have, &c.

(Signed) JOHN KIRK.

No. 324.

Dr. Kirk to the Earl of Derby.—(Received September 21.)

My Lord,

Zanzibar, August 24, 1877.

I HAVE the honour to acknowledge the receipt of Sir Julian Pauncefote's despatch dated 20th April, directing me to submit to your Lordship a definite scheme for the

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stoppage of the land Traffic in Slaves, having in so doing due regard to the conditions of climate, and to financial considerations, and to enter fully into the steps which it may be necessary to take to strengthen the Sultan's hands, and to point out the necessity, if such exist, for more stringent European supervision on the coast, and the means of locomotion essential for Her Majesty's Agent at Zanzibar.

I shall have, in the first place, briefly to consider the position in which we stand with respect to the Slave Trade on land, with which we have now to deal, as distinguished from that by sea, with which hitherto we have alone interfered.

Up to the time the Treaty of 1873 was signed, Zanzibar subjects had an acknowledged right to collect slaves on land and ship them within certain bounds; this was limited by the Sultan himself to fixed seasons, in order to stop, as much as possible, the export traffic to foreign countries, which was then prohibited by Treaty.

This modified right of transporting and dealing in slaves involved also, of necessity, the fitting out of slave-caravans to procure slaves from the interior, and recognized their passage to the coast.

Even after 1875, when all sea-borne Slave Trade was finally prohibited by Treaty, and slavery afloat virtually abolished, there remained a certain implied right to move slaves by land from place to place within the Sultan's dominions on the African continent, and had not the great demand for slave-labour in the Island of Pemba induced slave-dealers to make use of this reservation in order to set aside the provisions of the Treaties, there would have been no opportunity for any proper interference on our part. It soon, however, became obvious that so long as the land route remained open, the slave-traders could safely elude the combined endeavours of His Highness and ourselves, and carry on, almost unchecked, the shipment to Pemba, as before. Under these circumstances, after an inquiry that left no doubt as to the magnitude of this contraband traffic, I received orders to take steps to endeavour to meet the emergency, and prevailed on the Sultan to issue a law forbidding all passage of slave-gangs on land, and the fitting-out of caravans for the purchase or capture of slaves in the interior.

The law came into force last year, the dealers at first openly resisting its execution, and the people of Kilwa would have revolted but for the presence of Her Majesty's ship "Thetis," and my prompt arrival with a body of native troops in the town.

For some time the land route was then abandoned and the Slave Trade placed in abeyance, but it soon appeared that the Sultan's Government on the coast was not strong enough to guarantee the obedience of his Governors in a matter that was opposed to their private interests, and to the interests of everyone in the country. The result was a renewal of the land traffic, and consequently of the shipments to Pemba.

In order rightly to understand the situation, and do justice to His Highness, it must be borne in mind that ever since he has given way to our policy he has had to exercise a personal authority unknown before, and at variance with the fundamental system of Government among the Arabs of Oman his subjects. Over the negroes he was always supposed to be supreme, but he stood almost as an equal among the heads of the various Arab families. In negotiating the Treaty of 1873, I had so to arrange that the Sultan signed by consent of his Chiefs, thus so far complying with the theory of Government; but once the pressure that got the Treaty was removed, we had to look to His Highness to put its provisions in force in opposition to his people, and it became my duty gradually to work up to this object. Thus began a new era in Zanzibar government; but the power had to be exercised tentatively at first.

The issue of the Law and Proclamations of 1876 were, however, acts of the Sultan himself, and not the simple enforcing of a Treaty stipulation; his Governors, therefore, yielded with a bad grace, and soon began to carry on a connival at the illicit trade as before, and even became personally implicated therein. The chief offender in this was Saeed bin Abdullah, Governor of Kilwa, one of the Sultan's family and a man of high standing; but the summary and utter ruin that attended his conviction, together with the removal and punishment of many other officials, again stopped the Traffic, and gave a blow from which it has not yet recovered.

It will thus be seen that, with the limited means at disposal, great results have been attained; the foreign Slave Trade from Zanzibar territory has been for practical purposes totally abolished; that which took thousands of slaves to South Somali-Land is equally a thing of the past, and we have to do now with the limited land traffic alone and the local trade to the Islands of Pemba and Zanzibar, and to root out a system that, if left alone, will surely lead to the undermining of our work, and a renewal of the trade in quarters where it has been suppressed after great and costly efforts.

We must, in providing for what remains still to be done, not lose sight of all that has been gained, but rather view hopefully the future, and look to the time as not far distant

when we may safely reduce expenditure and allow legitimate commerce to uproot the last traces of the desolating Traffic.

This being the situation, and it being from past experience evident that if the Treaties of 1873 and 1875 are to be enforced, the land traffic must be stopped, I have now to submit the draft of a scheme that will attain the required end, with due regard to the unhealthiness of the Zanzibar climate, the vast and varied extent of the country, and bearing in mind financial considerations.

We have here available at the present time for the purpose desired the staff of the British Agency and Consulate-General and part of the naval force on the station, but there are many reasons why we must on land utilize as far as possible the Sultan's power and Government, directing and strengthening it in such a way as will best accomplish the end in view, in this way supplementing and guiding rather than superseding his power.

Since my various reports lately rendered on the subject of land Slave Trade, with suggestions as to how it should best be met, two very important steps have been taken that will facilitate what now remains to be done.

The first is the appointment of a judicial assistant to this Agency, thus placing at disposal for the work the services of an experienced assistant having local knowledge who may now be sent for duty on the coast, or conduct affairs here whenever it may be desirable that I should proceed there myself; under these circumstances I shall not have to ask for any permanent addition to my European staff for Slave Trade duty. The second step referred to is the present endeavour of the Sultan to raise a disciplined negro force, which will, if successful, render the Ruler of Zanzibar independent of the higher classes, by whose influence the Slave Trade hitherto had been carried on, and who, but for fear of British intervention, would long ago have displaced Sayyid Barghash in consequence of the steps he has taken to stop the traffic.

In submitting the details of a scheme intended to meet the present state of affairs, I shall consider, first, what is required in the department over which I preside; and, secondly, what it is advisable for us to do in order to secure the continued co-operation of the Sultan and to make his aid efficient.

I would premise that after consulting with the Senior Naval Officer, I do not include the work of the Royal Navy in these details, which refer essentially to land operations, and it would be premature to discuss at present the probabilities of a diminution in the national outlay for this service, though it must be evident that the success of the action proposed would gradually reduce the necessity for the large naval force now employed, though in the meantime it is as important as ever to keep up its efficiency. Under the first head, however, I shall refer to special employment of naval officers

1. We have now at Zanzibar an Agent and Consul-General whose duty it is to superintend and direct the Government work in all departments, but, unless in the event of serious cases of Slave Trade by Indians, when it may be thought expedient to exercise the greater power vested only in him as a Deputy Commissioner of the Viceroy of India, and in Admiralty cases, as Judge of the East African Court, he will not now sit as Judge. The Political Assistant, as has been mentioned, is now also at disposal for service on the coast. In the event of the Agent requiring additional European assistance, this would only be temporary; and as a knowledge of the language is indispensable, the Senior Naval Officer should be empowered from time to time to place at disposal for special service on shore one or other of the naval officers who have passed in Swahili, who would receive from this office an extra allowance, to be sanctioned by Government, while so employed, the Agent giving them temporary Vice-Consular authority to legalize their acts. At the same time, in order to obtain volunteers, it would be essential that such service should count also as time afloat.

In order to make so small a staff adequate to the work, it is essential there should be placed at the disposal of the Agent a steam vessel of suitable size and power to make the voyage on this coast with safety and dispatch, and this I consider of first importance and absolutely essential, both for suppression of the Slave Trade along the extended route, the various points upon which it will be necessary to reach without delay as circumstances require, and also for maintaining that authority over the Indian trading community upon which so much of our power and influence depends.

I annex a memorandum on the class of vessel that seems best fitted for the work, drawn up after careful consideration with the Senior Naval Officer.

Temporary additions to my native staff will be necessary, but the extent of these will much depend on the aid we receive from the Sultan which I shall now discuss, and the fund already voted in the general estimate will be available for this object.

2. Seeing that the Sultan of Zanzibar is an independent Sovereign who has shown himself ready and equal to the task of aiding and furthering the British policy in regard

to opening up the resources of Africa and suppressing the Slave Trade, it is of paramount importance to maintain the best possible relations with him, to encourage and assist him in obtaining that power of enforcing his will without which the burden of giving effect to the Slave Trade laws must fall on us.

His Highness has at present a few old and worn out steam-vessels only fit for service near the island, but he has ordered and will shortly receive a steam-ship capable of doing all that is needed to assert his authority along the extensive sea-coast of his dominions, and to enable him personally to visit and inspect the country. Beyond this, he has no need for any addition to his navy at present.

With regard to his troops, it is, however, much to be hoped that the attempt he is now making to raise a disciplined negro force may prove successful, and I think, as a means of gaining His Highness' confidence, it would be well at the present time to make him the gift I have before proposed, and expressly sanctioning and approving the volunteer service in which Lieutenant Matthews, R.N., is now engaged in drilling the new troops. On these heads, however, I have reported specially in a separate despatch.

If it should appear after a little time that this is likely to prove an efficient force, we should, as part of the scheme I am now discussing, so manage as to retain the command in the hands of a British officer, and thus have a guarantee that it is employed in an efficient manner in suppressing the Slave Trade, and in accordance with His Highness' wishes and orders.

The practical working of the scheme here sketched will no doubt lead to the capture of slave gangs on land either by Consular Officers or others acting with the aid of the Sultan's authority, under Consular direction, and it will, therefore, be important that the existing Prize Court at Zanzibar should have power to dispose of and adjudicate upon any captures so made, if we wish to secure the permanent freedom of the liberated slaves, and to bar other claims that in default of a judicial sentence would be raised before native authorities, or pressed in a less open manner by influential persons.

The Slave Trade Consolidation Act of 1873, contemplates such captures being made in section 3, and makes the same cognizable by the various Courts to which that Act extends; but the East African Courts' Act of the same year limits the power of the Zanzibar Court to deal with captures on land to such as one made by the commander and officers of one or other of Her Majesty's ships.

I would therefore propose that this Court's jurisdiction should be extended by including in Section 3 of that Act seizures of slaves or vessels made by any one duly authorized to act as a Consular Officer in the Zanzibar dominions.

Without this power it would clearly be a most invidious duty for me to watch over the freedom of slaves captured by the Consulate and made over of necessity in that case to the local authorities. If declared free by sentence of this Court, they would, on the other hand, be perfectly secure and treated like the mass of freed slaves, who have a legal claim to the protection of the British Agency, a distinction that both slaves and masters well understand and have learned to respect.

Had I been called upon to make the above report a year back, I should have had much more to propose, but the present is a most favourable time for giving the last blow to the Slave Trade, the opening up of roads in various directions, and the circumstances above alluded to having already given us facilities for operating and obtaining accurate information not then possessed.

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

Inclosure in No. 324.

Memorandum on the Class of Vessel suitable as a Tender to Her Majesty's Agency and Consulate-General at Zanzibar, for service on the East Coast in suppression of the Slave Trade, and on other duty.

AFTER consulting with Captain Sullivan, the Senior Naval Officer, and Commander Wharton, of the surveying ship "Fawn," it appears that the vessel suitable for the service required would be one of 200 tons measurement, built of wood, or composite, with copper sheathing, to avoid the cost and inconvenience of periodical docking, where there is no such appliance nearer than Bombay or Mauritius.

The vessel should have compound engine or other effecting economy of fuel, but capable of propelling the vessel ten knots.

There should be coal stowage for eighteen days half-speed.

As the winds will in general be available one way, she should have a certain amount of sail to enable her to economize fuel.

There should be good accommodation aft, suitable for a tropical climate, perhaps half-raised poop cabin, to allow the ports being kept open in ordinary weather.

The *personnel* should consist of one European officer in charge, with a second, also of at least one European engineer; the remainder of the crew might be Indians or natives of this country.

No. 325.

Sir J. Pauncefote to Dr. Kirk.

Sir, *Foreign Office, October 2, 1877.*
I AM directed by the Earl of Derby to express to you his approval of your intention to recognize by a suitable present the action of the native Chief who seized and freed a caravan of slaves under the circumstances reported in your despatch of the 24th August.

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

No. 326.

Sir J. Pauncefote to Dr. Kirk.

Sir, *Foreign Office, October 9, 1877.*
I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 9th July, and to convey to you his Lordship's approval of the punishment which you inflicted on Premji Visanji for complicity in shipping the slave boy on board the dhow, condemned as Case No. 17, which was reported in your despatch of the 31st June.

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

No. 327.

Sir J. Pauncefote to Dr. Kirk.

Sir, *Foreign Office, October 18, 1877.*
I AM directed by the Earl of Derby to transmit to you, for your information, a copy of a despatch from Her Majesty's Minister at Brussels, with its inclosure, giving an account of a farewell banquet to the Belgian officers of the African International Exploring Expedition.

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

Inclosure 1 in No. 327.

Mr. Lumley to the Earl of Derby.

My Lord, *Brussels, October 14, 1877.*
ON Thursday last the Belgian Geographical Society gave a farewell banquet to Captains Crespel and Cambier and Dr. Maes, the Belgian officers of the African Exploring Expedition, who will leave Brussels to-morrow for Southampton, where they will embark on Wednesday for their destination on board the "Danube," which the Geographical Society of London has most generously placed at their disposal.

The extract from the "Echo du Parlement" herewith inclosed, contains a report of the speeches made on this occasion, describing the views which have guided the King in stimulating this international undertaking.

I have, &c.
(Signed) J. SAVILE LUMLEY.

Inclosure 2 in No. 327.

Extract from the "Echo du Parlement."

BANQUET OFFERT PAR LA SOCIÉTÉ BELGE DE GÉOGRAPHIE À MM. CRESPEL, CAMBIER, ET MAES.—CES jours derniers a eu lieu dans les salons du restaurant Perrin, Rue Fossé aux Loups, un banquet offert par la Société Belge de Géographie à MM. Crespel, Cambier, et Maes, membres de la première expédition internationale Africaine.

Au dessert, plusieurs toasts ont été portés; d'abord au Roi, promoteur de l'œuvre Africaine, par le Président, M. le Général Liagre; puis aux trois membres de l'expédition, les héros de la fête, par M. du Fief, Secrétaire Général de la Société; à la Société Belge de Géographie, par M. Crespel; à M. Liagre, par M. d'Hane Steenhuyse, Vice-Président. Tous ces toasts ont été chaleureusement applaudis. Enfin, M. Delgeur, Vice-Président de la Société d'Anvers, a remis à MM. Crespel, Cambier, et Maes, le diplôme de membres correspondants de cette Société.

Ce banquet d'adieu, qui avait en lui-même un caractère sérieux, s'est gaiement terminé par la chanson, "Les Tournaisiens sont là," chanson qui a été dite par M. Discailles, avec beaucoup de verve, et qui était tout à fait de circonstance puisqu'il y avait là, comme Tournaisiens, M. Crespel, chef de l'expédition, le Président et le Secrétaire de la Société. En résumé, cette soirée pourra compter parmi les bons souvenirs de nos trois voyageurs, auxquels tous les convives ont, en les quittant, donné une bonne poignée de mains, et ont cordialement souhaité un bon voyage.

Voici le texte des discours qui ont été prononcés.

D'abord au Roi, par M. le Général Liagre:—

"Messieurs,

"Bien que ce banquet ne présente aucun caractère officiel, et que notre réunion ait simplement pour objet de fêter, au nom de la Société Belge de Géographie, trois de ses membres prêts à partir pour un long et périlleux voyage, je crois que la circonstance nous autorise à porter le premier toast au Roi. Les héros de la fête nous sauraient mauvais gré, j'en suis sûr, si avant de leur exprimer les vœux que nous formons tous pour le succès de leur courageuse entreprise, nous ne commençons point par payer un juste tribut à l'auguste promoteur de l'œuvre Africaine.

"Notre pays doit être fier, Messieurs, de la généreuse initiative prise par son Souverain bien aimé; elle rehausse la Belgique aux yeux de l'étranger, en nous plaçant à la tête d'une noble croisade civilisatrice. Il est temps de dissiper les ténèbres d'ignorance dans lesquelles sont encore plongés nos frères de l'intérieur de l'Afrique; c'est l'ignorance qui engendre chez eux la barbarie et qui leur inspire ces usages cruels dont ils sont eux-mêmes les premières victimes. Il faut avant tout les éclairer, et notre Roi a compris que le moyen le plus efficace d'arriver à ce but, c'est d'aller courageusement, mais pacifiquement, nous établir au milieu de ces peuplades déshéritées, moins pour aller à elles que pour les engager à venir à nous.

"La supériorité intellectuelle de l'Européen, les merveilles de sa science et de son industrie, ne tarderont pas à attirer ces natures primitives, et exerceront sur elles un prestige irrésistible; des relations d'abord réservées, puis devenues peu à peu confiantes, s'établiront entre l'indigène et l'étranger; des échanges se feront à l'avantage de l'un et de l'autre, et lorsque le trésor de richesses naturelles dont il est possesseur à son insu aura été révélé à l'Africain, il s'empressera, nous n'en doutons pas, de remplacer par un commerce régulier le vil trafic auquel il se livre aujourd'hui et qui est une honte pour nous, une honte pour notre siècle et une honte pour l'humanité.

"Telle est, Messieurs, l'idée profonde qui a guidé le Roi, lorsqu'en jetant les fondements de l'association internationale Africaine, il a imaginé d'établir ces stations scientifiques, agricoles, et hospitalières, dont nous saluons aujourd'hui avec bonheur les trois premiers missionnaires. Pour les indigènes, elles seront un foyer de lumière, un centre d'attraction; aux explorateurs étrangers, elles serviront à la fois d'abri, de magasins de ravitaillement et de bases d'opération. C'est seulement par cette marche sage et méthodique que des résultats fructueux et durables peuvent être obtenus; et si, dans cette lutte généreuse, le génie de la barbarie est vaincu un jour, comme il le sera sans aucun doute, par le génie de la civilisation, l'histoire juste et reconnaissante n'oubliera pas d'enregistrer glorieusement le nom de Léopold II. Au Roi!"

Voici le toast porté par M. du Fief à MM. Crespel, Cambier, et Maes:—

"Messieurs, lorsque l'organisation d'une première expédition internationale Africaine fut décidée, un grand nombre de nos concitoyens, la plupart appartenant à notre armée, ont spontanément offert leurs services, et ont commencé courageusement les études préparatoires à une pareille expédition.

“ Mais les décisions du Comité International, basées sur l'expérience des voyageurs en Afrique, n'ont pas permis d'utiliser déjà toutes les offres de dévouement. Trois seulement de nos concitoyens, le Capitaine Crespel, le Lieutenant Cambier, et M. Maes, Docteur en Sciences Naturelles, ont obtenu l'honneur, périlleux et envié, de former la première expédition.

“ L'heure solennelle du départ est venue. Ils sont prêts. Dans quelques jours, ils quitteront la terre natale ; dans quelques mois, ils toucheront le sol Africain à Zanzibar pour se diriger vers les mystérieuses régions de l'intérieur.

“ Là, ils n'auront pas seulement à suivre les hazards ou les caprices d'une expédition personnelle : mandataires de l'Europe coalisée contre la barbarie Africaine, ils auront à s'établir à demeure dans ces régions trop souvent inhospitalières, à fonder des stations à la fois scientifiques et agricoles et à répandre ainsi pacifiquement l'influence bienfaisante de la civilisation Européenne.

“ Une tâche élevée, complexe, difficile, leur est donc tracée. Mais ils ont leur savoir et leur intelligence pour enrichir la science géographique de résultats nouveaux ; ils ont leur froide énergie que rien n'arrête, et l'abnégation personnelle nécessaire aux grands dévouements ; ils ont la noble fierté d'accomplir une mission humanitaire dont la réussite sera un éternel honneur et pour eux-mêmes et pour notre cher pays.

“ Je suis heureux d'être ici l'interprète des sentiments de la Société Belge de Géographie en leur présentant l'expression sincère de nos amicales sympathies et les vœux que nous formons tous pour le succès de leur entreprise.

“ Je vous propose donc, Messieurs, un toast à la santé de MM. Crespel, Cambier, et Maes, et au succès de la première expédition internationale Africaine.”

Voici enfin la réponse de M. Crespel :—

“ M. Maes, M. Cambier, et moi, nous remercions M. Du Fief des bonnes paroles qu'il vient de nous adresser. Nous vous remercions tous pour l'accueil chaleureux que vous avez fait au toast qu'il nous a porté.

“ Nous y répondons en buvant à la prospérité de la Société Belge de Géographie. Cette Société n'a pas un an d'âge, et déjà par le nombre et le mérite de ses membres, par les remarquables travaux qu'elle a produits, elle a su affirmer son existence et se faire apprécier dans le monde des savants et des travailleurs. Ces résultats brillants, inespérés, nous les devons surtout aux sommités de la science qui font partie du comité d'organisation. Je tiens à citer notre illustre Président, le Général Liagre, nos Vice-Présidents, MM. Houzeau et d'Hane-Steenhuysse, le Major Adan, à qui nous devons les connaissances astronomiques indispensables pour notre exploration, notre Secrétaire, M. Du Fief, que j'ai eu également l'honneur d'avoir jadis pour professeur, et M. Crepin, qui a bien voulu consacrer à M. Maes une partie de son temps et de sa science. En les nommant, j'avais à cœur de leur rendre publiquement hommage et de leur dire merci. Nous devons aussi remercier M. Delgeur, Vice-Président de la Société d'Anvers, qui a bien voulu représenter ici cette Société et nous donner ainsi un témoignage précieux de la sympathie qui nous est accordée.

“ Bien certainement, Messieurs, l'un des résultats de notre voyage sera de contribuer au progrès de la géographie, et sous ce rapport déjà il vous intéresse tous. Mais ce n'est pas là son seul but. Notre mission est toute de civilisation, et l'on peut dire qu'elle intéresse l'humanité entière.

“ La Société qui nous envoie en avant-garde est une société internationale. Notre drapeau est de tous les pays. Néanmoins nous ne devons pas oublier que nous sommes Belges, et nous saurons remplir les obligations que cela nous impose.

“ Notre responsabilité est grande ; elle ne nous pèse pas. La tâche est grande aussi : nous en sommes fiers. Nous en connaissons les dangers et les difficultés sans nombre. Si la volonté suffit, nous sommes assurés du succès. La force peut nous trahir ; si nous succombons, d'autres après nous continueront l'œuvre entreprise. Mais nous ne succomberons qu'en faisant notre devoir, et notre chère patrie n'aura pas à rougir de ses enfants. Si nous réussissons, nous reviendrons avec la gloire d'avoir pu rendre service à la science, à notre pays et à l'humanité. Ce sera notre récompense. Mais n'oublions pas que cette gloire, la plus belle de toutes, nous la devons à notre Roi, promoteur de l'idée dont nous allons entreprendre la réalisation.

“ Nous ne vous disons pas adieu, mais au revoir. Le retour est peut-être bien éloigné de nous, mais nous espérons vous retrouver alors tous et pouvoir, comme nous le faisons en ce moment, vous proposer de vider notre coupe à la prospérité de la Société Belge de Géographie.”

Une fête intime réunissait aujourd'hui dans les salons de l'Hôtel de Vienne les officiers du dépôt de la guerre.

Cette fête, qui avait été organisée par M. le Major Adan, Directeur du Dépôt, en l'honneur des explorateurs de l'Afrique Centrale, MM. Crespel (Capitaine), Cambier (Lieutenant), et Maes, Docteur en Sciences Naturelles, a été charmante.

M. Marnow, explorateur Autrichien, qui va accompagner l'expédition Belge, y assistait.

Le premier toast a été porté par M. le Major Adan au Roi.

M. Hanotte a bu au nom du dépôt au succès de l'expédition. M. Crespel a répondu à ce toast.

M. Hennequin, Officier d'Etat-Major, a porté ensuite un toast à M. Marnow.

La fête s'est terminée au milieu du plus joyeux entrain.

No. 328.

Dr. Kirk to the Earl of Derby.—(Received October 23.)

My Lord,

Zanzibar, September 14, 1877.

I HAVE the honour to forward herewith a Return showing in what manner the slaves captured by British cruizers, and condemned in this Court during the present year, have been disposed of, as called for in Sir Julian Pauncefote's despatch of July 19, and I shall in future, as instructed, forward such Returns quarterly.

During the last three quarters there have been condemned in the Zanzibar Prize Court a total of 270 slaves, of whom 139 have been taken charge of by various local mission establishments, while the South African Colonies have received 79.

As regards the future disposal of freed slaves I have the honour to state that the Superintendent of the Church Mission station at Mombasa has expressed himself anxious to receive both adult labourers and children. The Universities Mission, which has stations on the road to the Nyassa Lake countries and in the Usambara district, as well as at Zanzibar, is ready to receive those that come from these parts, while the Roman Catholic Mission has applied for as many children as we may be pleased to allot, declining, however, to take charge of adults. The Colony of Natal, which, since 1873, has received freed slaves, has again applied for a large number, and I am at the present time in correspondence with Sir Bartle Frere with reference to an application for freed slaves to be sent to the Cape.

I inclose three Statements showing the total number of slaves received by the three Missions here since 1873, which will enable your Lordship to see how much has been done by these societies towards bringing up those who have fallen into our hands.

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

Inclosure 1 in No. 328.

RETURN showing the Disposition of all Slaves captured and forfeited to Her Majesty during the year 1877 (from January to September).

Date.	No. of Decree.	No. of Slaves Condemned.	How Disposed of.									
			Universities Mission.	Church Mission.	Roman Catholic Mission.	Natal.	Cape Colony.	Freed in Zanzibar.	Kidnapped.	Deaths.	For Disposal.	
1877. February 14	.. 2	4	4	..	..	..	..	..	..	..	..	..
" 20	.. 4	34	..	13	..	..	..	..	21	..	..	..
March 12	.. 6	1	..	..	..	..	..	..	1	..	..	..
" 14	.. 7	3	..	3	..	..	..	..	..	..	..	..
" 24	.. 8	165	50	..	30	77	..	..	8	..	..	..
May 25	.. 13	38	26	..	..	..	..	..	10	1	1	..
June 11	.. 15	1	..	..	..	..	..	..	1	..	..	..
" 7	.. 17	1	..	..	..	..	..	1	..	..	..	..
" 2	.. 18	2	1	..	..	..	..	..	1	..	..	..
July 14	.. 21	16	12	..	..	..	..	..	..	..	..	4
August 6	.. 25	5	..	..	..	..	..	1	..	..	..	4
Total ..	..	270	93	16	30	77	2	42	1	1	8	

Inclosure 2 in No. 328.

STATEMENT of Freed Slaves received from Her Majesty's Consul-General, Zanzibar, by the Church Mission Society, Mombasa, East Africa.

Date of Arrival.	Men.	Women.	Boys.	Girls.	Children.	Tribes.	Deaths.	Desertions.	Present Numbers.
Sept. 4, 1875	18	10	..	1	..	Mixed tribes ..	2	1	26
20, 1875	30	51	92	52	26	Makuwas ..	4	9	208
Feb. 27, 1876	22	..	3	..	..	Mixed tribes ..	4	1	20
May 15, 1876	43	22	7	..	..	Ditto ..	5	4	63
Mar. 21, 1877	3	3	8	2	..	Ditto ..	..	..	16
	116	86	110	55	26		45	15	333

Remarks.—2 gone to Zanzibar. Mixed tribes: 16 men and 12 women gone to Saadani to make road.

Inclosure 3 in No. 328.

NOMBRE des Noirs donnés à la Mission Catholique de Bagamoyo par M. le Consul de Sa Majesté Britannique à Zanzibar, depuis 1873 jusqu'au 1^{er} Juin, 1877.

Entrée.	Sexe.		Age.				Décès et Sortie.		Restant à la Mission.
	Hommes.	Femmes.	Enfants.		Adultes.		Hommes.	Femmes.	
			Garçons.	Filles.	Hommes.	Femmes.			
1873	10	8	10	3	..	5	3	2	13
1874	22	22	22	21	..	1	5	13	26
1875	6	..	6	..	..	..	2	..	4
1876	12	56	6	7	6	49	6	24	38
1877	25	5	24	5	1	..	..	..	30
Total . .	75	91	68	36	7	55	16	39	111
	166		104		62		55		

(Signé) HORNER,

Supérieur des Missions Catholiques du Zanzibar.

Bagamoyo, le 25 Juin, 1877.

Note.—There are to be added to this total the large number of freed slaves taken care of by the Mission previous to 1873. The high mortality here shown is owing to the French Mission having taken slaves as received by the Consular Court, whereas the other missions have, as a general rule, selected only the more healthy individuals.

Inclosure 4 in No. 328.

Freed Slaves received by the Universities Mission since 1873.

ADULTS.

RECEPTION.				DISPOSAL.			
	Males.	Females.	Total.				
1874. Feb. 7	13	19	32	Masasi Freed-Slave Settlement	..	..	55
July to Dec. ..	5 (?)	5	10	Magila Mission Station	..	..	6
1875. March 19 ..	14	25	39	Kiungani Establishment	..	..	8
May 25 . . . .	..	9	9	Mbweni Dépôt for reception	..	..	171
June 23	7	6	13	Lost by death	..	..	9
Dec. 24 . . . .	..	..	13	Found a home or employment elsewhere	..	..	15
1876. Jan. 17 . . .	12	2	14				
Feb. 14	12	..	12				
July 4 to 6 .. .	..	..	32				
Aug. 9 . . . .	..	1	1				
Oct. 25	7	4	11				
Dec. 22 . . . .	..	2	2				
1877. Feb. 16 . . .	3	3	6				
March 5	30	20	50				
May 14	10	10	20				
	..	..	264				264
Additional .. .	..	..	19	Kiungani and Magila	..	..	19
Total .. . .	..	..	283	Total . . . .	..	..	283

CHILDREN.

The number of those received as children is 170, not including the names of those who have died, or who have left the Mission for other employment. Of those still living in the Mission, some are grown up, and are employed as teachers in the schools or in other departments of work, and some are attached to each of the two up-country stations.

Out of the total number of persons received into the Mission, nearly one-half are baptized, these chiefly of course from amongst those received as children. There are altogether about 190 natives who are Christians, and out of this number there is one sub-Deacon and three readers, besides teachers in the schools, who are aiding in the great work of extending Christianity throughout the community, and far beyond its limits it may be hoped.

Present number of those in the Mission received as children	..	..	170
Present number of adults received	..	..	249
Total number of persons	..	..	419 + 19 = 438

Subjoined are the accounts of the Mission's expenditure in Africa during the past half-year.

BALANCE SHEET.

RECEIVED.				EXPENDED.			
	£	s.	d.		£	s.	d.
Balance, January 1, 1877	94 0 0	Masasi Freed Settlement	..	..	307 8 0
Bills, &c., on England	2,507 3 0	Magila Mission Station	..	..	257 18 0
Donations in Zanzibar	26 7 0	Kiungani, Mbweni, and general ex-			
Cash for work done to order at Kiun-				penses	..	..	1,067 13 0
gani	64 16 0	Mkunazini (hospital)	..	..	200 7 0
				Church building	..	..	210 14 0
				Passages to England	..	..	215 2 0
				Balance, July 1, 1877	..	..	433 4 0
			2,692 6 0				2,692 6 0

Zanzibar, June 30, 1877.

(Signed) E. S. L. RANDOLPH.

No. 329.

Dr. Kirk to the Earl of Derby.—(Received October 23.)

My Lord,

Zanzibar, September 18, 1877.

WITH reference to the subject of the road commenced from Dar-es-Salam, under the circumstances stated by me in my despatch of 28th July, 1877, I have now the honour to report that as last mail brought telegraphic instructions to those concerned to abandon Dar-es-Salam, the place originally selected, and, proceeding to Kilca, begin operations there, Mr. Mayes, the engineer, went to the latter place by mail-steamer, to carry out his orders, and stopped working at Dar-es-Salam, where the road had already been completed for fifteen miles, and the higher and healthier lands already reached.

Assisted by the introduction I obtained, Mr. Mayes was received in the kindest manner by the officials, but he found, as I had anticipated, every obstacle placed in the way of his progress inland. He, however, managed to collect a sufficient number of porters to carry his very reduced baggage, and examined the country as far as forty miles inland, or about seventy miles of road.

The report he gives is as follows:—On setting out from Kiloa the first thirty miles of road is over hills with swamps in the hollows; to make a road there would cost, he thinks, not less than 300*l.* per mile; further inland there are places where he says no road, such as he could construct with the means at hand, would be passable during the rainy season. Moreover, after passing the plantations of the people of the town of Kiloa, which extend about twenty miles, the country is a deserted wilderness, without food or people, so that both labour and food would require to be taken to the spot.

All that I had before stated as the result of native information has thus been fully verified, and I cannot think Mr. Mackinnon and Sir F. Buxton will ever insist on com-

mencing the road at Kiloa. One of the most valuable working months has, however, been lost through this ill-advised change of place, and all confidence lost by the Sultan of a scheme, at one time commenced, then abandoned, coming to any practical result. The Dar-es-Salam road had begun to be of great service; jungles, before impenetrable but full of the india rubber vine, had been opened up, and gardens commenced on the line of road.

I hope that no time will be lost now in recommencing operations at Dar-es-Salam, and if this line is abandoned by Mr. Mackinnon, I have advised the Sultan to push on the work at his own expense.

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

No. 330.

Dr. Kirk to the Earl of Derby.—(Received October 23.)

My Lord,

Zanzibar, September 19, 1877.

I HAVE the honour to inclose herewith Decree of Condemnation in the case of a dhow captured off Pemba by the boats of Her Majesty's ship "London."

This case is of no special interest and calls for no comment, except as showing that it is still worth the slave-dealers' while to run great risks in endeavouring to introduce slaves into the Island of Pemba.

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

Inclosure in No. 330.

Case No. 28 of 1877.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel, name unknown, and without colours or papers, whereof Salim bin Hamadi was owner, and Aidi Hamadi, master, her tackle, furniture, and apparel seized as liable to forfeiture by W. R. Cresswell, Esquire, a Lieutenant in the Royal Navy, in charge of the boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 2nd day of September, 1877.

PERSONALLY appeared Captain T. B. Sullivan, R.N., commanding Her Majesty's ship "London," and produced before me the sworn declaration annexed, setting out the circumstances under which the native vessel owned by Salim bin Hamadi, and whereof Aidi Hamadi was master, of the description and dimensions specified in the annexed certificate of admeasurement, was seized off Pemba by Lieutenant W. R. Cresswell, R.N., on the 26th July, 1877. I, the said Agent and Consul-General, having heard the evidence produced, and examined the witnesses, and in default of any one appearing for the defence, having found sufficient proof that the vessel at the time of her seizure was engaged in the Slave Trade in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said vessel to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto this 2nd day of September, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 331.

Dr. Kirk to the Earl of Derby.—(Received October 29.)

My Lord,

Zanzibar, September 20, 1877.

I HAVE the honour to report that during the past month there has been no renewal of the land Slave Trade, and I am informed that, owing to the high prices of slaves on the coast, and the uncertainty felt as to the possibility of replacing them, the Pemba slave-dealers have great difficulty in finding any one willing to sell.

This is chiefly due to the steps taken to prevent slaves being introduced from the interior, while the Kilwa trade is in abeyance and the main supply thus cut off.

There is, however, a general feeling that during the north-east monsoon another great effort will be made to obtain slaves for Pemba and Malindi.

I have just returned from a hurried visit to Tanga Bay, where I went for two days' march inland, and saw the places where slaves had formerly been kept, awaiting shipment to Pemba. The greatest difficulties were placed in my way by those interested, but the people of the interior were most friendly and civil, and I have reason to think that the arrangements made with the Bondei Chiefs will prove a serious barrier to the passage of slaves in future to Tanga and the north.

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

No. 332.

Dr. Kirk to the Earl of Derby.—(Received November 12.)

My Lord,

Zanzibar, September 26, 1877.

I HAVE the honour to forward a Decree of Restitution to their master of two slaves seized by an officer of Her Majesty's ship "London" at Morongo, on the coast of the mainland, as having formed part of the slave cargo of a dhow which had been there seized and detained, and against which proceedings are now pending in this Court.

The slave boys told the officer in charge of the boats that they had been kidnapped and shipped in the said dhow for Pemba, but that for some reasons or other the vessel returned to the coast without completing her voyage, when they made their escape and hid in the jungle until met with by the boat interpreter.

The question was not raised by the defence whether, on the case as stated by the prosecutor, the slaves could be condemned, the owner preferring to rebut the slaves' evidence. At the hearing the whole of this story proved to be a tissue of lies without the smallest foundation to rest on, and there was some reason to think the slaves had been first induced to invent such a story by an enemy of the owner for the purpose of annoyance.

Under the circumstances I had, by the rule laid down in your Lordship's despatch of January 9, 1877, to order restitution of the slaves to the possession of their master, or if there were reasons of humanity shown for so doing to retain and free the slaves, condemning Captain Sullivan, commanding Her Majesty's ship "London," in damages to be paid to the owner as compensation for the value of property wrongfully detained.

In the present case no cause was shown why the slaves should not be restored. They had been well-treated by their master, and had apparently been incited by others to make the false statements they did for the purpose of causing him annoyance or loss.

Under these circumstances the seizers opposed payment of compensation, which might or might not be refunded hereafter, by Her Majesty's Treasury.

After making over the slaves a delicate question, however, arose, whether they could legally be taken back in charge of their master by sea to Morongo, where they had been seized and carried off by our boats. I cautioned the owner with reference to this, that as the slaves were not domestics it would be peculiarly dangerous to attempt to convey them by sea, as without committing myself to any opinion, this might involve seizure of the vessel, in which case I should have to decide the point.

As the owner raised no further objection to accept delivery of the slaves in Zanzibar, as ordered by this Court, the case was then closed.

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

Inclosure in No. 332.

*Case No. 32 of 1877.**Decree.*

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against two male slaves named Sitaraji and Siwatu, owned by Moenia Khatibu, a subject of Zanzibar living at Morongo, on the coast of the mainland of Africa, seized as liable to forfeiture by Lionel de Sausmarez, Esq., a Lieutenant in Her Majesty's navy, commanding the boats of Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General, on the 24th day of September, 1877.

PERSONALLY appeared the aforesaid Lieutenant L. de Sausmarez and produced his sworn declaration setting out the circumstances under which the two male slaves Sitaraji and Siwatu were seized at Morongo, on the mainland of Africa, on the 4th day of September, 1877. I, the said Judge, having heard the evidence produced on both sides, having found sufficient proof that the statements made by Sitaraji and Siwatu, the slaves here proceeded against, to the effect that they had been shipped for Pemba as part of a slave cargo on board of the native vessel "Ukaia," now under arrest as engaged in the Slave Trade, were false, and that they had been wrongfully seized, do adjudge the above-named slaves to be restored to the possession of their lawful owner here in Zanzibar. Recording the opinion of this Court, that under the circumstances of the two slaves above named professing at the time of seizure to identify the vessel "Ukaia" as that in which they had been shipped, the seizors were justified in detaining them for the purpose of giving evidence in this Court.

In testimony whereof, I have signed the present Decree and caused my seal of office to be affixed thereto, this 25th day of September, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 333.

Dr. Kirk to the Earl of Derby.—(Received November 12.)

My Lord,

Zanzibar, October 4, 1877.

I HAVE the honour to forward Decree in case of a dhow and eight slaves, proceeded against in the Zanzibar Court by Captain Sullivan, of Her Majesty's ship "London," on the ground that she was engaged in the Slave Trade.

The circumstances attending this seizure were as follows:—

Lieutenant L. de Saumarez, when in charge of the boats of Her Majesty's ship "London," near Tanga, was informed that a dhow which was engaged in the Slave Trade lay about a mile up a creek opposite the village of Muyanjani. Proceeding thither, with the conviction that the dhow he was in search of lay up this creek, Lieutenant L. de Sausmarez hastened to reach the spot before the resistance that he had reason to expect could be organized by the natives.

On entering the creek a vessel was seen that had just come from one of the outlying islands, distant about two miles from the shore, and being filled with people, Lieutenant de Saumarez apparently concluded they must be slaves, and in order to secure these, without giving the people at the village higher up the creek time to resist the removal of the larger vessel, he ran into this first dhow, completely destroying her, as he thought, by the force of the collision, and taking possession of eight natives, while others escaped to the mangrove bank which was close at hand. Thereafter he ascended the creek, carried off the vessel he was in quest of, and, being attacked on the way down, made the best of his way off with the prize, passing the vessel which he had struck, and now imagined to be in a sinking state, and which he estimated at thirty-four tons measurement,—he concluded she had been destroyed. Thereupon proceedings were commenced in Court against vessel and slaves. Parties appearing for the defence in answer to citation issued, the question of the slaves became contested; as to the vessel the defence stated that she was still with them, and that she had received only a trifling injury; further, that she was not of the size given.

After hearing both sides, I found that this was a delicate and difficult case to deal with.

The people of Muyanjani are Wasegeju—a turbulent, lawless race, who until recently have been known as coast pirates. Their power having of late greatly diminished, they are now more settled; but the Slave Trade suits their disposition, and from Muyanjani and other Wasegeju villages many cargoes have been of late taken to Pemba. They are, however, also engaged in picking cowries on the reefs of the outlying islands for the Zanzibar merchants; and in order to do this to advantage, they carry over gangs of slaves to the islands in canoes,—these slaves pick cowries during the moonlight, and return to the mainland.

At the same time these very islands are made the rendezvous for slavers, and slaves when finished cowrie picking are not unfrequently shipped from the island to Pemba, and not brought back to Muyanjani. There was, as shown in Court, no ground to think that this individual lot of slaves were more in danger of shipment to Pemba than any others. They were certainly then returning to the village on the mainland from the island. There was, therefore, no case of Slave Trade, and the dhow could therefore not be condemned. But after weighing all the circumstances of this case, I came to the conclusion the slaves were entitled to be freed, having been conveyed against their will, although in the legitimate service of their master. I ought, however, to state they were not domestics and not sailors navigating the vessel.

Fortunately for the seizors it was admitted by the defence that the vessel was still in their possession, almost uninjured, otherwise, under the circumstances attending the seizure, damages for a vessel of thirty-four tons might have been obtained.

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

Inclosure in No. 333.

Case No. 30 of 1877.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel, without name or papers and not bearing colours, whereof the name of owner is unknown, her tackle, furniture, and apparel, and also against five male and three female slaves, seized as liable to forfeiture by Lieutenant Lionel de Saumarez, R.N., in charge of the boats of Her Majesty's ship "London," before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 2nd day of October, 1877.

PERSONALLY appeared Lionel de Saumarez, Esquire, a Lieutenant in the Royal Navy, and produced a sworn declaration, setting out the circumstances under which the native vessel, without name or papers and bearing no colours, whereof the owner is unknown, estimated at about 34·39 tons register measurement, was seized, together with five male and three female slaves, off Muyanjani, on the coast of mainland of Africa, on the 6th day of September, 1877, by the officer above named. I, the said Agent and Consul General, having heard the evidence produced and examined witnesses on both sides, having found sufficient proof that the vessel was not engaged in the Slave Trade at the time of her seizure, do adjudge that the said vessel is not liable to forfeiture; and whereas it has been proved that the said vessel was not destroyed, as set forth by the plaintiff, but is now in possession of the defendant in this case, hereby confirm the possession thereof to the lawful owners. And whereas it has been proved that the five male and three female slaves here proceeded against were being conveyed by sea against their will, in contravention of a Treaty existing between Great Britain and Zanzibar, do decree that the same 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 2nd day of October, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 334.

Dr. Kirk to the Earl of Derby.—(Received November 12.)

My Lord,

Zanzibar, October 1, 1877.

I HAVE the honour herewith to inclose Decree of Condemnation in the case of a slave who was taken out of an Arab dhow at Kipumbwe, near Pangani, by Lieutenant F. P. Carey, whilst cruising for the suppression of the Slave Trade in a boat of Her Majesty's ship "Vulture" on the 9th July last.

The dhow was detained by the capturing officer, and proceedings were commenced against her as well as against the slave, but had to be dropped so far as the vessel was concerned, as she had neither been brought to Zanzibar in arrest nor placed within the power of this Court.

As it appeared that the slave was being carried to sea against his will, in contravention of the provisions of Treaty of 1875, a Decree of Condemnation was recorded, and the slave, who was amply able to take care of and provide for himself, knowing that the owner had ceased to have a legal hold on him, was freed and discharged on shore.

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

Inclosure in No. 334.

*Case No. 26 of 1877.**Decree.*

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against one male slave, named Msenjesi, seized as liable to forfeiture by Lieutenant F. P. Carey, R.N., in charge of a boat of Her Majesty's ship "Vulture." Before John Kirk, Esquire, Her Majesty's Agent and Consul-General at Zanzibar, on the 1st day of October, 1877.

PERSONALLY appeared Lieutenant F. P. Carey, R.N., and produced the sworn declaration setting out the circumstances under which a male slave, named Msenjesi, was seized on the 8th day of July, 1877, by the said officer. I, Her Majesty's Agent and Consul-General, having heard the evidence produced, having found sufficient proof that the said male slave was at the time of his seizure being conveyed by sea against his will, in contravention of a Treaty existing between Great Britain and Zanzibar, do adjudge the above said male 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 I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 1st day of October, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Receipt for Slaves.

Received from Commander H. Washington, R.N., commanding Her Majesty's ship "Vulture," one male slave taken by the boats of that vessel, and condemned here as Cause No. 26 of 1877, Zanzibar Admiralty Court File.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Dr. Kirk to the Earl of Derby.—(Received November 12.)

My Lord,

Zanzibar, October 10, 1877.

I HAVE the honour to report upon a visit to the harbour of Tanga, on the coast, and to the adjacent country, which I made with a view to learn the movements of the Pemba slave-dealers and the relation in which they stand to the native tribes of that district, which has of late years become the head-quarters of the contraband traffic in connection with the land route.

I was enabled to make this visit through the kindness of Captain Wharton, now engaged in the survey of the coast, whose ship, the "Fawn," was to remain some days at anchor in Tanga Bay.

On its being known in the town of Tanga that I intended crossing the country of the Wadigo and visiting the English Mission station of Magila at the foot of the eastern slopes of the outlying mountains of Ushambala, everything was done to cause delay and induce me to enter from a point on the coast further south. The route from Tanga lay first across the Wasegeju and Wadigo country, then through a deserted waste that divides these lands from the country of Bondei, peopled by Washenzi tribes, between whom and the Wadigo border warfare is constantly carried on.

Driven to seek for paths away from the coast for the passage of the small caravans of slaves that still arrive from Kilwa by land, and to find a way of transporting to the vicinity of Tanga slaves captured in the Ushambala highlands and the districts of the upper Pangani, it is to this line that the slave-dealers have lately taken, and the object of the Tanga people was to keep Captain Wharton and myself from seeing this route and becoming acquainted with the tribes along it.

At first, after leaving Tanga, we were met by long lines of natives carrying rice, millet, ghee, and other produce to town. The system of trading here is for the Indian dealers of Tanga to send native agents to buy produce at the local fairs. The things then bargained for are afterwards brought into town. Thus there exists here a body of middlemen who act for the dealers and prevent direct intercourse between buyer and seller, for this purpose spreading the wildest reports of the fierce and lawless character of the Wadigo. The flourishing state of trade at Tanga showed that it in no way depends on Slave Traffic, and I was much pleased to find that since my last visit the bulk of the natives of this place have come to look on the slave-dealers rather unfavourably.

After passing the plantations of Tanga and the now deserted Wasegeju country we came to the Digo lands, here, about 300 feet above the sea, wooded and grassy, with stretches of open park, land studded with clumps of timber, and here and there dense thickets carefully kept as impenetrable jungle, in the middle of which are the villages, accessible only through strong doorways, these means being adopted to guard against night attack, the only mode of warfare practised by these people.

We camped for the night in the wilderness by the bank of a perennial rocky stream that, coming from the mountains, flows eastwards to enter Tanga Bay. The following day, having emerged from the uninhabited zone or boundary land and entered the Bondei country, we found ourselves among the Washenzi tribes, enemies of those we had left the previous day. As a sign how little the people of the country are interested in the schemes and doings of the slave-dealers who pass by the road we were now on, I may mention that the Wadigo were most civil wherever met with, showing neither distrust nor fear of us, and evidently having few relations with passing caravans, otherwise we certainly should have been objects of suspicion, being the first party of Europeans that has passed through their country since the Pemba Slave Trade commenced and the inland route has been opened up.

The remaining part of our journey lay across mountain spurs that run into the lower country, and in the afternoon we reached Magila, the station of the Universities' mission, and found Mr. Farler, the industrious missionary, who has obtained a great ascendancy over the surrounding chiefs and people, busily engaged in constructing a house of a more permanent kind than that he now resides in. The weather during our short stay was so wet and rainy that nothing could be done in the way of meeting the more important chiefs, but I learned from Mr. Farler much of native policy in this quarter that will be of use in organizing plans to meet the determined attempt now being made to recruit slave gangs from tribes nearer home, since the Kilwa traffic has received so severe a check.

The plan now followed by the emissaries of the Pemba slave-dealers is to foment native jealousies and family quarrels in the districts behind Pangani, supplying guns and

powder from time to time to either side, in exchange for slaves captured during the petty wars consequent on such proceedings.

On the death of Kimwere, the old Chief, visited formerly by Burton and Speke, who by personal energy made himself supreme over a large country, his numerous sons divided the country and fought with each other; some of them were killed, others became headmen of small districts and villages. In the end but few remained possessing influence. The most powerful of these is Samboja, who had settled in the Pangani valley, in a district through which the ivory caravans going to the Masai country from Pangani have to pass. Having collected a number of followers he obtained arms and powder in exchange for slaves kidnapped from the Wakilindi, the Wasegua, and the Washambala villages around him, and having thus gained power he now exacts a sort of tribute in the shape of gunpowder from caravans passing inland.

The raids made by this man and his retainers attracted the attention of Mr. Farler, indeed, threatened the existence of the mission station, and in consequence, under his advice, another son of Kimwari, settled in the mountains, has of late been brought forward as a Chief. This man, by name Kibanga, has rallied those who have been suffering of late, and on several recent occasions resisted and utterly routed Samboja and his people. The slave-hunting party are, however, the best armed, and have a command of powder that Kibanga can hardly hope to obtain, although he has more men under his authority. Thus Kibanga's present interests are identified with the stoppage of the Slave Trade, because it is the means employed by his adversary to recruit his forces, every village destroyed representing so many more muskets obtained to enable him to extend his ravages.

On a recent occasion Kibanga, provoked at seeing slaves taken from friendly villages marched through the Bondei country by half-caste Arabs, who had bought them from Samboja, came down and released the slaves, killing the Arabs and capturing their arms.

The slaves, I now learned, have, for the most part, returned to their homes, being chiefly Wasegua.

As the country now being united under Kibanga commands the inland road to Tanga, and as he is well disposed to assist in stopping slave caravans from passing, I have thought it well to encourage him in what he is doing, and secure his co-operation, and have spoken to the Sultan on his behalf. I shall also send a present of muskets and trade powder, as it is of the greatest importance at the present time that this new mode of supplying slaves for Pemba should be prevented from becoming a success, or new countries will be ravaged to meet the demand caused by a failure in the supply from the Nyassa region.

As this and the neighbouring districts will, for some time to come, need much of my attention, and will have to be revisited before long, I inclose a sketch of our route on this occasion, which may serve for reference, existing maps being inexact. For this I am indebted to Captain Wharton, who, assisted by Lieutenant Gordon, has fixed the various points and determined the altitudes of the places passed by us.

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

Inclosure in No. 335.

Sketch Map of District around the Harbour of Tanga.

No. 336.

Dr. Kirk to the Earl of Derby.—(Received November 12.)

My Lord,

Zanzibar, October 15, 1877.

I HAVE the honour to inclose copy of a Decree of Condemnation of a vessel in which it was proved that slave-irons were found on board.

Such cases of slave-fittings left behind in vessels that must therefore at one time have carried slaves, show how careless dhow-owners are in removing evidence of their acts, for it is often uncertain how long the one or two solitary slave-links, used to condemn the vessel, have been on board.

In some cases, no doubt, they have been in the dhow for a very long time. In the present case there were only two slave neck rings, which in themselves, and without a

slave chain, are useless for any purpose. They are, however, beyond all doubt characteristic, and had been used at some time or other for confining slaves.

As the defendant (in this, as has occurred in previous cases of a similar nature) alleged that the irons had been placed where found by the captors, I examined into the circumstances attending the search most minutely, and was fully satisfied, before condemning the vessel, that there was no ground to believe that this had been the case.

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

Inclosure in No. 336.

Case No. 29 of 1877.

Decree.

In the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel named "Mabruki," carrying Arab colours, whereof Khalfan bin Fakir was owner and Amer bin Saeed master, her tackle, furniture, and apparel, seized as liable to forfeiture by Lionel de Saumarez, Esquire, a Lieutenant in the Royal Navy, in charge of the 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 September, 1877.

PERSONALLY appeared Thomas B. Sullivan, Esquire, a Captain in Her Majesty's Navy, and commanding Her Majesty's ship "London," and produced the sworn declaration setting out the circumstances under which an Arab vessel, named "Mabruki," owned by Khalfan bin Fakir, and whereof Amer bin Saeed was master, of the description and dimensions set forth in the annexed certificate, was seized off Pemba by Lieutenant Lionel de Saumarez, R.N., on the 28th day of August, 1877. I, the said Agent and Consul-General, 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 Slave Trade, in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said vessel 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 26th day of September, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Zanzibar, Judge.

No. 337.

Dr. Kirk to the Earl of Derby.—(Received December 11.)

My Lord,

Zanzibar, October 22, 1877.

I HAVE the honour to inclose copy of a Decree restoring the vessel, Case No. 38 of 1877, and condemning two male slaves found working on board against their will, also condemning the owner of the vessel (a British subject), in costs of the suit.

This vessel, without papers or colours, belonging to the Indian firm of Jairam Sewji, was employed conveying fire-wood, stone, lime, &c., to their sugar estate at Mkokotoni, at the north of the Island of Zanzibar. Mkokotoni is a favourite point of departure for Pemba, and therefore watched by our cruisers to prevent the shipment of slaves. This boat, when taken, was leaving the port and going in the direction of that Island, and the man in charge did not stop when hailed, nor until three musket-shots had been fired in order to make him heave-to. There was ample ground, therefore, for the search, and to warrant arrest, when two slaves were found on board detained against their will, and who had apparently been intimidated by the native captain.

I was, however, satisfied by the evidence that the vessel was not engaged in the Slave Trade, and that a voyage to Pemba or elsewhere was not in contemplation; that, on the contrary, the vessel had for many months been employed on short coasting

voyages conveying fire-wood and stone from places only a few miles distant from the landing place.

The two men taken from the vessel were slaves engaged as labourers by the master in charge of the boats, under general discretionary power from the agent of Jairam Sewji. The labour of these slaves had been bargained for, however, and the arrangement made with their owners, who were obviously the parties to whom the pay would be given.

The slaves themselves objected to this arrangement when questioned by the officer, and did so again in Court, and regarding this as a clear infringement of the Treaty of 1875, I forfeited and freed the slaves, releasing the vessel, but condemning the owners, who, being British subjects and so within British authority, were justly liable in costs of the suit, as it was through their fault and neglect, and the more active participation of their native agent, the master of the vessel, the case had arisen.

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

Inclosure in No. 337.

Case No. 38 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Lady the Queen against the native boat or vessel owned by Jairam Sewji, a British protected subject, and having no name, colours, or papers, and also against two male slaves named Serenge and Ismaili, owned respectively by Abdullah and Akilmali, both subjects of Zanzibar, seized as liable to forfeiture by Lieutenant Lloyd W. Mathews, R.N., in command of the boats of Her Majesty's ship "London," before John Kirk, Esq., Her Majesty's Agent and Consul-General at Zanzibar, on the 12th October, 1877.

PERSONALLY appeared Lieutenant Lloyd W. Mathews, R.N., of Her Majesty's ship "London," and produced his sworn declaration setting out the circumstances under which a native boat or vessel, owned by Jairam Sewji, a British subject, of Zanzibar, and without name, colours, or papers, and also two male slaves, were seized off Mkokotoni, on the 30th September, 1877, by the officer above-named. I the said Judge, having heard the evidence produced, and examined witnesses on both sides, having found sufficient proof that the said two male slaves were being conveyed and working on board the said boat or vessel as slaves, and against their will, in contravention of a Treaty existing between Great Britain and Zanzibar, do adjudge the said two 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 said vessel was not engaged in the Slave Trade, I do hereby release the same to be restored to the possession of the lawful owners, and inasmuch as the proceedings in this case have been caused through the negligence and fault of the owners of the vessel and their agents, do condemn the said owners in all costs of this suit.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 12th day of October, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Receipt for Slaves.

RECEIVED this day from Captain T. B. Sullivan, R.N., commanding Her Majesty's ship "London," two male slaves, Serenge and Ismaili, taken by the boats of that vessel, and condemned here as Case No. 38 of 1877, Zanzibar Admiralty Court file.

Zanzibar, October 12, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 338.

Dr. Kirk to the Earl of Derby.—(Received December 11.)

My Lord,

Zanzibar, October 27, 1877.

I HAVE the honour to transmit Decree of Condemnation given in the case of a native vessel proceeded against by the Commander of Her Majesty's ship "London" as engaged in the Slave Trade.

This vessel was seized at the same time as Case 37, in which, the owner and captain appearing in Court, an order of restitution was passed.

In this case both owner and captain avoided appearing in answer to a citation duly served upon them, although I ascertained that the master had passed through Zanzibar, and that the owner was not living far off.

The evidence on which the captors relied was the filthy state of the bottom of the vessel, together with the testimony of native informers, and as the owner purposely avoided presenting himself either in person or by representative, the Court, after ample opportunity to appear had been given, condemned the vessel, and an order passed for her destruction.

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

Inclosure in No. 338.

*Case No. 36 of 1877.**Decree.*

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel, name unknown, having no colours or papers, whereof Hamadi is owner, and Sudi master, her tackle, furniture, and apparel, seized as liable to forfeiture by Lieutenant Lloyd W. Mathews, R.N., when in command of the boats of Her Majesty's ship "London." Before John Kirk, Esq., Her Majesty's Agent and Consul-General, on the 23rd day of October, 1877.

PERSONALLY appeared Lieutenant Lloyd W. Mathews, R.N., and produced his sworn declaration, setting out the circumstances under which the native vessel, name unknown, without colours or papers, whereof Hamadi is owner, and Sudi master, of the description and dimensions set forth in the annexed certificate, was seized at Pangani on the 29th day of September, 1877, by the officer above-named. I the said Agent and Consul-General, having heard the evidence produced by the captors, the owner, after being duly cited, not appearing, 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 said vessel 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 23rd day of October, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Certificate as to Destruction.

I, the undersigned, Arthur C. Woods, holding the rank of Acting Lieutenant in Her Britannic Majesty's Navy, and belonging to Her Majesty's ship "London," do hereby certify that, on the 10th day of November, 1877, I destroyed the dhow or native vessel, name unknown, detained by Lieutenant Mathews on the 29th day of September, 1877, on the ground that she was engaged in the Slave Trade, by towing her into deep water

and sinking her by scuttling, and the said dhow has therefore been destroyed by my orders.

Given under my hand, this 13th day of November, 1877.

(Signed) A. C. WOODS, *Acting Lieutenant.*

Approved by me, this 13th day of November, 1877.

(Signed) T. B. M. SULLIVAN, *Commanding H.M.S. "London."*

Certificate of Admeasurement.

WE, the undersigned officers of Her Majesty's ship "London," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule II of the 22nd Section of the "Merchant Shipping Act, 1854," the dhow or native vessel, name unknown, detained by the boats of Her Majesty's ship "London" on the 29th day of September, 1877, on the ground that she was engaged in the Slave Trade.

	Feet.
1. Length on upper deck, from outside of plank at stem to outside of plank at stern post	48
2. Main breadth to outside of plank	15
3. Girth of vessel under the keel at main breadth, from the upper deck on one side of the vessel to the upper deck on the other	26
Greatest depth	6
<i>Tonnage.</i>	
Tonnage under tonnage deck	No. of tons. 34.29

Signed this 13th day of November, 1877.

(Signed)

A. C. WOODS, *Acting Lieutenant.*

C. G. BASTER, *Petty Officer, 1st Class,
and Quartermaster.*

Approved by me, this 13th day of November, 1877.

(Signed)

T. B. M. SULLIVAN, *Commanding H.M.S. "London."*

No. 339.

Dr. Kirk to the Earl of Derby.—(Received December 11.)

My Lord,

Zanzibar, October 27, 1877.

I HAVE the honour to forward Decree of Restitution of a vessel detained by order of the Captain of Her Majesty's ship "London" at Pangani as being engaged in the Slave Trade.

This vessel was seized along with Case No. 36, and the evidence against both was almost identical. In the present instance, however, the owner appeared and produced his captain in Court, when it was clearly established that whatever might be the value of evidence given by native informers as to past acts of slave-trading, the vessel had not been so engaged for some time, having completed at least two legal voyages immediately before being detained. There was, moreover, a total want of proof that Slave Trade was in contemplation.

Under these circumstances, notwithstanding it was alleged that the vessel was in a filthy state, such as would have been the case had slaves been carried, possession of the vessel was given to the owner.

The proceedings in this case and others that have occurred within the past two months go to show how very careful a Court such as this must be in accepting the testimony of interpreters and informers, and the necessity of a strict cross-examination by the Judge, or by some one possessing an intimate personal acquaintance with the natives and their language.

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

Inclosure in No. 339.

Case No. 37 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel called "Burengeni," without colours or papers, of which Hasani was master, her tackle, apparel, and furniture, seized as liable to forfeiture by T. B. Sullivan, Esq., a Captain in the Royal Navy, commanding Her Majesty's ship "London." Before John Kirk, Esq., Her Majesty's Agent and Consul-General at Zanzibar, on the 22nd day of October, 1877.

APPEARED personally Lieutenant Lloyd W. Mathews, R.N., of Her Majesty's ship "London," and produced his sworn declaration, setting out the circumstances under which the native vessel called the "Burengeni," owned by Mohammed bin Suleiman Haiat, of which Hasani was master, was seized in Pangani harbour on the 29th day of September, 1877. I, the said John Kirk, after hearing the evidence on both sides, having found that the seizers have failed to prove that the above-named vessel was engaged in the Slave Trade, do hereby release the same for the purpose of being delivered over to the possession of the lawful owners in the same state and condition as that in which she was seized.

In testimony whereof I have signed the present Decree, and caused my seal of office to be affixed thereto, this 23rd day of October, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

No. 340.

Dr. Kirk to the Earl of Derby.—(Received December 11.)

My Lord,

Zanzibar, October 27, 1877.

I HAVE the honour to inclose Decree of Condemnation of native vessel as engaged in the Slave Trade.

In this case I was satisfied that the habitual employment in which the vessel was shown to have been engaged, the character of the person who usually navigated her, and the unexplained changes of the crew, supported the more direct native evidence that she had recently conveyed a few slaves to Pemba, and was at time of seizure waiting an occasion to transport others.

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

Inclosure in No. 340.

Case No. 34 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel (name unknown, having no papers or colours, whereof Abdullah was master, and the owner Juman bin Salmin), her tackle, apparel, and furniture, seized as liable to forfeiture by Lieutenant Lloyd W. Mathews, R.N., when in command of the boats of Her Majesty's ship "London." Before John Kirk, Esq., Her Majesty's Agent and Consul-General at Zanzibar, on the 24th October, 1877.

PERSONALLY appeared Lieutenant Lloyd W. Mathews, R.N., and produced his sworn declaration setting out the circumstances under which the native vessel (name

unknown, having no papers or colours, owned by Juman bin Salmin, and whereof Abdullah was master, of the description and dimensions set forth in the annexed certificate of admeasurement) was seized at Kwali, near Tanga, on the 22nd September, 1877, by the officer above named. I, the said Agent and Consul-General, 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 Slave Trade in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said vessel to have been lawfully seized and to be forfeited to Our Sovereign Lady the Queen, and do condemn the same accordingly, hereby approving the destruction of the vessel on the spot as justifiable under the circumstances.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 24th day of October, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Certificate of Admeasurement.

We, the undersigned officers of Her Majesty's ship "London," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule II of the 22nd section of the Merchant Shipping Act, 1854, the dhow or native vessel (name unknown), detained by the boats of Her Majesty's ship "London" on the 22nd day of September, 1877, on the ground that she was engaged in the Slave Trade.

	Feet.
1. Length on upper deck, from outside of plank at stem to outside of plank at stern post	62
2. Main breadth to outside of plank	16
3. Girth of vessel under the keel at main breath, from the upper deck on one side of the vessel to the upper deck on the other	32
Greatest depth	8.5
<i>Tonnage.</i>	
Tonnage under tonnage deck	No. of tons. 60.71

Signed this 27th day of October, 1877.

(Signed)

LLOYD W. MATHEWS, *Lieutenant.*
W. H. PETERS, *1st Class Petty Officer.*
and Coxswain of *Pinnace.*

Approved by me, this 27th day of October, 1877.

(Signed)

T. B. M. SULLIVAN, *Commanding H.M.S. "London."*

Certificate as to Destruction.

I, the undersigned, Lloyd W. Mathews, 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 4th day of October, 1877, I directed a survey to be held on the dhow or native vessel (name unknown) detained by me on the 22nd day of September, 1877, on the ground that she was engaged in the Slave Trade, and that the result of such survey was that the said dhow was in a leaky and unseaworthy condition, and I destroyed her by breaking her up, and the said dhow has therefore been destroyed by my orders.

Given under my hand, this 27th day of October, 1877.

(Signed)

LLOYD W. MATHEWS, *Lieutenant.*

Approved by me, this 27th day of October, 1877.

(Signed)

T. B. M. SULLIVAN, *Commanding H.M.S. "London."*

No. 341.

Dr. Kirk to the Earl of Derby.—(Received December 11.)

My Lord,

Zanzibar, October 27, 1877.

I HAVE the honour to forward Decree of Condemnation in Case No. 33 of a vessel and two slaves, seized by boats of Her Majesty's ship "London."

This vessel was taken on the 22nd September at Tanga, when the officer communicated with the owner, and invited him to come to Zanzibar and defend his property.

On the case being entered in Court, I issued a citation calling upon the owner to appear within one month, and, on the expiry of that time, having been informed by letter from the Governor that the owner had escaped and was in concealment for the purpose of avoiding service, and in fear of being sent to Zanzibar, I condemned the vessel on the evidence produced by the captors.

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

Inclosure in No. 341.

Case No. 33 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel "Mambokwa Mungu," having neither papers nor colours, whereof Shali is master and Hawasi owner, her tackle, apparel, and furniture, and also against two male slaves named Nubi and Baraka, also owned by Hawasi, seized as liable to forfeiture by Lieutenant Lloyd W. Mathews, R.N., 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 26th day of October, 1877.

PERSONALLY appeared Lieutenant Lloyd W. Mathews, R.N., and produced his sworn declaration, setting out the circumstances under which the native vessel "Mambokwa Mungu," owned by Hawasi, and whereof Shali is master, of the description and dimensions set forth in the annexed certificate, together with two male slaves, were seized off Tanga on the 22nd day of September, 1877, by the officer above named. I, the said Agent and Consul-General, having heard the evidence produced and examined witnesses for the plaintiff, and in default of any one appearing for the defence, after citation duly served on the owner and master, 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 said vessel, together with the two male slaves Nubi and Baraka, 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 26th day of October, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Receipt for Slaves.

Received from Captain T. B. Sullivan, R.N., commanding Her Majesty's ship "London," 2 male slaves, Nuba and Baraka, taken by the boats of that vessel, and condemned here as Case No. 33 of 1877, Zanzibar Admiralty Court File.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Zanzibar, October 26, 1877.

Certificate as to Destruction.

I, the Undersigned, Arthur C. Woods, holding the rank of Acting Lieutenant in Her Britannic Majesty's Navy, and belonging to Her Majesty's ship "London," do hereby certify that, on the 9th day of November, 1877, I destroyed the dhow or native vessel called the "Mambo-kwa Mungu," detained by Lieutenant Mathews on the 22nd day of

September, 1877, on the ground that she was engaged in the Slave Trade, by burning her with fire, and the said dhow has therefore been destroyed by my orders.

Given under my hand this 13th day of November, 1877.

(Signed) A. C. WOODS, *Acting Lieutenant.*

Approved by me this 13th day of November, 1877.

(Signed) T. B. M. SULLIVAN, *Commanding H.M.S. "London."*

Certificate of Admeasurement.

We, the undersigned officers of Her Majesty's ship "London," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule II of the 22nd Section of the "Merchant Shipping Act, 1854," the dhow or native vessel called the "Mambo-kwa Mungu," detained by the boats of Her Majesty's ship "London," on the 22nd day of September, 1877, on the ground that she was engaged in the Slave Trade.

	Feet.
1. Length on upper deck, from outside of plank at stem to outside of plank at stern post	40
2. Main breadth to outside of plank	14
3. Girth of vessel under the keel at main breadth, from the upper deck on one side of the vessel to the upper deck on the other	25
Gross depth	5.5
<i>Tonnage.</i>	
Tonnage under tonnage deck	No. of tons. 25.85

Signed this 27th day of October, 1877.

(Signed)

LLOYD W. MATHEWS, *Lieutenant.*
W. H. PETERS, *Petty Officer 1st Class,*
and Coxswain of Pinnace.

Approved by me, this 27th day of October, 1877.

(Signed) T. B. M. SULLIVAN, *Commanding H.M.S. "London."*

No. 342.

Dr. Kirk to the Earl of Derby.—(Received December 11.)

My Lord,

Zanzibar, October 31, 1877.

IN my Reports dated the 26th September and 4th October, I have already had occasion to refer to the case of a vessel then pending in this Court on a charge of Slave Trade; this being now closed I have the honour to forward the Decree of Condemnation, and to state the circumstances attending the seizure as these now appear from the evidence.

It has been shown that for many months back there had been a report current among the officers of Her Majesty's ship "London," engaged in watching the Pemba channel, that a native vessel known as the "Ukaia" was regularly engaged in the Slave Trade, taking legitimate cargoes of goats and cattle, however, occasionally to Pemba, so as to cover usual employment, and account at the same time for any peculiarly filthy state in which she might be found when boarding.

In the month of September Lieutenant de Sausmerez, then in charge of the boats of Her Majesty's ship "London" at Tanga, being told that this dhow lay up a creek a few miles to the south, proceeded for the purpose of arresting her, which he did after running into and, as he thought, destroying a canoe, from which eight slaves were removed, who were condemned under the circumstances stated in my Report of the 4th October, on Case No. 30, 1877.

In that case the proceedings with regard to the canoe (said by the captors to be a vessel of 34 tons), were not found to be justifiable, and had the vessel been destroyed as was supposed, a claim for compensation might undoubtedly have been sustained.

At the head of the creek a native vessel, supposed to be the "Ukaia," and the subject of the present Decree, was found and taken possession of opposite the village of Mjenjani. On passing the mouth of the creek with the prize in tow, the steam pinnace was attacked by a large body of natives armed with guns and bows. According to the testimony of Lieutenant de Sausmerez given on oath, the hull of the prize was struck many times with bullets fired from the shore, while so near were they at one time to the

attacking party that arrows passed over the boat. No casualties however occurred, the practice being equally bad on both sides.

On reaching Morongo with the prize, Lieutenant de Sausmarez destroyed the vessel, and permitted the owner and his captain to go on shore.

When proceedings were instituted in Court (the owner defending in person), the greatest difficulty was found in identifying the vessel destroyed with the "Ukaia," against which vessel there seemed to be sufficient proof both of past and intended Slave Trading to justify a Decree that she was engaged in the traffic.

In fact, by destroying the dhow, the captors found they had placed themselves at an immense disadvantage, and caused needless delay and trouble to the Court; and as the destruction was otherwise under the circumstances not necessary, I have said so in the Decree.

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

Inclosure in No. 342.

Case No. 31 of 1877.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel called "Ukaia," having Zanzibar colours and papers, and owned by Bahero Malim Lali, of Mjenjani, her tackle, apparel, and furniture seized as liable to forfeiture by Lionel A. de Sausmarez, Esq., a Lieutenant in the Royal Navy, when 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 15th day of September, 1877.

APPEARED personally the said Lieutenant A. de Sausmarez 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 the native vessel "Ukaia," under Zanzibar colours and papers, of which Bahero Malim Lali is owner, of the description and dimensions set forth in the annexed certificate of admeasurement, was seized on the Coast of Africa at Mjenjani on the 6th day of September, 1877. I, the said John Kirk, Her Majesty's Agent and Consul-General, having examined the evidence on both sides, having found sufficient proof that this 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 to have been lawfully seized, and to be forfeited to Our Sovereign Lady the Queen, and do condemn, the same accordingly; hereby recording my opinion that the destruction of the vessel as carried out by the seizure before condemnation has not been shown to have been under the circumstances either necessary or 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, 1877.

(Signed) JOHN KIRK,
Her Majesty's Agent and Consul-General, Judge.

Certificate as to Destruction.

I, the Undersigned, Lionel A. de Sausmarez, holding the rank of Lieutenant in Her Majesty's Navy, and belonging to Her Majesty's ship "London," do hereby certify that, on the 7th day of September, 1877, I directed a survey to be held on the dhow or native vessel called the "Ukaia," detained by me on the 6th day of September, 1877, on the ground that she was engaged in the Slave Trade, and that the result of such survey was that the said dhow was not in a fit state to navigate to Zanzibar, and I destroyed her by towing her into deep water and scuttling her.

Given under my hand, this 15th day of September, 1877.

(Signed) LIONEL A. DE SAUSMAREZ, *Lieutenant.*

Approved by me, this 15th day of September, 1877.

(Signed) T. B. M. SULLIVAN, *Commanding H.M.S. "London."*

The destruction of the vessel before condemnation was not justifiable.

(Signed) JOHN KIRK.

Certificate of Admeasurement.

We, the Undersigned, officers of Her Majesty's ship "London," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule II of the 22nd Section of the "Merchant Shipping Act, 1854," the dhow or native vessel called "Ukaia," detained by the boats of Her Majesty's ship "London" on the 6th day of September, 1877, on the ground that she was engaged in the Slave Trade.

	Feet.
1. Length on upper deck, from outside of plank at stem to outside of plank at stern	66
post	21
2. Main breadth to outside of plank	41
3. Girth of vessel under the keel at main breadth, from the upper deck on one side of the vessel to the upper deck on the other	10
Greatest depth	
<i>Tonnage.</i>	
Tonnage under tonnage deck	No. of tons. .. 107·82

Signed this 15th day of September, 1877.
 (Signed) LIONEL A. DE SAUSMAREZ, *Lieutenant.*
 C. G. BASTER, *Petty Officer, 1st Class, and Coxswain of Pinnace.*

Approved by me, this 15th day of September, 1877.
 (Signed) T. B. M. SULIVAN, *Commanding H.M.S. "London."*

No. 343.

Dr. Kirk to the Earl of Derby.—(Received December 11.)

My Lord,

Zanzibar, November 5, 1877.

I HAVE the honour to report the seizure of a party of slave-dealers and forty-five slaves by soldiers of His Highness Seyed Barghash.

These slaves had been shipped from a swampy and little-visited part of the coast of the mainland north of Kilwa, and landed at night on the Island of Zanzibar. They were being marched in the dark through the plantations when discovered by the Sultan's authorities and taken; all the slaves were secured, together with some of the owners, but the leader, an Arab of Muskat, named Zahoro, effected his escape.

This man has before now been caught and imprisoned for being engaged in the Pemba Slave Trade, two of his vessels have been taken and condemned, and for some time past a warrant for his arrest has been out. Now a reward of 100 dollars has been offered, and information sent to places on the coast he is known to frequent. He is, however, one of the most determined and cunning of the slave-dealers, and it may be some time before he is secured.

I have examined those who fell into the hands of the Sultan's soldiers, and been thus able to identify the vessel that conveyed the slaves, which has been condemned by the Sultan and burnt in this harbour. I am given to understand she belonged to a native of Ibo, and if so a subject of Portugal; she was taken, however, without papers or colours, together with her crew, who are imprisoned.

One of the owners of the slaves states that the slaves were bought on a plantation outside Kilwa, from an agent of Mponda, a Yao Chief, living not far from the Livingstonia Mission, near where the River Shire flows out of Lake Nyassa.

I am given to understand that there were not many slaves for sale near Kilwa, but that caravans were expected to arrive shortly from Mataka and Makanjila. Information has therefore been sent to the Governor to apprehend any people of Mponda who may be still found near the town of Kilwa, and to watch for the arrival of any other caravans, also to punish any one found harbouring slave caravans. I shall also write a letter in the native language to the Chief Mponda and inform him of what has been done, and that any of his people coming to the coast with slaves will be seized and detained by order of the Sultan.

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

Dr. Kirk to the Earl of Derby.—(Received December 11.)

My Lord,

Zanzibar, November 8, 1877.

MENTION has been made on various occasions of the exactions of local Chiefs at Kilwa and elsewhere on native caravans coming from inland, and the injury thus done by discouraging the people of the interior from engaging in legitimate trade with the coast, and so coming in contact with a higher civilization than that they live amongst.

On this subject I may refer to Sir Bartle Frere's Memorandum, addressed on the 7th May, 1873, to Earl Granville. In the 15th paragraph of that Report an account is given of the mode in which this vicious system is carried on, but Sir Bartle Frere was not then aware of the amount taken from the natives by the Elders of Kilwa, acting in their enforced positions of patrons.

I had before that time pressed the Sultan to put an end to a system that drove trade away from his dominions and compelled the natives to deal with foreign markets, such as Ibo, Mozambique, and Quilimane, but then the power of the Zanzibar Ruler was not sufficiently established to allow of an old custom being at once interfered with, and all attempts to abolish or modify the system proved ineffectual.

On visiting Kilwa last year, I found the same exorbitant exactions made upon native caravans from Nyassa as before, and again called His Highness' attention to the impossibility of legitimate trade being opened up while the people were plundered in so reckless a manner, the Elders taking as much as 60 or 70 per cent. of the total value of ivory sent to the coast by native Chiefs.

Acting on these suggestions, and feeling that the time has arrived to stop by force the levy of such irregular and injurious imposts, His Highness sent an Envoy this month to Kilwa, where, having collected those concerned, public notice was given that from this date no such system as has hitherto prevailed will be tolerated, and that if the Elders of the place continue to watch the sales of ivory belonging to natives in town for the purpose of interfering with those coming from the interior, they will be arrested and sent as prisoners to Zanzibar.

At the same time they have been told that harbouring slave caravans on the plantations out of town will be also punished, and that if they fail to report the arrival of natives with slaves from the interior they will be held equally guilty with the traders.

In order to give, as far as possible, practical effect to this decision, a meeting was called of natives from seven of the chief Nyassa and Yao tribes who happened to be at the time in Kilwa, of whom the principal were people of Mataka, Makanjila, and Mponda. These were told the order had been given that in future the Elders of Kilwa were to take no custom or duty under any pretence whatever, or to watch, as they hitherto had done, the sales of ivory, but that native traders were now at liberty to come at once into town with their ivory, like Arabs or Sawahilis, and if detained outside to complain to the Arab Governor. At the same time it was explained to them that if slaves were brought to the coast those in charge would be punished and their property confiscated.

Finally, letters in the native dialect, written in the Arabic characters, which can be read at all the principal stations in the Nyassa and Yao countries, were sent by special messengers to each of the powerful Chiefs in the Nyassa region, telling them of the abolition of this outrageous impost, and the right they had to send ivory and other produce direct for sale at the coast, subject to the established Zanzibar duties and to none other, and warning them against a continuance of the Slave Trade.

I do not anticipate that a custom so long established and profitable to those concerned will be at once abandoned without an attempt to evade or set aside the law, but things have changed since Sir Bartle Frere's report was written, and it is to be hoped that the new military force which His Highness is training will enable him to bring a direct pressure that the Diwans and Elders of coast towns cannot resist, and thus, I hope, before long the people of the interior will find greater inducements to collect and send to the coast for sale ivory and other products instead of slaves, which hitherto have formed their principal article of barter.

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

No. 345.

Dr. Kirk to the Earl of Derby.—(Received December 11.)

My Lord,

Zanzibar, November 12, 1877.

I HAVE the honour to forward, at the request of the defendant in Slave Trade Case No. 17 of 1877, a petition praying for modification of sentence as regards the cargo therein condemned, on the ground that since the hearing new evidence has been obtained, in the course of two criminal prosecutions that followed, which removes the presumption, before legitimately arrived at, that the owner of the cargo (who was also owner of the vessel) had a criminal knowledge of the shipment of the slave which was the principal ground for the Decree.

As the defendant took no steps to obtain a rehearing until after the return of Her Majesty's ship "Lynx," which did not take place in time to allow me to communicate with Her Majesty's Government before the expiry of six months, reckoning from the 7th May, the date of the Decree, the time fixed by statute for the ordinary reception of notice of appeal, and as, in the absence of notice of appeal or of a rehearing granted on the spot, the Treasury may have transferred to the credit of the captors all interest in the net proceeds of sale of cargo, I have abstained from granting a rehearing unless specially sanctioned by the proper authorities.

Had the sum in question been greater, I should have advised the defendant to telegraph, and have notice of appeal to Her Majesty in Council given through a solicitor, when possibly the matter of the cargo would have been remanded for rehearing, in order that evidence adduced at the criminal proceedings that followed after the Decree and sale might be admitted. The whole sum realized, which was the full value of the cargo, is, however, too small to make such a course prudent, as, in any case, the appellant would no doubt have to bear his own costs, seeing that the justice of the Decree, as regards vessel and slave, is fully admitted, and alteration asked on one item alone.

But admitting that at the rehearing the defendant were to establish what he offers to prove, namely, that the owner of that part of the cargo condemned had no criminal knowledge of the act of Slave Trade committed by the captain of his vessel, there is a point of law which would no doubt be raised by the original plaintiff, and on which I should be glad to receive an expression of opinion through your Lordship.

The case is this: A British native vessel with cargo and one slave on board being proceeded against, the proof is clear that the master shipped the slave to be used and dealt with as a slave, in contravention of British Treaties and law. The slave was therefore rightly condemned, together with the vessel, on the master's account alone, and there being an un rebutted presumption that the owner of the vessel had a criminal knowledge of the act of slave-trading, that part of the cargo owned by him was likewise condemned, forfeited, and sold, while the cargo of innocent parties was returned. If, therefore, it be now made out, as I think on the evidence heard in the criminal actions could be done, that the presumption of criminal knowledge on the part of the owner of the vessel and part cargo no longer exists, the question will arise how far, under these circumstances, the act of the master of the vessel may still involve cargo the property of the owner. That it forfeits the vessel is not questioned, but I cannot suppose that this would extend to goods on board if owned by an innocent owner, whose misfortune, nevertheless, it was to lose his vessel through the crime of his servant. The relation of the captain of a vessel to the ship and cargo seem so different that I cannot think the Court could do otherwise than in such a case condemn the vessel and restore the cargo to the owner of the vessel, as in this very case it did to other innocent shippers.

If, in the absence of regular appeal, no further action can be taken on the petition of the defendant, the above question of law does not arise; if, on the other hand, the question is to be reopened here, I should ask to be favoured with an opinion for my guidance, as the point is one that the plaintiff would no doubt advance.

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

Inclosure in No. 345.

Petition.

To John Kirk, Esquire, Political Agent and Consul-General, Judge of Her Britannic Majesty's Vice-Admiralty Court of Zanzibar.

The humble petition of Ragoor Nanji,

Sheweth—

1. THAT on the 22nd day of May, 1877, a cause was instituted in this Court against the above-named vessel "Mambosasa," her cargo, and one slave.

2. That the petitioner was the owner of the cargo.

3. That at the hearing of the case evidence was given by the master, Ali-bin-Makami, and the slave which led the Court to infer that the petitioner was implicated in the shipping of the slave.

4. That at that time the petitioner was absent from Zanzibar, and Mumla Moorji, his agent, who represented him, had no reason to doubt the accuracy of the evidence.

5. That, in consequence of the evidence given by Ali-bin-Makami and the slave, that portion of the cargo which had been consigned by the petitioner to Mumla Moorji was condemned.

6. That, in consequence of the evidence given in this suit, criminal proceedings were instituted against Ali-bin-Makami and Premji Visanji, of Kikunia.

7. That the evidence given in *Regina v. Ali-bin-Makami*, and *Regina v. Premji Visanji*, conclusively proved that petitioner was wholly blameless in the matter, and that the inference drawn by the Court as to his guilt was result of a misapprehension induced by a want of precision on the part of the witnesses.

8. That no fault was imputed to Mumla Moorji, the consignee of the cargo in question.

The petitioner therefore prays—

1stly. That the case may be reheard.

2ndly. That the Decree of Condemnation may be varied, so far as relates to the proceeds of the sale of the cargo condemned, and the said proceeds be handed to the petitioner.

3rdly. That should Her Majesty's Consul-General, as Judge of the Vice-Admiralty Court, not feel himself able, under the circumstances, to order a rehearing and admit the additional evidence which it is now in the power of the petitioner to produce, he will be pleased to forward this petition for the consideration of Her Majesty's Government and of the Lords Commissioners of Her Majesty's Treasury.

Dated 6th November, 1877.

No. 346.

Dr. Kirk to the Earl of Derby.—(Received December 11.)

My Lord,

Zanzibar, November 12, 1877.

I HAVE this day received intelligence of the capture of 100 slaves and 16 Arab and Baluch slave dealers, together with the dhow in which they sailed, by soldiers of His Highness Seyed Barghash at Pemba. With the further details of this capture I am not as yet acquainted, but the dealers are in irons awaiting the orders of His Highness for their transmission to Zanzibar.

It will thus be seen that the Sultan is fully determined to use his increased power for the suppression of the traffic, and that in this he has of late been able to do more than our own fleet of boats. In fact, during the past year, more slaves have been taken and freed by His Highness than by our cruisers, and there cannot be a doubt of the immense advantage accruing directly to us by the extension and consolidation of Zanzibar authority both here and on the mainland.

In this way I look forward confidently to the employment of the regular force which is now drilled to the use of the most modern arms of precision, as a means to stop the Slave Trade and assert a settled Government, without which we have no guarantee that the onerous terms of the Treaties will be respected.

I have, &c.

(Signed) JOHN KIRK.

No. 347.

Dr. Kirk to the Earl of Derby.—(Received December 11.)

My Lord,

Zanzibar, November 13, 1877.

I AM in possession of recent intelligence from the Nyassa country and Bishop Steere's freed-slaves station on the Rovuma, through Mr. Beardall, one of the Universities Mission returned from visiting Mataka, a Yao Chief near the Lake.

Mr. Beardall informs me that after setting out from Msasi he passed two native caravans coming from Mataka and Makanjila, each having about 100 slaves, and on his way down he saw one other slave caravan with about half that number. They were all making for the coast in the vicinity of Kilwa.

While living with Mataka, the Yao Chief, letters arrived from Zanzibar written by order of the Sultan warning the people of the interior, and of Mataka by name, against continuing the Slave Trade. It had been known before the traffic was stopped, but now they saw the stoppage was likely to be permanent, and attributing this to the action of the English, Mr. Beardall's position for the time seems not to have been without danger.

The arrival of the Sultan's messengers, who have set out, as reported by me on the 8th instant, will still further convince the people of the Nyassa Lake region of the danger to themselves of coming with slaves near the coast, but these letters will also relieve them as regards the exorbitant tax taken by the Kilwa Chiefs on ivory.

Being now in receipt of your Lordship's instructions conveyed in Sir Julian Pauncefote's despatch of October 2, I have the honour to state that, so far as I can ascertain, the Sultan will not at present take further steps than those reported by me on the 8th November with regard to Zanzibar slave traders and those who supply slaves. I have, therefore, not deemed it prudent to call His Highness' special attention to the subject of Portuguese or Zanzibar pretensions to territory so far inland; to do so would, it appears to me, precipitate a question that it is the wish of Her Majesty's Government should not be raised at present, and not improbably lead to an understanding between Portugal and Zanzibar on the subject that might hereafter prove embarrassing to third parties.

I have, &c.

(Signed) JOHN KIRK.

No. 348.

Dr. Kirk to the Earl of Derby.—(Received December 11.)

My Lord,

Zanzibar, November 13, 1877.

I HAVE the honour to report having forwarded to the Austro-Hungarian Consulate General, London, as directed by your Lordship on the 18th October, all official books, letters, &c. of the Austrian Consulate, Zanzibar, found in the possession of the late Mr. Fisch at the time of his death.

I have, &c.

(Signed) JOHN KIRK.

No. 349.

Dr. Kirk to the Earl of Derby.—(Received December 11.)

My Lord,

Zanzibar, November 14, 1877.

I HAVE been informed by Dr. Robb, the Agency Surgeon, that it will be very necessary that Mr. Holmwood, the Assistant Agent, should leave Zanzibar for change of air in consequence of the effects of repeated fevers contracted on the Coast, and that he should be able to take furlough for at least a year.

I quite concur in Dr. Robb's opinion, and knowing how impossible it is in such cases to wholly recover general health while remaining in the debilitating climate of the Island of Zanzibar, I have urged Mr. Holmwood to seek a change before his constitution has been permanently injured, and I believe it is his intention to avail himself next month of

the medical certificate that under the circumstances he must receive, and to leave by the mail-steamer of 13th December, so as to escape the hottest season here.

I shall thus be deprived at an important time of his services and experience ; nor would a perfect stranger to the work, unacquainted as he must be with the language also, be of great assistance as his substitute. The slave-dealers are at present altering their tactics ; slaves are still sent to Kilwa, although in very diminished numbers, by African Chiefs, and the Sultan, anticipating us, has seized two shipments of slaves sent by sea from near Kilwa. Having driven the trade from the sea to the land in 1873, we have in fact now pressed the traders so hard that they once more attempt the sea in order to supply Pemba with slaves.

Under these circumstances I would ask to be allowed the temporary services of Lieutenant Mathews, one of the officers of Her Majesty's ship "London," if this can be done through the Admiralty in such a way as not to injure his prospects in the naval service.

If acting for Mr. Holmwood, I should take it for granted he would receive the usual half-salary of that officer. Mr. Holmwood, under the Indian rules, receives half-pay only, from date of departure ; and I think it would be right that Lieutenant Mathews should also hold his usual full pay in the same manner as any Indian officer appointed to act would do.

My reason for selecting Mr. Mathews' name to submit for the favourable consideration of your Lordship is, that he has an intimate knowledge of the Coast and of the Slave Trade, he is popular with the Arabs, and, while being one of the most successful officers of Her Majesty's ship "London" in taking slavers, has never been involved in any unpleasant dispute with the natives. His health is good—a great consideration in this climate—and although he has never come forward as a naval Interpreter, he possesses a moderate knowledge of the Swahili language to enable him to communicate direct with the people.

Lieutenant Mathews has, however, one further recommendation that renders it desirable he should be retained here, which otherwise he would not be for long, his usual time for naval service on the East Coast having expired. When the Sultan commenced to organize a regular force, and it was doubtful to whose hands the direction of such troops might come, Lieutenant Mathews volunteered, through his commanding officer, Captain Sullivan, to drill and direct the corps, devoting every spare hour to this purpose. The result has been that there is to be seen every day a body of upwards of 400 men who go through military evolutions in a most creditable manner, considering the short time they have been in training. This body has been inspected by Captain Sullivan, the Senior Naval Officer, and highly commended.

Although it is certain that the Sultan would have carried his object and in the end have raised such a force, it is to Lieutenant Mathews that the rapid advance of the corps in discipline and instruction is entirely due, and no one is more sensible of this than His Highness, who has addressed me a letter most complimentary to Lieutenant Mathews, in which he expressed a wish that Lieutenant Mathews may be allowed, on being relieved from duty in Her Majesty's ship "London," to undertake for a year the command and direction of the new force, and he offers in such case to pay any salary that might be suitable, and give him a house, &c., on shore.

I am, however, of opinion that it will be better for all parties if Lieutenant Mathews can be attached to this Agency, acting for Mr. Holmwood, in which case he would continue, as his principal work, to attend to the suppression of the Slave Trade under my direction, and devote his unoccupied time, as now, to the drill and management of the Sultan's force, which I can easily arrange he shall be able to do. Under such circumstances, should it be desirable, as it no doubt would be, for Lieutenant Mathews to be sent for a time to places on the Coast, he would take with him one or two companies of the Sultan's force, which would be, under his direction, ready to act as the Sultan's troops under their native officers. No complications such as might occur from landing our own sailors would then be possible, Mr. Mathews would never be in any danger of becoming compromised, while the sole direction of a regular body of troops, fit to march from one end to the other of these dominions, would be for the time in his hands.

It would be quite otherwise with a stranger who had not gained the confidence of His Highness on the one hand, or of the men on the other. Previous to the appointment of a Judicial Assistant it would have been out of my power to have proposed such an arrangement. Under existing circumstances I feel that, being deprived at an important time of Mr. Holmwood's experience, I cannot submit to your Lordship the name of any one more likely to prove useful than that of Lieutenant Mathews, and if your Lordship should approve of what I now venture to submit, and the Lords of the

Admiralty give their sanction, I would ask that the necessary orders may be sent to the Senior Naval Officer in command of Her Majesty's ship "London, as I shall be deprived of Mr. Holmwood's services at an early date.

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

No. 350.

Dr. Kirk to the Earl of Derby.—(Received December 8.)

My Lord,

Zanzibar, November 15, 1877.

I HAVE the honour to report that intelligence has been this day received of a further capture of slaves at Pemba by the Sultan's soldiers.

In this case, I am given to understand, the slaves were not fresh caught, but old agricultural labourers and domestics, to the number of about twenty, who had been sold by their former owners.

When landed at Wete, on the west side of the Island of Pemba, they were seized by the soldiers; but the guard there consisting of only a few men, the slaves were taken by force from them and carried off by Arabs of the Ismaili tribe, who have plantations in that part of the Island. Thereupon the Sultan's local Governor is said to have come upon the slave-holders and re-captured the slaves, who are now with the soldiers.

Under these circumstances one of His Highness' steam-vessels has been dispatched, immediately on receipt of the news, to bring down the slaves and those engaged in this affair. The report comes to us in letters from parties who may be depended upon, but it is possible there may be some exaggeration, and as the mail steamer leaves Zanzibar this morning, I must report hereafter on the affair, as also on the previous capture of 100 slaves, which took place at the south end of the Island.

No cases have this month been brought into Court by our Naval Officers stationed near Pemba.

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

No. 351.

Sir J. Pouncefote to Dr. Kirk.

Sir,

Foreign Office, December 13, 1877.

WITH reference to my despatch of 19th April, I am directed by the Earl of Derby to transmit to you a copy of a despatch and its inclosure from Her Majesty's Ambassador at Paris,* respecting the dhow "Salhala," of Pemba, which had been engaged in Slave Trade transactions.

I am, &c.
(Signed) JULIAN PAUNCEFOTE

No. 352.

Sir J. Pouncefote to Dr. Kirk.

Sir,

Foreign Office, December 31, 1877.

I AM directed by the Earl of Derby to acknowledge the receipt of your despatches of the 5th, 8th, and 12th ultimo respectively, reporting the capture by the soldiers of the Sultan of gangs of slaves and of the slave dealers who accompanied them, as well as the steps taken by His Highness to stop the Slave Trade carried on by native Chiefs, and to abolish the duties hitherto levied on native caravans by the Elders of Kilwa, and I am to instruct you to express to His Highness the gratification of Her Majesty's Government at these proofs of vigilance and energy on the part of his authorities in putting a stop to the Slave Traffic within the Zanzibar dominions.

* No. 84.

I am also to state to you his Lordship's approval of your intention, mentioned in your despatch of the 5th ultimo, to write a letter of warning to the Chief Mponda.

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

No. 353.

Sir J. Pauncefote to Dr. Kirk.

Sir,

Foreign Office, December 31, 1877.

I AM directed by the Earl of Derby to acknowledge the receipt of your despatch of the 13th ultimo respecting the Nyassa Slave Trade, and to state to you that his Lordship concurs with you in the opinion that it is not desirable that the question of Portuguese or Zanzibar territory in the interior should be mooted for the present.

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

REPORTS FROM NAVAL OFFICERS.

No. 354.

Rear-Admiral Macdonald to the Secretary to the Admiralty.

“Undaunted,” at Bombay, December 11, 1876.

FORWARDED for the information of the Lords Commissioners of the Admiralty, observing I have directed Orady to be retained on board Her Majesty's ship “Rifleman” until a favourable opportunity occurs of sending him to Zanzibar and thence to Natal.

2. I have also forwarded a copy of Commander Clayton's letter to the Political Agent and Consul-General at Zanzibar for reference to the French Consul at that port, the vessel in which Orady was brought from Zanzibar to Muscat having been furnished with papers by that gentleman.

(Signed)

R. J. MACDONALD, *Commander-in-chief.*

Commander Clayton to Rear-Admiral Macdonald.

Sir,

“Rifleman,” Jask, November 16, 1876.

I BEG to report the following case of a slave having been brought from Zanzibar in a French dhow:—

On Sunday, the 12th November, the Political Agent at Muscat informed me that a slave had that day claimed his protection who had just been sold from a lately-arrived dhow.

2. I got the man on board and ascertained the following:—The slave (named Orady) was captured at Dar-es-Salam and was brought over to Zanzibar. While there he was taken before the French Consul with the men belonging to the dhow, and was made to say that he was one of the crew.

3. The dhow arrived at Matrah (a town two miles from Muscat) about three weeks ago, and he was sold on the 11th and taken to his master's house, from which he made his escape to the British Consulate.

4. On the morning of the 13th I sent Lieutenant Hockin to ascertain the nationality of the dhow, and he found that she was really a French vessel. Name of vessel, “Sahala;” belonging to Pemba; Nakodali's name, Harniss. Her papers were dated at Mayotte. She had also later ones from the French Consul at Zanzibar.

5. There is no French Consul at Muscat, so I have been unable to take any further steps in the matter.

6. The Sultan of Muscat has imprisoned both buyer and seller for breaking the law of the country.

I have, &c.

(Signed)

F. S. CLAYTON.

No. 355.

Captain Sullivan to Rear-Admiral Macdonald.

Sir,

“London,” at Zanzibar, November 14, 1876.

I HAVE the honour to report the seizure of thirteen slaves from a French dhow on the 9th instant under the following circumstances:—

Having received information from one of the interpreters that slaves were to be

shipped in a French dhow from this island to Pemba for sale, I communicated with M. de Gasparez, French Consul, requesting him, if possible, to prevent the shipment, and afterwards received from him permission by note to Her Majesty's Consul, Dr. Kirk, to take the slaves out of the dhow if found on board. On the dhow leaving the harbour I sent Lieutenant Cresswell of this ship to board her, and in case the slaves were found, to remove and bring them to this ship. The slaves—nine women and four men—being found, they were brought on board with their owner. On making the case known to Her British Majesty's Consul, he communicated with His Highness the Sultan, who requested Dr. Kirk to make out free papers for the slaves, which was done, the papers being given to the slaves by the Sultan.

I have, &c.
(Signed) T. B. M. SULLIVAN.

Inclosure in No. 355.

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 o.		Under what Colour.	How Rigged.	Number of			Where			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; stating the Number of Deaths before Adjudication, and the Number Emancipated.	
		Vessel.	Master.			Owners, and of what Place.	Men.	Guns.	Tons.	From.	Bound.				Belonging.	Men.	Women.	Boys.			Girls.	Where Shipped.
1876 Nov. 9	Zanzibar ...	Unknown ...	Unknown ...	Unknown ...	French ...	Dhow ...	Un- known	Un- known	Un- known	Zanzibar	Pemba ...	Zanzibar ...	1876 Nov. 9	Unknown ...	Unknown ...	4	9	Zanzibar ...	Slaves in fair condition; vessel serviceable; no deaths; 15 emancipated.

“ London,” Zanzibar, November 15, 1876.

(Signed)

T. B. M. SULLIVAN, Captain.

No. 356.

Captain Sullivan to Rear-Admiral Macdonald.

Sir,

“London,” at Zanzibar, November 14, 1876.

I HAVE the honour to report the following captures made by the boats of Her Majesty's ship under my command :—

On 25th October, 1876, I directed Lieutenant Cresswell to board and search a dhow about which I had received information that she was engaged in the Slave Trade.

He found her alongside another dhow, named “Tausi.” A man on board named Kumner declared himself to be a slave; that he had been put on board by force, and that he was on his way to Brava, where he was to be sold. Besides this man three others declared themselves to be slaves detained against their will, and that they believed they were to be sold.*

This case was tried before Her Majesty's Consul-General, who, having heard the evidence on both sides, decreed that the four sailors having been detained on board against their will, had been lawfully seized, but that the seizors having failed in proof that the slaves were to have been sold, decreed the release and restitution of the dhow.

Lieutenant Cresswell then boarded the dhow “Tausi,” and, examining the crew, found that four of them were detained on board against their will; he, therefore, detained her. On this case being tried in the Consular Court, a Decree of forfeiture of the four slaves was given, but the evidence brought was insufficient to prove that the dhow was engaged in the Slave Trade; she was, therefore, restored to her owners.†

On the 28th October Sub-Lieutenant Charles B. P. Hume, when cruising in the “Beatrice” launch observed a dhow‡ standing in for Pemba; he boarded her, and on searching the vessel found some slave irons, and twelve slaves. The slaves stated that they had been shipped at Kikombi and were intended for sale at Pemba; they further said that their owner, master, and some other slaves had made their escape from the dhow, when they discovered that they were chased by the launch. The dhow being unfit for bringing to Zanzibar for adjudication, was measured and destroyed on Mesal Island.

This case was tried before Her Majesty's Consul-General at this port, and a Decree of condemnation pronounced.

I have, &c.
(Signed) T. B. M. SULLIVAN.

* Case No. 34 of 1876; 4 male slaves.

† Case No. 35 of 1876; 4 male slaves.

‡ Case No. 36 of 1876, dhow, name unknown, 89·32 tons

Inclosure in No. 356.

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.
1876 Oct. 25	Zanzibar	Tani	Ambari	Baced Ba Redhwan, of Zanzibar	Zanzibar	Dhow	Men. Unknown	Nil	...	Zanzibar	Brava	Zanzibar	1876 Oct. 25	None	...	4	...	...	Zanzibar	...	Dhow restored. Slaves in fair condition; four emancipated.
Oct. 25	Zanzibar	Unknown	Juma	Ditto	Zanzibar	Dhow	Men. Unknown	Nil	...	Zanzibar	Brava	Zanzibar	Oct. 25	None	...	4	...	...	Zanzibar	...	Ditto.
Oct. 25	Pemba	Unknown	Unknown	Unknown	None	Dhow	Men. Unknown	None 82-82	...	Kikombi Pemba	Unknown	Unknown	Unknown	None	...	8	4	...	Zanzibar	...	Dhow crazy, and destroyed. Slaves in fair condition; twelve emancipated.

(Signed) T. B. M. SULLIVAN, Captain.

"London," Zanzibar, October 31, 1876.

No. 357.

(No. 1.)—LIST of the Adjudications in the Vice-Admiralty Courts and Mixed Courts of Justice reported to the Treasury between the 1st October and the 31st December, 1876.

Name of Capturing Ship or Seizor.	Name of Prize.	Dates of—		In what Court adjudged.	Decretal part of Sentence.
		Capture.	Adjudication.		
London	43 male slaves, 24 female slaves (No. 26 of 1876)	July 17–19, 1876	Aug. 8, 1876	Consular Court, Zanzibar	67 slaves condemned.
Lynx	Majambe (No. 28 of 1876)	Aug. 3, 1876	14,	Ditto	Dhow and 1 slave condemned.
London	Kikukwa (No. 25 of 1876)	July 8,	8,	Ditto	Dhow condemned.
Ditto	Asmeem or Dasaleem, (No. 27 of 1876)	Aug. 5,	10,	Ditto	Dhow released. Seizors condemned in costs of suit.
Ditto	Name unknown (No. 30 of 1876)	31,	Sept. 6,	Ditto	Vessel condemned.
Ditto	Sihoja (No. 31 of 1876)	Sept. 18,	28,	Ditto	Vessel released without claim for damages against the seizors.
Daphne	Name unknown (No. 29 of 1873)	Aug. 15, 1873	Oct. 26, 1873	Ditto	Captors suit dismissed and pronounced not to have been justified in destroying the vessel or in taking possession of the slaves and removing them from the custody of the Governor of Lamoo by whom they had been seized and held pending orders from the Sultan of Zanzibar.
London	Name unknown (No. 32 of 1876)	Sept. 29, 1876	Sept. 30, 1876	Ditto	Vessel condemned, cargo restored without claim for detention, loss, or other consequence inseparable from the seizure.
Ditto	Mabruki (No. 33 of 1876)	Sept. 29,	Oct. 7,	Ditto	Dhow condemned.
Lynx	No. 29 of 1876	Not known ..	Not known ..	Ditto	Dhow released.
Thomas Alfred Wall, Esq., Acting Commandant of Sherbro'	Canoe, name unknown, three slaves	July 10, 1876	Sept. 18, 1876	Vice-Admiralty Court, Sierra Leone	Canoe and 3 slaves condemned.
Ditto	Canoe, name unknown, six slaves	26,	18,	Ditto	Canoe and 6 slaves condemned.
London	Name unknown (No. 34 of 1876)	Oct. 25,	Oct. 27,	Consular Court, Zanzibar	Vessel released, 4 slaves condemned.
Ditto	Name unknown (No. 35 of 1876)	25,	27,	Ditto	Vessel released, 4 slaves condemned.
Ditto	Tansi (No. 36 of 1876)	28,	31,	Ditto	Vessel and 12 slaves condemned.

(Signed) H. C. ROTHERY.

(No. 2.)—ACCOUNT of Bounties paid for captured Slaves as undermentioned by command of the Lords of the Treasury between the 1st October and the 31st December, 1876.

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.
Oct. 9, 1876	Naval Prize Account	London	Seven Slaves (No. 10 of 1876)	7	..	..	£ 35
28,	Ditto	Ditto	Aamen (No. 12 of 1876)	2	..	..	10
Nov. 1,	Ditto	Ditto	One Slave (No. 8 of 1876)	1	..	..	5
	Mr. Caleb Wilson Edwin, Senior Landing Waiter of Her Majesty's Customs, Sierra Leone.		Canoe, name unknown, sixteen slaves	16	..	..	80*
	Thomas Alfred Wall, Esq., Acting Commandant of British Sherbro'.		Canoe, name unknown, one slave	1	..	..	5*
			Six slaves	6	..	..	30*
							165

* Out of the Treasury chest Sierra Leone.

(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 October and the 31st December, 1876.

Date of payment.	To whom Bounty paid.	Name of Capturing Ship.	Name of Prize.	Tonnage.	Rate of Bounty per ton.	Amount paid.
					£ s. d.	£ s. d.
Oct. 9, 1876	Naval Prize Account	London ..	Kallan (No. 40 of 1875) ..	66	4 0 0	264 0 0
12,	Ditto	Ditto	Chua (No. 11 of 1876) ..	120	5 10 0	660 0 0
16,	Ditto	Ditto	Chemeke or Chumake, <i>alias</i> the Mansuri (No. 4 of 1876) ..	69	5 10 0	379 10 0
20,	Ditto	Ditto	Name unknown .. (No. 13 of 1876) ..	172	5 10 0	946 0 0
31,	Ditto	Ditto	Chunga Mana .. (No. 15 of 1876) ..	189	5 10 0	1,039 10 0
						3,289 0 0

(Signed) H. C. ROTHERY.

No. 358.

Captain Sullivan to Rear-Admiral Macdonald.

Sir, "London," at Zanzibar, November 21, 1876.
I HAVE the honour to transmit herewith a letter from Lieutenant W. R. Creswell, of this ship, reporting having received a fugitive slave on board the boat he was in charge of at Pemba, and to inform you that he will be forwarded to Natal by first opportunity.

I have, &c.
(Signed) T. B. M. SULLIVAN.

Inclosure in No. 358.

Lieutenant Creswell to Captain Sullivan.

Sir, "London," at Zanzibar, November 21, 1876.
WHILE cruising in the boats of this ship off Pemba, the Bay Mesuri, a fugitive slave, asked for protection, and to be taken from his master, who had treated him badly, and beaten him continuously without cause.

The boy being ill-fed, and in a bad state from sores and bruises, I considered his case to be a deserving one, and brought him to the ship.

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

No. 359.

Commander Boyle to Rear-Admiral Macdonald.

Sir, [No date.]
I HAVE the honour to report that while lying at Manda Bay on the 25th October three fugitive slaves (in a canoe) came on board and claimed protection, which, after a full inquiry, I considered it my duty, from motives of humanity, to grant them, as they all showed signs of severe ill-treatment and scarcity of food, and had I refused them the protection they asked for they would probably have been subject to further severity.

One of these men states he was owned by a Hindoo.

Also while lying in Formosa Bay another slave claimed similar protection, which, for similar reasons, I accorded to him.

It has been decided by Dr. Kirk that these men are to be sent to Natal by the next Union steam-ship leaving this port.

I have, &c.
(Signed) H. H. BOYLE.

No. 360.

Captain Sullivan to Rear-Admiral Macdonald.

Sir,

“London,” at Zanzibar, December 14, 1876.

I HAVE the honour to report the following capture made by Her Majesty's ship under my command:—

On the 18th November, 1876, Lieutenant W. Rooke Creswell, being in command of the boats of this ship at Pemba, received a report from Charles Kitt, Captain, main-top, that a Mtépe dhow had landed a cargo of slaves three days previously at a place outside Mesuka, Pemba, and that the dhow was then in the river which runs through the village. He at once took his boat round to the entrance of the river, but it being low water and dark, merely went up the river in a canoe to assure himself she was there.

The next morning he proceeded up in the “Kite” cutter, and, on searching the dhow which had been pointed out to him the night before, he discovered distinct traces of her having recently carried slaves.

1. The flooring of the dhow was laid down with freshly-cut boughs and leaves, and was filthy dirty.

2. On these leaves was laid old matting, and under this he discovered two neck-rings.

He then landed and endeavoured to discover, by inquiries in the village, the owner, nakoda, and crew of the dhow, but the inhabitants all denied knowing anything whatever about her.

This case was tried before Her Majesty's Consul-General at Zanzibar on the 21st November, 1876, and a decree of condemnation pronounced.

I have, &c.
(Signed) T. B. M. SULLIVAN.

Inclosure in No. 360.
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.	Owney, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where Shipped.	
1876 Nov. 18	Masuka, Pemba	Unknown	Unknown	Unknown	None	Dhow	Unknown	None	233-7	Unknown	Unknown	Unknown	None	None	None	None	None	None	Zanzibar	..	Dhow leaky and unseaworthy; destroyed at Masuka.

“London,” Zanzibar, November 30, 1876.

(Signed) T. M. SULLIVAN, Captain.

No. 361.

Rear-Admiral Macdonald to the Secretary to the Admiralty.

(Extract.)

"Undaunted," at Bombay, January 8, 1877.

HER Majesty's ship "Rifleman" was at Bushire on the 13th December, 1876. Commander Clayton reports everything quiet in the Persian Gulf.

On the 29th November Lieutenant Creswell and four men, belonging to the boats of the "London," were fired on by Arabs at Kegomachy Point, where they had landed in search of slaves disembarked the previous evening; and Levi Hulett, leading seaman and coxswain of the boat, appears to have been seriously wounded.

Active measures had been instituted by the Senior Officer at Zanzibar and Dr. Kirk, Her Majesty's Consul-General, to discover who was the instigator of the attack; and Commander Boys, of Her Majesty's ship "Philomel," and an official sent to Pemba by His Highness the Sultan to co-operate with him, obtained what was, he believed, sufficient evidence to implicate Mahommed Bin Rashid, the owner of the slaves Lieutenant Creswell sought to liberate, and Shad bin Sualin, both Arabs—the former fled, and had not been captured up to the date of last despatches from Captain Sullivan; the latter had been examined. Her Majesty's Consul-General was to have instituted inquiry into the case after the departure of the mail leaving Zanzibar on the 4th December, the result of which will be duly reported to me, and forwarded to their Lordships.

Her Majesty's ship "Philomel" and her boats had been cruising between Pemba and Brava for the suppression of the Slave Trade, and searching the numerous creeks round the Island of Lamos. Commander Boys reports that no suspicious dhows or other vessels were fallen in with, nor was any information relative to the Slave Trade obtainable.

Her Majesty's ship "Flying Fish" was at Tamatave, in Madagascar, on the 23rd November. Commander Crohan informs me that the report of the death of Bishop Cornish is unfounded, and that, in fact, he had a very successful five months' journey, without any difficulties with the natives.

From letters received from Mr. Pakenham, Her Majesty's Consul in Madagascar, I learn that no precise date has been fixed for the promulgation by the Hova Government of the Edict emancipating all Mozambique slaves in Madagascar; but Mr. Pakenham has reason to believe that the proclamation will shortly be issued. He, however, adds, "I will not conceal my opinion that the success of the contemplated measure mainly depends upon a British man-of-war being stationed at Tamatave pending the progress of negotiations, and until full effect shall have been given to the proclamation referred to."

Commander Ommanney relieved Acting Commander Crawford, in command of the "Lynx" on the 24th November. Information to the effect that considerable numbers of "Makuas" have lately been landed on the north-west coast of Madagascar, and drafted into the interior of the island, has been forwarded to Commander Ommanney by the Senior Officer of Her Majesty's ships on the east coast of Africa.

No. 362.

Vice-Admiral Sir R. Macdonald to the Secretary to the Admiralty.

(Extract.)

"Undaunted," at Bombay, February 5, 1877.

ON the 7th January Her Majesty's ship "Flying Fish" arrived from Tamatave, in the Island of Madagascar. Commander Crohan reports that the Hova Prime Minister is not prepared to issue the edict of the emancipation of all Mozambiques in Madagascar before the 1st June next.

On the 8th January Her Majesty's ship "Philomel" returned to Zanzibar from cruising in the Southern Channel. Mr. Holmwood, Her Majesty's Assistant Political Agent, informed Commander Boys that there was now little or no sea traffic on that part of the coast, and what was done was effected by canoes or small dhows, carrying a very few slaves at a time; but that the land traffic was being revived.

No. 363.

Captain Sullivan to Vice-Admiral Sir R. Macdonald.

Sir, "London," at Zanzibar, January 10, 1877.
I HAVE the honour to make the following report of captures made by the boats of Her Majesty's ship under my command:—

1. On the 30th November, 1876, when cruising in Menai Bay, Zanzibar, Sub-Lieutenant J. R. Simpson received information that an 'Mtepe dhow which had recently landed slaves was on shore at Pete Inlet. He immediately proceeded to the spot, and discovered her alongside another dhow, which two fishermen declared to be also engaged in the Slave Traffic.* Upon his approach, four persons, apparently a portion of the crews of the dhows, fled into the bush.

He then took charge of both dhows and communicated with Lieutenant Matthews, who, after endeavouring to get hold of the nahazar and crews, ordered him to proceed to Zanzibar and place the dhows in Court.

Owing to the great stress of work at the British Consulate, Dr. Kirk was unable to try these cases until the 22nd December, 1876, when Decrees of Condemnation were pronounced in both cases.

2. On the 20th December, 1876, Sub-Lieutenant J. R. Simpson, discovering two apparently raw slaves on Kotsota Island, Pemba, took them on board his boat and questioned them. They stated they had been quite recently landed at Kegomachy, Fort Pemba, and that they had been brought over from Pungani in a dhow with many more slaves.† On hearing this he determined to go in search of the dhow, and, while beating to the southward, boarded and searched a dhow which the slaves recognized as the one in which they had been brought across.

On searching the dhow in the fore part, underneath first a large coil of hawser then a cargo of dried fish, he discovered some dirty bags, which he ordered the coxswain to search. On these bags being lifted a slave neck-ring dropped out, and on further looking into the bag the coxswain drew another ring out of the corner of it. On this he detained the dhow, and, in compliance of orders received from Lieutenant O'Neill, proceeded to Zanzibar and placed the dhow in Court. This case has been tried before Her Majesty's Consul-General at this port, and the dhow condemned.

3. On the 25th December Lieutenant O'Neill, when in command of this ship's boats at Pemba, communicated with the "Beatrice," and George Spiller, boatswain's mate, reported to him as follows:—

That at daylight on that morning, being at anchor to the eastward of the reef running off Kegomachy Point, he dispatched two hands in the dingy to pull round the Point and report to him if any dhows were seen to the westward. Upon rounding the Point, and coming in sight of a beach a little to the southward of it, these two hands saw between thirty and forty people upon the beach, most of them slaves shackled together in chains. Upon the dingy being observed, these slaves were at once driven into the bush. A little further on they observed a dhow‡ which had been run on a reef, and from which some more people rushed into the bush. Upon seeing this, they returned to the launch and reported to George Spiller what they had seen, who at once went round and found the dhow had been run on shore a few hours previously at high water and stripped of her sails, &c. She was in a filthy condition, and bore traces of having recently been occupied by a number of people. Large quantities of old matting were on the beach near her, and she contained nothing but a bag of mahoga and a little entama seed. Upon the beach, and proceeding directly from the dhow, were the footmarks of a large number of people who had lately left her. He then took possession of the dhow. Upon receiving this report Lieutenant O'Neill proceeded to the spot, and found the dhow to be in the condition as before stated; and taking into consideration these circumstances, together with the facts of the dhow having been driven on the reef at high water, stripped and deserted by her crew on the approach of our boats, he decided to send the case to Zanzibar for adjudication. This case was tried before Her Majesty's Consul-General on the 5th January, 1877, and a Decree of forfeiture pronounced.

I have, &c.

(Signed) T. B. M. SULLIVAN.

* Cases Nos. 38 and 39 of 1876, 62·66 tons, and dhow, 34·32 tons.

† Case No. 40 of 1871; dhow, 111·46 tons.

‡ Case No. 41 of 1877; dhow, 147·90 tons.

No. 364.

*Commander Singleton to the Secretary to the Admiralty.**"Ringdove," at Sea, Lat. 33° 0' N., Long. 28° 6' E.,
February 13, 1877.*

Sir,

IN obedience to a paragraph in my sailing orders from Vice-Admiral A. P. Ryder, Commander-in-chief of the China station, relative to their Lordships' letter dated August 7, 1876, I have the honour to report that at Hodeidah I was informed that the Slave Traffic is carried on there with great prosperity, several thousand persons being brought over annually from the African coast, it being the principal port in the Red Sea for the above Trade, the whole coast of Arabia is almost entirely supplied by it; from there the slaves appear to be mostly transhipped in dhows; the Austrian Lloyd's Company take a few as passengers and friends or servants of the Turkish and Arabian passengers to Jeddah and Constantinople.

It was with some little difficulty I was able to obtain even the above information, my informant being very unwilling to enter into the subject.

While at Port Saïd and visiting the Captain of the Egyptian gun-vessel (the late "Tientsin") stationed there, he told me that he had been for about six months employed in the Red Sea for the suppression of the Slave Trade, but that he was never able to make any captures; the slavedealers watching him, and taking every opportunity when he was off another part of the coast to embark their slaves.

He also told me that he did not think that the expedition about to proceed to the Red Sea under the command of McKillop Pasha would do anything, from the fact of its being published and known for so long, and therefore no Slave Traffic would be going on during the time his squadron was on the coast; he also confirmed the report I heard at Hodeidah, that the Austrian Lloyd's Company conveyed slaves to Constantinople as servants to passengers, and who were most unwilling to be released, owing to their being well clothed and cared for, with little or nothing to do.

I was unable to visit Jeddah owing to the state of the weather on arriving off that port.

I have, &c.
(Signed) W. SINGLETON.

No. 365.

Vice-Admiral Sir R. Macdonald to the Secretary to the Admiralty.

(Extract.)

"Undaunted," at Bombay, March 5, 1877.

ON the 12th January Commander Boys in Her Majesty's ship "Philomel," proceeded in accordance with their Lordships' letter of the 13th September, 1876, to ascertain whether any attempts were being made to reopen the Kilwa Slave Trade by sea, Commander Boys reports that the Trade appears to have quite died out to the southward with the exception that a few slaves are occasionally sent to Mohilla, principally from Kilwa. Dr. Kirk, Her Majesty's Consul-General, was received on board the "Philomel" at M'Chinga on the 19th January, and after having in that ship visited Mwtaru and Mikindana harbours and Tonghy Bay, returned in her to Zanzibar on the 28th January.

On the 23rd January the "Flying Fish" left Zanzibar for the Comoro Islands visiting Mohilla and Johanna. No slave dhows were fallen in with, nor could Commander Crohan obtain any information as to slaves being carried between the mainland of Africa and the Island of Mohilla. The "Flying Fish" returned to Zanzibar on the 5th February.

On the 22nd January Sub-Lieutenant R. M. King of the "London" seized five slaves off Foondoo Island from a canoe, and on the 28th January Lieutenant Lloyd Mathews, also of the "London," captured at Tembe, north end of Pemba, a M'tepe dhow of 186.56 tons: full particulars of these captures will be forwarded when received.

No. 366.

RETURN of Merchant-Vessels under French Colours, &c., visited.

Date of Visitation.	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.	Detained or Released.	Circumstances which have induced the Captain to Visit such Vessel, and afterwards to Release or Detain her.	Remarks.
		Vessel.	Master.	Owner, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.						
1877 Jan. 27	Mohilla ...	Gerald Atkin, Gun-ner	Fatallah. Juma ...	Jaffon ...	French ...	Dhow ...	17	1	73	Mayotta .	Mayotta ...	Mayotta .	1876 Nov. 21	Cocoa nuts and cassada	For sale ...	Released .	Suppression of the Slave Trade	Papers in order, and vessel entitled to fly French colours.

“Flying Fish,” January 1 to January 31, 1877.

(Signed)

HERBERT CROHAN, *Commander.*

No. 367.

Captain Sullivan to Vice-Admiral Sir R. Macdonald.

Sir,

"London," at Zanzibar, March 7, 1877.

I HAVE the honour to report, that on the 4th March, when Henry Scott, coxswain of the launch, was returning to the ship, he fell in with, in the Pemba Channel, a small canoe containing two men and two women, who stated they were slaves, and had fled from their master, owing to severe ill-treatment.

Three of the four were lying in the bottom of the canoe, in a very weak and emaciated condition, especially the women.

As they were quite fifteen miles from the nearest land, he considered himself justified in taking them on board his boat and bringing them to Zanzibar.

Having investigated the case on board, I have treated them as fugitive slaves, and have given directions that they be sent to Natal, to the care of the Protector of Immigrants.

I have, &c.
(Signed) T. B. M. SULLIVAN.

No. 368.

Vice-Admiral Sir R. Macdonald to the Secretary to the Admiralty.

"Undaunted," at Bombay, April 2, 1877.

FORWARDED for the information of the Lords Commissioners of the Admiralty, observing that the Senior Officer at Zanzibar has directed the four fugitive slaves received in the "Philomel," to be sent to Natal, by first opportunity, to the Protector of Immigrants. The slaves appear to have been received on board the boat in territorial waters.

(Signed) R. J. MACDONALD,
Vice-Admiral and Commander-in-chief.

Mr. Donner to Commander Boys.

Sir,

"Philomel," at Tonga, February 28, 1877.

I HAVE the honour to report, that on the night of the 27th instant, whilst at anchor in the second cutter, off Pangani, four fugitive slaves (one man and three women) came down to the boat and claimed protection, stating that they had been three years in irons, besides being severely ill-treated by their master.

As their persons showed signs of brutal ill-usage, I considered it my duty, from motives of humanity, to take them into the boat, and bring them to the ship for your decision.

I have, &c.
(Signed) G. DONNER, *Boatswain.*

"Philomel," at Zanzibar, March 5, 1877.

FORWARDED for the information of the Commander-in-chief, observing that I have approved of this officer's action, and as the slaves had been received into the boat, I took them on board the ship and brought them to Zanzibar.

There is no doubt of their having been heavily ironed, and most severely ill-treated.

(Signed) H. H. BOYS, *Commander.*

No. 369.

Vice-Admiral Sir R. Macdonald to the Secretary to the Admiralty.

(Extract.)

"Undaunted," at Bombay, April 2, 1877.

On the 9th February 34 slaves were seized at Pangani by the boats of the "London," and on the 14th of the same month a dhow, of 102·24 tons, was also captured by the "London" boats near Tongony Gap, Pemba.

On the 2nd March, Lieutenants Creswell and Matthews proceeded up the River Wami for the purpose of intercepting any slave caravans which might cross the river at the ferry of Gama. They returned to Zanzibar on the 6th March, and reported that no caravans had made their appearance.

The "Diamond" is employed cruising off the coast of Madagascar, and in the Mozambique Channel, for the suppression of the Slave Trade. Captain Bosanquet reports, that since leaving Cape Delgado early in January, until the 21st February, no dhows had been seen at sea either by the "Diamond" or the cruising launch, nor had any dhows from the African coast been boarded by any of the boats.

No. 370.

Commander Washington to the Secretary to the Admiralty.

(Extract.)

"Vulture," at Aden, April 2, 1877.

IN answer to Admiralty letter of the 22nd January, 1877, I have the honour to report on the 21st March I arrived at Jeddah in Her Majesty's ship under my command, and on communicating with Her Majesty's Consul relative to the Slave Trade in the Red Sea, I was informed both by him and others, that the traffic is carried on, and the slave market still exists at that place; although the public sale of slaves is forbidden, private transactions are still carried out.

The Vice-Consul at Jeddah has fully informed the Consul-General at Cairo and the Foreign Office in London of the extent of the traffic, with full particulars of how the Slave Trade in the Red Sea is carried on.

With the consent of the Consul at Jeddah, the Vice-Consul, Mr. A. Wylde, accompanied me to Souakin and Massowah, and as my services were not required any longer at Jeddah, I embarked him and left the next day for Souakin, at which port I arrived on the 23rd ultimo.

On communicating with the Governor of Souakin, he assured me that no such thing as Slave Trade existed, and that it could not exist without his knowledge; that there are strict orders for its suppression issued by the Egyptian Government. I was, however, informed by other reliable resources and residents some years in the place, that slaves have been seen embarked, and that on one occasion a dhow with sixty slaves on board had been sequestered, and that the postmen on their route between Cassala and Berber, in the interior, had frequently met caravans of slaves. These postmen do not travel by the roads, but take short cuts, where camels laden with merchandize cannot pass, and where there are no guard houses or outposts.

Being unable to obtain any further information at Souakin, I left that port on the 24th March, arriving at Massowah on the 26th, where, with the Vice-Consul of Jeddah, I called upon the Governor, who informed me that he had received very strict orders from the Egyptian Government for the suppression of the traffic in slaves, and that lately he had liberated some slaves that had come to his knowledge, and he had written for assistance, viz., for a gun vessel and three small steamers, as the force he commanded, viz., the gunboat "Khartoum" (which is in a very inefficient state), was not sufficient to watch the coast. He also remarked it was in contemplation to change the Governor at Souakin, as he is not energetic enough.

The present idea of the Egyptian authorities is to use this force as an effectual means to check the Slave Trade on a coast line over 1,000 miles, viz., from Koseir, and the Brothers (North) to Berbera in the south, including the ports of Sheikh Bargout, Souakin, Port Mornington, Massowah, Tajoura, and Zeila, and their environs.

No. 371.

Captain Sullivan to Vice-Admiral Sir R. Macdonald.

Sir,

"London," at Zanzibar, March 5, 1877.

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 28th January, 1877, when Lieutenant Lloyd Mathews was cruising off Mezuka, north end of Pemba, for the suppression of the Slave Trade, he received infor-

mation that a M'tepe dhow had landed a cargo of slaves at Tumbé.* On hearing this, he repaired to the spot, and on rounding the point leading into Tumbé, sighted the dhow. On his being observed, several people from the dhow jumped into a canoe and pulled hastily to the shore, leaving only four men in her. He then boarded and searched her, the owner being present at the time, and in the bilge two neck-rings were discovered. She had no cargo on board with the exception of a large quantity of water in casks. Finding the owner gave most unsatisfactory replies to his questioning, together with the fact of the neck-rings being found on board, he detained the dhow, and attempted to bring her to Zanzibar for adjudication, but in consequence of her being in such a leaky and crazy condition, after endeavouring to do so for twelve hours, he was obliged to run her on a reef and burn her to the water's edge. This case was tried before Her Britannic Majesty's Consul-General on the 2nd February, and a Decree of Condemnation given.

2. On the 22nd January, 1877, when cruising off Foondoo Island, Sub-Lieutenant Robert M. King observed a canoe† having on board five apparently row slaves; he called the canoe alongside and questioned them. They stated they had been recently landed on Foondoo Island from the mainland of Africa, and they were for sale at Pemba; that they had remained in the bush since being landed, but hearing that the Arabs were about to seize them, they left the island. Upon hearing this, Mr. King brought them down to this port for adjudication. The case was brought before the Consular Court on the 13th February, and four of the five slaves condemned.

On the 2nd February, 1877, I ordered an interpreter of this ship, named Mohamed bin Baccar, to proceed to the African coast in order to collect information respecting the Slave Trade, and to make the same known to any of Her Majesty's boats which might be on the spot.

On the 9th February he observed slaves being landed from a dhow‡ about a mile from Pangani; he boarded her and took possession, her crew at once escaping; leaving his man in charge, he pursued the slaves, and meeting some of the Sultan's soldiers, called on them to assist him, which they did, and took the slaves to the Governor, in whose charge he left them. Mahomed afterwards brought the dhow into Pangani and placed her in the hands of the Governor, dispatching a messenger to me to inform me of his proceedings. Upon this, and at the same time being informed by Her Majesty's Consul-General that the Governor at Pangani had reported to the Sultan being in possession of the vessel and slaves, at the request of Dr. Kirk, I sent the launch No. 1, under Lieutenant Creswell, to Pangani, with the written orders of His Highness the Sultan, addressed to the Governor at Pangani, directing him to give up the slaves, the slave-dealers to be brought to Zanzibar to be dealt with, and the dhow to be left in the custody of the Governor.

On the 15th February, 1877, Lieutenant Creswell returned, having executed his orders, when the slaves and slave-dealers were handed over to the Consular Court for examination.

On the 20th February this case was tried, and a Decree of Forfeiture pronounced on the thirty-four slaves.

I have, &c.
(Signed) T. B. M. SULIVAN.

* Case No. 1 of 1877, dhow, name unknown, 186.56 tons.

† Case No. 2 of 1877; 2 male and 3 female slaves.

‡ Case No. 4 of 1877, dhow, name unknown, 22.69 tons; 13 males and 21 female slaves.

Inclosure in No. 371.

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.
1877 Jan. 28	Pemba . . .	Unknown . . .	Wakata . . .	Shamonic bin Sheikh . . .	No colours	M'Tepe dhow	Not known	Nil	186.66	Africa, East Coast	Tumbe, Island of Pemba	Not known	No cargo . . .	Unknown . . .	Nil	Nil	Nil	Nil	Nil	..	Zanzibar . . .	Vessel in a crazy and leaky condition; dhow condemned.
Jan. 23	Off Pemba . . .	No vessel . . .	..	Owners not known	..	..	..	..	..	..	..	..	..	Not known . . .	2	3	..	..	Main-land of E. Africa	Ditto . . .	Slaves in good condition. No details. Four emancipated.
Feb. 9	Pangani, East African Coast	Unknown . . .	Unknown . . .	Unknown . . .	No colours . . .	Dhow	Not known	Not known	22.69	Not known	Pangani . . .	Not known	None . . .	..	13	21	..	..	Not known	Ditto . . .	Slaves and dhow in good condition; no deaths; Dhow condemned; Thirty-four slaves emancipated.

“London,” Zanzibar, March 1877. (Signed) T. B. M. SULLIVAN, Captain.

No. 372.

List of the Adjudications in the Vice-Admiralty Courts and Mixed Courts of Justice reported to the Treasury between the 1st January and the 31st March, 1877.

Name of Capturing Ship or Seizer.	Name of Prize.	Dates of—		In what Court Adjudged.	Decretal Part of Sentence.
		Capture.	Adjudication.		
Inspector-General of Police, Freetown, Sierra Leone	"Ovarense"	December 5, 1876	Not known	Vice Admiralty Court, Sierra Leone	Not yet adjudicated.
T. A. Wall, Esq., Commandant of British Sherbro	18 slaves	December 31, 1876	January 19, 1877	Ditto	18 slaves condemned.
M. R. R. Elliott, Senior Branch Pilot, Freetown	23 "	November 29, 1876	January 19, 1877	Ditto	23 "
"London"	Canoe; 41 slaves	January 10, 1877	January 27, 1877	Ditto	Canoe and 41 slaves condemned.
Ditto	Name unknown. (No. 37 of 1876)	November 18, 1876	December 8, 1876	Consular Court, Zanzibar	Vessel condemned.
Ditto	Name unknown. (No. 38 of 1876)	November 30, 1876	December 22, 1876	Ditto	Ditto.
Ditto	Name unknown. (No. 39 of 1876)	November 30, 1876	December 22, 1876	Ditto	Ditto.
Ditto	13 slaves	November 9, 1876	Not condemned ...	Ditto	13 slaves freed by order of His Highness the Sultan.
Ditto	"Salama." (No. 40 of 1876)...	December 20, 1876	Not known	Ditto	Vessel condemned.
Ditto	Name unknown. (No. 41 of 1876)	December 25, 1876	January 6, 1877 ...	Ditto	Ditto.

(Signed) H. C. ROTHERY.

No. 373.

RETURN of Vessels under French Colours Boarded.

Date of Visitation.	Where, If at Sea, state the Latitude and Longitude.	Name and Rank of the Visiting Officer.	Name of			Under what Colours.	How Rigged.	Number of			Where			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	Detained or Released.	Circumstances that have induced the Captain to Visit the Vessel and to Release her.	Remarks.
			Vessel.	Master.	Owners, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.						
1877 March 2	Saida Point ...	Mr. Andrew C. Williamson, Sub-Lieutenant	Cullia ...	Said es Bale	Said es Bale, Mayotta	French ...	Dhow ...	25	None	180	Zanzibar	Baly ...	Mayotta ...	Not known	Rice ...	Not known	Released	Visited to verify papers, and found correct	The papers produced were in order, and I am satisfied she was rightly flying the colours she hoisted
Feb. 23	Borgana Bay ...	Mr. Andrew C. Williamson, Sub-Lieutenant	Allowes ...	Ally bin Hassan	Ally bin Hassan, Zanzibar	French ...	Dhow ...	25	None	200	Zanzibar	Baly ...	Zanzibar ...	Not known	Rice ...	Not known	Released	Ditto ...	Ditto.
Feb. 16	Saidn Point ...	Mr. Andrew C. Williamson, Sub-Lieutenant	Fathalia ...	Hassan Endameney	Hassan Endameney, Mayotta	French ...	Dhow ...	25	None	100	Mayotta	Baly ...	Mayotta ...	1877 Feb. 18	Rice ...	Not known	Released	Ditto ...	Ditto.

(Signed) A. C. WILLIAMSON, Sub-Lieutenant.

"Diamond," off Bagana Bay, March 9, 1877.

No. 374.

RETURN of Vessels under French Colours Boarded.

Date of Visitation.	Where, If at Sea, state Latitude and Longitude.	Name and Rank of the Visiting Officer.	Name of—		Under what Colours.	How Rigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	Detained or Released.	Circumstances that have induced the Captain to Visit such Vessel, and afterwards to Release her.	Remarks.
			Vessel.	Master.			Men.	Guns.	Tons.	From.	Bound.	Belonging.						
1877 Jan. 21.	Granda Island	Lieutenant William Wright	Madagascar	Uwhoma	French	Dhow	17	Nil	45	Not Bé	Marambitzé	Nos Bé	1877 Jan. 29	In ballast	Not known.	Released.	Visited to verify papers, and found correct	The papers produced were in order, and I am satisfied she was rightly flying the colours she hoisted.
March 7	Ditto	Lieutenant William Wright	Matare	Mabrooky	Ditto	Ditto	5	Nil	80	Meamba	Kimani	Kimani	March 8	None	Ditto	Ditto	Visited to verify papers, and found correct.	The papers produced were in order, and I am satisfied she was rightly flying the colours she hoisted. Passengers: 19 men, 7 women, 1 child—Seafarer.

"Diamond," Granda Island, March 12, 1877.

(Signed)

WILLIAM WRIGHT, Lieutenant.

No. 375.

Commander Hand to Vice-Admiral Sir R. Macdonald.

Sir,

"Vestal," at Aden, March 24, 1877.

IN accordance with directions contained in your order of the 4th December last, paragraphs 2 and 6, I have the honour to inform you that I have visited the several ports mentioned therein, and have to report with reference to the Slave Traffic as follows:—

2. At Zeyla, visited in February, I learnt that two months before the Ranyan, or Mahommedan feast in October, 1876, three dhows, with 230 slaves, sailed from that port for Hodeida; these slaves were run in from Hobasha, a place twenty days' journey inland. Custom is paid to the Pasha of Zeyla, and is levied in proportion to the value of the slave; they are shipped under the Egyptian flag.

3. Jeddah, visited this month, is still a large market for slaves, and up to the year 1874 a slave market existed in the middle of the bazaar; on the representation of the Consul this was, however, closed, and the Slave Traffic is now carried on to as great an extent as ever, but in a more private manner. From what I can gather, it appears that the Turkish officials are quite cognizant of the sale of slaves; in fact, the trade must pass under their notice, as Jeddah is a walled town, and, therefore, all passengers, goods, &c., must be subject to the scrutiny of the Customs officials; again, the port authorities are very searching in their inquiries before granting pratique to any newly-arrived vessels.

4. At Massowa I was able to gain very little information as to the Slave Trade, as it is carried on from the interior, and during my ten days' stay few, if any, of the buggalows or dhows sailed.

The Egyptian despatch gun-vessel "Torr" arrived at this port on the 10th instant, having on board Morice Bey (a retired Commander of Her Majesty's Service) who, I am informed, has instructions to visit the Khedive's ports Tajura, Zeyla, and Berbera, with a view to reporting to His Highness on the Slave Trade, more especially in respect of the means by which slaves are obtained and the circumstances under which they are reported and whither.

5. I arrived at Hodeida on the 21st instant and found that only three days before, the first batch of slaves for the year, numbering 700, had been landed, and were in a large barracoon awaiting sale.

I am told that the presence of one of Her Majesty's ships at Hodeida has always the effect of stopping any Slave Traffic in the town, and while a ship remains there the slave market remains closed. The slaves are landed to the southward and marched to the south wall of the town, where the barracoon is situated.

During the year 1876 no less than 3,000 slaves were landed here from the African coast. The prices fixed for the sale of slaves at Hodeida is, for young women, from 100 to 150 dollars; Abyssinian young women, 200 to 300 dollars; boys, from 50 to 100 dollars each; men are of less value.

6. The Slave Traffic is no doubt carried on to a very large extent in the Red Sea. The distances across by sea being short, small boats or "sambucks" are, without any peculiar fittings adapted for the purpose. The authorities on either shore have no interest in stopping the trade, even if they do not assist or partake in it, and as the demand for slaves is always great on the Arabian side (and increased by the export to European Turkey) a brisk trade is easily carried on by embarking those already imported into the depôts such as Suakin, Massowa, Zeyla, and Tajura on the one side, and running across to Tembo, Jeddah, Leet, Confidah, and Hodeida, the principal markets on the Arabian coast.

7. I would humbly submit that, although I do not consider much reliance could for some time be placed on the co-operation of the Turkish and Egyptian officials, a most severe blow would be struck at the Slave Trade if Her Majesty's Government could induce the Porte and His Highness the Khedive to become parties to Treaties for its suppression, as the largest markets could be closed by the vigilance of Her Majesty's cruisers.

I have, &c.

(Signed) HENRY HAND.

No. 376.

Vice-Admiral Sir R. Macdonald to the Secretary to the Admiralty.

(Extract.)

"Undaunted," at Bombay, April 30, 1877.

THE efforts of the "London" for the suppression of the Slave Trade have resulted in the following captures, all of which are fully reported in my submission of the 27th instant:—One slave and dhow "Asmeen" on the 27th February, three slaves shipped at Kilwa for Pemba on the 26th February, and a dhow of 229·02 tons captured on the 20th instant, having on board 165 slaves. In addition to these seizures, a dhow of 89 tons, and another, the tonnage of which has not been ascertained, had been placed in the Consular Court, and Captain Sullivan anticipated that decrees of forfeiture would be pronounced in both cases.

No. 377.

Captain Sullivan to Vice-Admiral Sir R. Macdonald.

Sir,

"London," at Zanzibar, April 1, 1877.

I HAVE the honour to make the following report of captures made by the boats of Her Majesty's ships under my command:—

1. On the 14th February, 1871, when cruising in the Pemba Channel for the suppression of the Slave Trade, Lieutenant Charles B. P. Hume received a report from Robert Blackmore, coxswain of the steam-cutter, that at about 3 A.M. on the same day, when stationed off Tongony Gap, he observed a dhow about 150 yards off, standing in for the shore. when getting underweigh to board her, he was observed by those on board the dhow, which was immediately run on shore about half-a-mile off. He landed, and finding she was deserted by her crew, &c., sent his boat in search of Lieutenant Hume, remaining himself by the dhow to guard her.

On this officer examining her, he found she was empty, with the exception of a few stores, a light slave deck was laid down in her, and she was in a most filthy condition. Finding that she was not in a fit state to navigate to Zanzibar, he, after measuring her, destroyed her by fire.

This case was tried before Her Majesty's Consul-General on the 15th February, and on the 16th March a decree of condemnation was pronounced.

2. On the 27th February, Sub-Lieutenant James R. Simpson having received information that slaves were being landed at Cohani, boarded a dhow running in for that place.

He found on board a slave and questioned him. The boy stated that he had been marched from Zanzibar to Kokotoni, and there shipped for Pemba. Having detained the dhow under the circumstance, he proceeded to this port, and placed the case in Court. By the evidence adduced, it appeared that the slave was being conveyed to Pemba by a passenger without any criminal knowledge of the owner of the dhow, and Dr. Kirk decreed that the dhow should be released, at the same time condemning the slave as a lawful prize.

3. On the 26th February, Lieutenant Charles B. P. Hume received a report from Henry Scott, coxswain of the launch, that while at Pemba cruising, he saw several natives on the beach, who beckoned to him to approach. He landed in the dingy, and took three of them on board his boat. He was preparing to land again to take off the remainder, when an Arab, with a drawn sword, made for the slaves, who rushed into the bush, where he (Scott) was unable to find them.

On examining those he seized, it was discovered that they had been captured in a fight, and shipped at Kilwa in irons for Pemba. On this case being heard by Her Majesty's Consul-General a decree of forfeiture was pronounced on the 14th March, 1877.

4. On the 20th March, when cruising in the steam-cutter off Tongony Gap, Lieutenant William R. Creswell sighted a M'tepe dhow about two miles from the shore, which lowered her sail as he approached. He ran alongside and discovered she was full of slaves. There were seventeen armed Arabs on the deck-house, and thinking that resistance would be offered to the cutter, which had only four hands, he laid off and signalled to sailing cutter No. 1, which was anchored close inshore to the northward. When she was available he boarded the dhow and took possession.

There were on board 165 slaves, and seventeen Arabs, besides a crew and passengers.

The slaves were without water, and many of them were in irons. Lieutenant Creswell took her in tow and brought the dhow to Meyal Island, where he beached her, landed slaves, and every person in her. As she had leaked to such an extent as to make her totally unseaworthy, he broke her up and destroyed her by fire.

On the 24th March this case was tried in Her Majesty's Consular Court, and a decree of forfeiture pronounced.

I have, &c.
(Signed) T. B. M. SULLIVAN.

Inclosure in No. 377.
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; 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
1877 Feb. 14	Trengay Gap, Pemba	Unknown	Unknown	Unknown	None	Dhow	Unknown	None	102-24	Africa, mainland	Pemba	Not known	None	..	..	No slaves on board when captured	..	Zanzibar Vice-Admiralty Court	Vessel unseaworthy; dhow condemned.
Feb. 27	Colani, Pemba	Amteen	Ali	Mahomed Stani	English	Dhow	Unknown	None	Unknown	Zanzibar	Pemba	Unknown	General	Not known	..	1	Zanzibar	Ditto	Vessel released. Slave in good condition. 1 slave emancipated		
Feb. 27	Pemba	..	..	..	..	..	..	..	..	..	..	..	..	..	8	..	Kilwa, mainland of Africa	Ditto	Slaves in fair condition. No death. 3 Slaves emancipated
March 20	Off Tongany Gap, Pemba	Unknown	Joran bin Said	Hamed bin Nasr—General Market, Pemba	None	Dhow	7	None	239-06	Tanga	Pemba	Pemba	None, except slaves	Not known	94	71	Tanga	Ditto	Slaves in good condition, with a few exceptions. Vessel unseaworthy. No death before adjudication. 165 emancipated.		

(Signed) T. M. SULLIVAN, Captain.

"London," Zanzibar, April 6, 1877.

No. 378.

RETURN of Vessels under French Colours boarded.

Date of Visitation.	Where; if at Sea, state the Latitude and Longitude.	Name and Rank of the Visiting Officer.	Name of—		Under what Colours.	How Rigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	Detained or Released.	Circumstances that have induced the Captain to Visit such Vessel, and afterwards to Detain or Release her.	Remarks.
			Vessel.	Master.			Men.	Guns.	Tons.	From.	Bound.	Belonging.						
1877 March 31	Saucessee	Mr. Henry J. Keane, Navigating Sub- Lieutenant	Ahara	Hammi	French	Dhow	19	70	Mohilla	Noe B6	March 11 1877	Cocoa nuts	Not known	Released	For verification of papers	The papers produced were in order, and I am satisfied they were rightly flying the colours they hoisted.		
April 1	Off Majamba	Ditto	Hidubou	Mtonbo	Ditto	Ditto	18	97	Maginga	Zanzibar	March 31	Ditto	Ditto	Ditto	Ditto	Ditto		
April 1	Ditto	Ditto	Sahala	Ali	Ditto	Ditto	16	86	Ditto	Ditto	March 31	Ditto	Ditto	Ditto	Ditto	Ditto		
April 1	Ditto	Ditto	Badziki	Submi bin Saif	Ditto	Ditto	14	11	Ditto	Ditto	March 31	Ditto	Ditto	Ditto	Ditto	Ditto		

“Diamond,” *Maginga*, April 3, 1877.

(Signed)

H. J. KEANE, *Navigating Sub-Lieutenant.*

No. 379.

RETURN of Vessels under French Colours boarded.

Date of Visitation.	Where; if at Sea, state the Latitude and Longitude.	Name and Rank of the Visiting Officer.	Name of—		Under what Colours.	How Rigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	Detained or Released.	Circumstances that have induced the Captain to Visit such Vessel, and afterwards to Detain or Release her.	Remarks.
			Vessel.	Master.			Men.	Guns.	Tons.	From.	Bound.	Belonging.						
1877 April 2	Off Cape Tanza...	Lieutenant Charles P. Streeten	Mizalla	Hamid bin Salim	French	Dhow	15	190	Maginga	Marambitza	1877 April 1	Cair and co- coa nuts	Not known	Released	For verification of papers	The papers produced were in order, and I am satisfied they were rightly flying the colours they hoisted.		

“Diamond,” *Bagana Bay*, April 8, 1877.

(Signed)

CHARLES P. STREETEN, *Lieutenant.*

Vice-Admiral Sir R. Macdonald to the Secretary to the Admiralty.

Sir,

"Undaunted," at Bombay, May 28, 1877.

IN accordance with the directions contained in the Slave Trade Instructions, and in continuation of my confidential letter of the 1st June, 1876, I have the honour to forward, to be laid before the Lords Commissioners of the Admiralty, a Return of vessels captured during the year 1876 on the ground of their being engaged in the Slave Trade, together with a Report on the Slave Trade from the 1st June, 1876, to the date of my relinquishing the command of the East Indian Station this day.

I.—Vessels Captured and Slaves Liberated.

Vessels captured
and slaves liberated.

2. The total number of vessels captured during 1876 was 31, against 27, of which Decree of Condemnation were pronounced in the British Consular Court at Zanzibar, thus giving a gross condemned tonnage of 2,736·09 in 1876, against 2,694·23 tons in 1875. But the number of slaves liberated during 1876 amounts to 634, against 426 in 1875, 642 in 1874, 202 in 1873, and 251 in 1872.

II.—Slave Trade in the Dominions of the Sultan of Zanzibar.

Zanzibar Slave
Trade.

3. At the beginning of the year 1876 it was estimated that the number of slaves brought to the coast from the interior amounted to the startling number of 10,000 annually, of whom at least one-half, it is said, were shipped to the Island of Pemba.

Blockade of Pemba
by boats.

4. From the commencement of 1876 Pemba has been guarded by seldom less than five boats, and on some occasions as many as eight have been employed off the island, one of these being a steam-pinnace or cutter, which classes of boats are found to be invaluable from their power of moving rapidly from point to point.

Traffic between
mainland and
Pemba.

5. Up to the end of April the Traffic between the mainland and Pemba was very brisk, Dr. Kirk's informers leading him to believe that 1,000 a-month were being introduced into Pemba; but from information received from Captain Sullivan, of Her Majesty's ship "London," Senior Officer on the East Coast of Africa, from the officers employed in the blockading boats, he was induced to consider that from 400 to 500 a-month was at that time the limit of the importation of slaves into Pemba. When, however, we consider that 439 slaves only were emancipated during the four months ended 30th April, 1876, we arrive at the unsatisfactory conclusion that our efforts in the suppression of the Slave Trade were only successful to the extent of releasing (probably) a little over one-tenth of the slaves imported into Pemba.

Fitting out of slave
caravans prohibited.
Transport of slaves
by land forbidden.

6. Through the influence of Dr. Kirk, Her Majesty's Political Agent, the Sultan was induced in April, 1876, to issue Proclamations forbidding the fitting out of caravans to the interior or the transport by land of slaves. In forwarding copies of these Proclamations to their Lordships in my letter of the 21st June, 1876, I remarked that "it would be premature to pronounce on the probable results of these Proclamations until it shall be seen whether His Highness' Government is sufficiently strong to force the Arab Governors on the mainland to carry out the terms thereof without favour or prejudice."

Result of the
prohibition.

7. The actual result of the action of the Sultan was, for a time, a success far greater than had been anticipated, and proved almost a death-blow to slavery for some months. At the time the Proclamations were issued a large number of slaves had been assembled at Kilwa Kivungi ready for shipment, and the owners threatened the Governor of that place to turn him out and usurp his authority in consequence of his acting on the orders contained in the Proclamations. Information of this intended action having reached Zanzibar, Captain Ward, then the Senior Officer on the East Coast of Africa, proceeded in Her Majesty's ship "Thetis" to Kilwa, and his opportune arrival prevented the outbreak. Of the large number of slaves then collected near Kilwa, there is every reason to believe that not one was shipped in dhows, but the owners had to take them inland again. Some were marched by land and shipped from Bagamoyo and other places opposite Pemba in the months of May, June, and July, during which period some 150 slaves were captured by the boats blockading the island.

Slaves at Kilwa
ready for shipment.

"Thetis'" visit to
Kilwa.

Disposal of the
slaves.

8. For nearly three months after this no information could be obtained of slaves having been landed at Pemba, but at the beginning of November there was a slight revival of the Trade, three or four cargoes having been landed on the north part between Kegomachy Point and Wanyeeeka, two from Melinda, and one from Waseen; the slaves from Melinda had, it is believed, been taken by land from the vicinity of Dar-es-Salaam to Melinda, and thence shipped to Pemba.

Scarcity of slaves
at Pemba.

Slight revival of
the traffic north
end of Pemba in
November.

9. Although there is little doubt that the Proclamations of the Sultan of Zanzibar have proved the most serious blow ever inflicted on the Slave Trade, it is still premature to talk of the traffic as stamped out when such captures are reported as those made by the boats of the "London," at Tongoni Gap, on the 20th March, 1877—namely, a M'tepe dhow of 229 tons burthen, with 165 slaves on board, all of which were emancipated.

The Sultan's Proclamations the death blow to the Slave Trade.
Capture of a dhow of 229 tons with 165 slaves.

10. Fitting out slave caravans is, however, no longer heard of, and probably the majority of the slaves taken to Pemba had been for some time on the coast employed on shambas; and the fact that the planters in Pemba are hiring slaves to work on their shambas must be regarded as a great point gained, for they will soon discover (as have the Banians in Zanzibar) that free or hired labour is cheaper than forced labour.

Employment of hired labour by planters at Pemba.

11. Between Zanzibar and the mainland there is always a stream of slaves being carried, principally by fishing-boats, which bring over two or three at a time; this it is almost impossible to stop.

Traffic carried on by fishing-boats.

III.—*Slave Trade in Madagascar.*

12. One full dhow, taken by the "Thetis," in March, 1876, has been the only tangible result of the labours of the East Coast Squadron so far as the Madagascar Slave Trade is concerned; and when this small result is considered in relation to the continuous and uninterrupted cruising which has been maintained by the ships and boats stationed on this coast, it appears something approaching to conclusive evidence that the traffic has certainly fallen off to a very marked extent, though doubtless it would revive again if our cruisers were withdrawn.

Trade in Mozambiques to Madagascar.

But one dhow captured in 1876.

13. Mr. Consul Pakenham informs me that no precise date has yet been fixed by the Hova Government for the promulgation of the Emancipation Edict in Madagascar, but he has every reason to believe that the Hova Prime Minister is acting in good faith in the matter, and that the Proclamation will shortly be issued. My own impression, however, is that the Government is not sufficiently strong to ensure that the terms thereof are all carried out in their integrity. I have ordered Her Majesty's ship "Flying Fish" to proceed to Tamatave pending the progress of negotiations.

Emancipation Edict by the Hova Government of all Mozambiques in the Island.

"Flying Fish" ordered to Tamatave.

IV.—*Slave Trade in the Red Sea and its vicinity.*

14. Her Majesty's ship "Vestal" visited Zeyla in February of this year, and Captain Hand learned that two months before the Ramzan or Mahommedan Feast in October, 1876, three dhows with 230 slaves sailed from that port for Hodeidah; these slaves were run in from Habusha, a place twenty days' journey inland. Custom is paid to the Pasha of Zeyla and is levied in proportion to the value of the slaves; they are shipped under the Egyptian flag.

Slave Trade in the Red Sea.

Slaves at Hodeidah imported from Zeyla.

15. Jeddah is still a large market for slaves, and up to the year 1874 a slave-market existed in the middle of the Bazaar. On the representation of Her Majesty's Consul, this was, however, closed, and the Slave Traffic is now carried on to as great an extent as ever, but in a more private manner. From what Captain Hand could gather, it appeared to him that the Turkish officials are quite cognizant of the sale of slaves, in fact, the trade must pass under their notice, as Jeddah is a walled town, and all passengers, goods, &c., must be subject to the scrutiny of the Customs officials.

Slave market at Jeddah.

Cognizance of the Turkish officials.

16. The Egyptian despatch gun-vessel "Torr" arrived at Musawwa early in March of this year, having on board Morice Bey (a retired Commander in the Navy), who had received instructions to visit the Khedive's ports of Tajura, Zeyla, and Berberah, with a view to reporting to His Highness on the Slave Trade generally, but more especially in respect of the means by which slaves are obtained and the circumstances under which they are exported and whither.

Expedition to acquire knowledge of the trade sent by the Khedive.

17. On March 21 Captain Hand arrived in the "Vestal" at Hodeidah and found that three days previously the first batch of slaves for the year, numbering 700, had been landed, and were in a large barracoon awaiting sale. Captain Hand was informed that the presence of one of Her Majesty's ships at Hodeidah has always the effect of stopping any Slave Traffic in the town; and while such ship remains there the slave-market is closed. The slaves are landed to the southward and marched to the south wall of the town, where the barracoon is situated.

Slaves landed at Hodeidah in March 1876.

Effect of the presence of a British ship of war.

18. During the year 1876 it is said no less than 3,000 slaves were landed at Hodeidah from the African coast. The prices fixed for the sale of slaves at Hodeidah are:—for young women, from 100 dollars to 150 dollars; Abyssinian young women, from 100 dollars to 200 dollars; boys, from 50 dollars to 100 dollars each; men are of less value.

Total number landed in the year 1876. Prices paid for slaves.

V.—*Slave Trade in the Persian Gulf.*

Slaves carried by
British steamers.

19. In my letter of the 1st April, I had the honour to draw their Lordships' attention to the effect that slaves had lately been carried by steamers under British colours in the Persian Gulf, and for the sake of completeness, I will now briefly summarise the particulars contained in my report above quoted.

Case of the
"Rokeby."

20. On March 13, 1877, the steamer "Rokeby," of West Hartlepool, 734 tons register, was searched by Commander Clayton, and six female and two male slaves were released and handed over to the Resident, to be by him forwarded to Kurrachee or Bombay. The owners (Turkish subjects with one exception) were handed over to their Consul to be sent to Bussorah, and the case of a Persian owner would probably be dealt with at Bushire.

Case of the
"Koina."

21. As it was impossible to prove wilful receipt of slaves on board, there being not the slightest evidence that the master and crew were aware that the persons above enumerated were slaves, the vessel was released after further inquiry at the Residency.

22. The steamer "Koina," of Bombay, 704 tons register, owner Eysa-bin-Kalifah, was searched at Muscat on the 20th March, and twelve slaves were taken therefrom and condemned in the Consular Court with Slave Trade jurisdiction at that Court.

23. In this case the master of the steamer (William Morrison) denied all knowledge of Slaves being on board his vessel, but Commander Clayton is of opinion that from the fact of the master of the "Koina" having been ten years in the Persian Gulf Trade, he must have been well aware that one passage ticket marked for one man and six boys was almost certain to be for slave boys.

24. The owner of five of the slaves—a passenger named Sultan-bin-Harib—gave evidence that the owner's agent at Jeddah (Hassam-bin-Ali) was cognizant of the fact that slaves were on board, and actually gave a slave boy for his master's son into Sultan-bin-Harib's charge.

25. The system of issuing tickets by the agents of British vessels at Jeddah without any name being inserted thereon, and the absence of passenger-lists, no doubt render it extremely difficult for the masters of ships to ascertain whether any of their passengers are slaves, and as it is one which cannot but place the gravest obstacles in our way in the suppression of the Slave Trade, I am confident that it only needs to be represented in the proper quarter to insure some such measures being taken as are proposed by Commander Clayton in paragraph 4 of his letter of the 21st March, by which the present anomalous and discreditable system of shipping Hadjis in British vessels at Jeddah may be discontinued in the future.

I have, &c.
(Signed) R. J. MACDONALD.

Inclosure 1 in No. 380.
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 Reginald J. Macdonald, Commander-in-chief.

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. Latitude, Longitude.	Name and Rank of Capturing Officer.	No. of Slaves			Tonnage of Captured Vessel.	Before what Court Adjudicated, and on what Charge.	Decretal Part of Sentence.	How Captured Vessel was disposed of.	Remarks.
							Captured.	Died before Adjudication.	Emancipated.					
Dhow, Murombi..	None ..	Bas; Bas ..	Not known	1876 Jan. 4	Chak Chak, Pemba ..	Captain Sullivan, H.M.S. "London",	1	..	1	Not known	Restitution..	Released ..	Slave freed..	
Dhow, unknown ..	British ..	Medi - bin - Hamis; Mohamed	Ditto ..	Jan. 14	Fundo Gap, Pemba ..	Ditto ..	20	..	20	66.47	Condemned .	Destroyed.	Destroyed.	
Ditto ..	None ..	Unknown; unknown	Ditto ..	Jan. 21	Near Tanga ..	Ditto ..	..	..	..	46.07	Ditto ..	Ditto ..	Slaves escaped.
Dhow, Chumaki ..	Arab ..	Ah-bin-Hassan; Abdallah-bin-Jabin	14	Jan. 28	Pemba ..	Ditto ..	..	..	..	71.7	Ditto ..	Ditto ..	Slaves escaped.
A canoe ..	None ..	Owner of slave Bakari	..	Feb. 1	Near Pemba ..	Ditto ..	1	..	1	..	Ditto ..	Not detained.	Not detained.	
Dhow, Saloma ..	None ..	Unknown ..	11	Feb. 9	Kivali ..	Commander Crohan, H.M.S. "Flying Fish"	102	..	102	191	Ditto ..	Destroyed.	Destroyed.	
Dhow, unknown..	None ..	Ditto ..	Not known	Feb. 10	Mafia ..	Ditto ..	..	..	..	61	Ditto ..	..	Slaves all escaped.
Ditto ..	None ..	Ditto ..	Ditto ..	Feb. 10	Ditto ..	Ditto ..	1	..	1	48	Ditto ..	..	Slaves all escaped but one. Estimated number, 55.
Dhow, Mombassa	Arab ..	Barassa; Seif-bin-Saeed	8	Feb. 20	Off Pemba ..	Captain Sullivan, H.M.S. "London",	4	..	4	27.06	Ditto ..	Broken up and sold.	Broken up and sold.	
N'dge (supposed dhow, not captured)	..	Makoni; Selim-bin-Hamis	..	Mar. 1	Tongoni Gap, Pemba.	Ditto ..	7	..	7	..	Ditto ..	Not captured	Slaves found wandering on the beach.	
Dhow, unknown..	None ..	Unknown ..	Not known	Mar. 12	Fundo Island, Pemba.	Ditto ..	44	..	44	124.36	Ditto ..	Destroyed.	Destroyed.	
Ditto ..	None ..	Ditto ..	Ditto ..	Mar. 25	Ditto ..	Ditto ..	33	1	32	178.67	Ditto ..	Ditto ..	Supposed to have had 100 slaves on board.	
Dhow, Kungurn.	None ..	Ooa (Achug); not known	11	Mar. 24	Latitude 16° 12' S., Longitude 41° 16' E.	Captain Ward, H.M.S. "Thetis"	94	..	94	98	..	Ditto.	Ditto.	
Dhow ..	..	Owner, Salim-bin-Saif	..	Mar. 19	Zanzibar Roads ..	Captain Sullivan, H.M.S. "London"	2	..	2	..	..	Slaves freed.	Slaves freed.
Dhow, Kungooro or Chongoro	Arab ..	Bombo-bin-Saedi; Ismail-bin-Karimdad	7	Mar. 19	Pemba ..	Ditto ..	..	..	..	37.86	Ditto ..	Dhow released	Dhow released
Dhow, unknown..	None ..	Zahora-bin-Saed; Zahora-bin-Saed	4	Apr. 6	Ditto ..	Ditto ..	2	..	2	68.9	Ditto ..	Restoration .	Restoration .	
Dhow, Chunga-mana	Arab ..	Zahora-bin-Saed; Abdulla-bin-Shabo;	10	Apr. 8	St. George's Gap, Pemba	Ditto ..	131	2	129	196.3	Ditto ..	Ditto ..	Ditto ..	
Dhow, unknown..	None ..	Unknown ..	Not known	May 8	Fundo Gap, near Pemba	Ditto ..	..	..	..	99.57	Ditto ..	Ditto ..	Slaves escaped.
Captured on shore	..	..	..	May 8	Mamland, inside Jungoo Island	Ditto ..	25	..	25	..	Ditto ..	Destroyed, burnt	Destroyed, burnt

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. Latitude, Longitude.	Name and Rank of Capturing Officer.	No. of Slaves			Tonnage of Captured Vessel	Before what Court Adjudicated, and on what Charge.	Decretal Part of Sentence.	How Captured Vessel was Disposed of.	Remarks.
							Captured.	Died before Adjudication.	Emancipated.					
Dhow, unknown..	None ..	Unknown ..	Not known	1876 May 13	Tongoni Gap, Pemba ..	Captain Sullivan, H.M.S. "London"	..	..	113.05	Zanzibar; Slave Trade	Condemned ..	Destroyed ..	Slaves had been landed
Dhow, Yasmen ..	Zanzibar ..	Ismaili; Mamburki Turki Barraka; owners unknown ..	Ditto ..	June 21	Jungoo Island, Pemba ..	Ditto ..	26	..	107.71	Ditto ..	Ditto ..	Burnt.		
Dhow, Mambokwa Munga	Ditto ..	..	Ditto ..	June 21	Fundo Island ..	Ditto ..	7	..	122.9	Ditto ..	Ditto ..	Ditto ..	
Sought refuge in "London's" boats	..	..	..	June 18, 29	Pemba ..	Ditto ..	18	..	..	Ditto ..	Ditto ..	..	Remaining 5 were pronounced fugitive slaves.
Captured on shore Dhow, Kikukwa ..	..	..	..	July 1	Fundo Island ..	Ditto ..	18	..	98.78	Ditto ..	Ditto ..	..	
Captured on shore	..	..	..	July 8	Fundo Island, Pemba ..	Ditto ..	..	..	..	Ditto ..	Ditto ..	Sunk.	
Captured on shore	..	..	..	July 17 to 19	Kotoceta near Pemba ..	Ditto ..	67	..	..	Ditto ..	Ditto ..	..	
Dhow, Majambe ..	Arab ..	Hamis; Abdulla Quiwa	17	Aug. 3	Off Mafia Island ..	Commander Campbell, H.M.S. "Lynx"	1	..	84	Ditto	Ditto ..	Condemned.		
Dhow, unknown ..	None ..	Bogs; Boga ..	Not known	Aug. 31	Peetae Inlet, Zanzibar ..	Captain Sullivan, H.M.S. "London"	..	..	55.9	Ditto	Ditto ..	Sunk.	
Ditto ..	Zanzibar ..	M'bae; M'bae ..	Ditto ..	Sept. 29	Masal Island ..	Ditto ..	..	..	82.13	Ditto ..	Ditto ..	Destroyed.	
Dhow Mabrake ..	Ditto ..	Jumah; Abdulla-bin - Saleem - bin - Abdullah	Ditto ..	Sept. 29	St. George's Gap, Pemba ..	Ditto ..	..	..	116.16	Ditto ..	Ditto ..	Ditto ..	
Fugitive slave ..	..	Owner, Raschid ..	..	Sept. 30	Zanzibar ..	Commander Crohan, H.M.S. "Flying Fish"	1	..	..	..	..	..
Fugitive slaves ..	..	Owner, Nasorah ..	..	Oct. 7	Fundo Gap, Pemba ..	Captain Sullivan, H.M.S. "London"	2	..	..	..	..	..
4 Male slaves ..	Zanzibar ..	Jumah; Saed-ba-Rishway	Not known	Oct. 25	Zanzibar ..	Ditto ..	4	..	..	Ditto ..	Condemned ..	Restored.	
Dhow, Tansi ..	Ditto ..	Ditto; ditto ..	Ditto ..	Oct. 25	Ditto ..	Ditto ..	4	..	..	Ditto ..	Slaves released	Ditto.	
Dhow, unknown ..	None ..	Unknown ..	Ditto ..	Oct. 28	Pemba ..	Ditto ..	12	..	89.32	Ditto ..	Condemned ..	Destroyed.		
13 Slaves from a French dhow	France ..	Ditto ..	Ditto ..	Nov. 9	Zanzibar ..	Ditto ..	13	..	..	Ditto ..	Ditto ..	..	
M'tepe dhow, name unknown	None ..	Ditto ..	Ditto ..	Nov. 18	Masaka, Pemba ..	Ditto ..	..	..	232.7	Ditto ..	Ditto ..	Destroyed.	
Dhow, unknown ..	None ..	Unknown; owner, Combo Mhogo	Ditto ..	Nov. 30	Peté Inlet, Zanzibar ..	Ditto ..	..	..	62.66	Ditto	Ditto ..	Ditto.	
Ditto ..	None ..	Unknown ..	Ditto ..	Nov. 30	Ditto ..	Ditto ..	..	..	84.32	Ditto	Ditto ..	Ditto.	
Dhow, Salama ..	British ..	Moshi; Goparac Tokeresee	9	Dec. 20	Mati, Pemba ..	Ditto ..	2	..	111.46	Ditto	Ditto ..	..	
Dhow, unknown ..	None ..	Unknown ..	Not known	Dec. 25	Kegomachy Point, Pemba	Ditto ..	..	..	147.90	Ditto	Ditto ..	Destroyed.	
							642	3	2,773.95					

(Signed) R. J. MACDONALD, Vice-Admiral and Commander-in-chief.

Inclosure 2 in No. 380.

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 Vice-Admiral Sir Reginald J. Macdonald, K.C.S.I., Commander-in-chief.

Name and Description of Captured Vessel.	Flag under which Captured Vessel was Sailing.	Names of Master and Owner of Captured Vessel.	No. of Crew.	Date of Seizure.	Where Captured. Latitude, Longitude.	Name and Rank of Capturing Officer.	No. of Slaves			Tonnage of Captured Vessel.	Before what Court Adjudicated, and on what Charge.	Decretal Part of Sentence.	How Captured Vessel was disposed of.	Remarks.
							Captured.	Died before Adjudication.	Remanded.					
M'tepe dhow, name unknown	None	Wakata; Shamoni bin Shack	Unknown	1877 Jan. 28	Pemba, Tumbe	Captain Sullivan, H.M.S. "London"	..	..	186.56	Zanzibar	Condemned.	Destroyed.	
From a canoe	..	..	..	Jan. 22	Foondoo Island	Ditto	5	4	..	Ditto	Ditto	..	
Dhow, name unknown	None	Unknown.	Unknown	Feb. 9	Pangani, East Coast of Africa	Ditto	34	34	22.69	Ditto	Ditto	..		
Ditto	Ditto	Ditto	Ditto	Feb. 14	Tongony Gap, Pemba.	Ditto	..	..	102.24	Ditto	Ditto	Destroyed.	
Dhow, Ameen	British	Ali Mahomed Saini.	Ditto	Feb. 27	Cohani, Pemba	Ditto	1	1	Unknown	Ditto	Ditto	Released.		
On the beach at Pemba	..	..	..	Feb. 26	Pemba	Ditto	3	3	..	Ditto	Ditto	..	
M'tepe dhow, name unknown	None	Juma bin Said; Hamid bin Nasson	7	Mar. 20	Tongony Gap, Pemba.	Ditto	165	165	229.02	Ditto	Ditto	Destroyed.		
Steamer, Rokeby	British	Rd. Robinson Sumner; Geo. Pyman, Senr.	..	Mar. 13	Bushire	Commander Clayton, H.M.S. "Rifleman"	8	8	73.4	Bushire	Ditto	Released.		
Steamer, Roina	Ditto	William Morrison; Eya bin Halifah	..	Mar. 20	Muscat	Ditto	12	12	70.4	Muscat	Ditto	Ditto.		
Dhow, Mabruki	Arab	Jemal; Jahora	5	Mar. 20	Meruka Point, Pemba	Captain Sullivan, H.M.S. "London"	..	..	89.01	Zanzibar	Ditto	Destroyed.	

(Signed)

R. J. MACDONALD, Vice-Admiral and Commander-in-chief.

No. 381.

Captain Sullivan to Vice-Admiral Sir R. J. Macdonald.

Sir,

"London," at Zanzibar, April 28, 1877.

I HAVE the honour to make the following report of a capture made by the boats of Her Majesty's ship under my command:—

On the 20th March, 1877, Lieutenant W. R. Creswell having seized the dhow (case No. 8), as reported in my letter dated 1st April, was informed by those on board that three other dhows had preceded them by about three hours, and this officer seeing a dhow light and leaving Mesuka Point, dispatched the steam cutter to board and examine her. On the return of the cutter the coxswain reported that there was every evidence of her having just landed a cargo of slaves. She had no cargo, and the crew were in the act of cleaning out the leaves and filth which had been left by the slaves.

2. Lieutenant Creswell then ordered the dhow to be detained, and sent sailing cutter No. 1 to bring her on to Mesal Island, where he anchored her.*

3. She was at once identified by the crew of the dhow (case No. 8), as being one of those that had preceded them, and belonged to the same owner.

4. On making further examination, bits of blue rag were found about her which evidently were parts of the dresses of the slaves carried over from the mainland of Africa to Pemba. In addition to this evidence of her being engaged in the Slave Trade, three of her crew confessed that they had run a cargo of about fifty slaves, and landed them safely at Mesuka.

5. The dhow was in such a leaky and unseaworthy condition, that soon after reaching Mesal Island she had to be beached to prevent her from sinking, and she being unfit to bring to Zanzibar for adjudication, Lieutenant Creswell ordered her to be destroyed by fire.

6. This case was tried before Her Majesty's Consul-General at this port on the 12th April, and a decree of condemnation pronounced.

I have, &c.
(Signed) T. B. M. SULLIVAN.

* Case No. 9 of 1877, dhow of 89·01 tons.

Inclosure in No. 381.

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

Date of Detention.	Where; if at Sea, state Latitude and Longitude.	Name of—			Under what Colour.	How Rigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; the Number of Deaths before Adjudication; and the Number Emancipated.
		Vessel.	Master.	Owners, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where Shipped.
1877 March 20	Mesaka Point, Pemba	Mabruki.	Ismail	Zabora	Arab	Dhow	5	None	89 01	Mesuka	Tanga, Africa	Tanga, Africa	1877 March 20	Nil	Nil	When detained, no slaves on board	Zanzibar	Vessel in a leaky and unworthy condition; dhow destroyed.	

"London," Zansibar, April 28, 1877.

(Signed) T. B. M. SULLIVAN, Captain.

Commander Ommanney to Vice-Admiral Sir R. Macdonald.

Sir,

"Lynx," at Zanzibar, May 15, 1877.

ON the 20th April, I anchored in Her Majesty's ship under my command at Melinda River anchorage, and immediately sent a boat in charge of the "Jumna" to search the dhows in harbour.

He brought one back to the ship, having found a slave iron.

I caused her to be anchored near the ship, pumped out and searched, when a second iron was found.

The Nakoda, the only man on board, allowed that the slave irons were in his dhow. I ordered her to be surveyed, and she being unfit to take to Zanzibar, I destroyed her.

The case was brought before the Consular Court at Zanzibar on 11th May, when the dhow was condemned.

I have, &c.

(Signed)

FRAS. M. OMMANNEY.

Inclosure in No. 382.

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

Date of Detention.	Where; if at Sea, state the Latitude and Longitude.	Name of—		Under what Colour.	How Rigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; stating the Number of Deaths before Adjudication, and the Number Emancipated.		
		Vessel.	Master.			Owners, and of what Place.	Men.	Guns.	Tons.	From.	Bound.				Belonging.	Men.	Women.	Boys.			Girls.	Where Shipped.
1877 April 30	Melinda ...	Faithheri.	Heri ...	Abdallah Usul	None ...	Dhow ...	1	..	183-74	Lamo .	Melinda	Lamo ...	Uaknora	Nil	...	...	...	...	...	...	Zanzibar ...	Vessel bad.

“Lynn,” Zanzibar, May 15, 1877.

(Signed)

FRAS. M. OMMANNEY, Commander.

No. 383.

Commander Ommanney to Vice-Admiral Sir R. Macdonald.

Sir,

"Lynx," at Zanzibar, May 15, 1877.

ON 24th April, being at anchor at Melinda inner harbour, I caused a dhow making for the anchorage to be boarded; the boarding officer reported she had no papers, and anchored her near the ship.

I examined the nakoda and crew, and their answers as to how the dhow had been employed being very unsatisfactory, I ordered her to be beached and thoroughly searched.

When part of the cargo of cocoa-nuts had been landed, two slave irons were found.

I landed the remainder of the cargo and gave it over to the owners, passengers who claimed it; surveyed the dhow; she being unfit to proceed to Zanzibar at this time of year, I destroyed her.

She was condemned in the Consular Court at Zanzibar on the 11th May.

I have, &c.

(Signed) FRAS. M. OMMANNEY.

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 Rigged.	Number of—		Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Comsigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; stating the Number of Deaths before Adjudication, and the Number Emancipated.
		Vessel.	Master.	Owner, and of what Place.			Men.	Guns. Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where Shipped.
1877 April 24	Melinda ..	Dornier ..	Heri ...	Shair Amadi	Arab ...	Dhow ...	12	153.28	Pemba Island	Lamo ...	Lamo ...	Not known	Cocoa-nuts ...	Passengers names unknown	...	...	...	...	Zanzibar ...	Vessel bad.

(Signed)

FRAS. M. OMMANNEY, *Commander.*

"Lays," Zanzibar, May 15, 1877.

No. 384.

Commander Ommanney to Vice-Admiral Sir R. Macdonald.

Sir, *“Lynx,” at Zanzibar, May 19, 1877.*
ON the 16th May I anchored under Ras Ndeje at the entrance of the dhow harbour.

Several dhows running up from the southward, I caused them to be brought to and boarded; amongst them one we had observed in the offing, but which bore up on account of the weather. When she was searched a slave iron and chain were found concealed, and as she belonged to Zanzibar, I returned to this place with her in tow.

The case came before the Consular Court this day (May 19) when she was condemned.

I have, &c.
(Signed) **FRAS. M. OMMANNEY.**

Inclosure in No. 384.

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

Date of Detention.	Where, if at sea state Latitude and Longitude.	Name of—		Under what Colours.	How Rigged.	Number of—		Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel, stating the Number of Deaths before Adjudication and the Number Emancipated.
		Vessel.	Master.			Owner, and of what Place.	Men.	Guns.	Tons.	From.				Bound.	Belonging	Men.	Women.			Boys.	Girls.	Where Shipped.
1877 May 16	Off Bas Ndele ...	Malbrook	Ainid	Birwan	Arab	Dhow	15		Zanzibar	Kilwa	Zanzibar	Ballast						Zanzibar	Vessel leaky.

"Lynx," Zanzibar, May 19, 1877.

(Signed)

FRAS. M. OMMANNEY, Commander.

No. 385.

Captain Sullivan to Vice-Admiral Sir R. Macdonald.

Sir,

"London," at Zanzibar, May 31, 1877.

I HAVE the honour to make the following report of a capture made by the boats of Her Majesty's ship under my command.

On the 3rd May, Sub-Lieutenant Robert M. King, while on detached service at Pemba, sighted a dhow making for Fungoo Island. He gave chase, but owing to the darkness (it being about 11 o'clock p.m.) lost sight of her when under the land; he, however, eventually found her run on shore on the island and deserted.*

2. On searching her, several slave chains and irons were found in her hold, and near her on the beach were more.

3. On the following morning he landed his boat's crew, and followed the tracks of a large number of people through the jungle, which led him to the spot where they had camped for the night. A little further on he discovered a number of slaves, and an Arab, who, on his approach, levelled his gun at Dennis Buckley, coxswain of Launch No. 2. Buckley, seeing his life endangered, fired his revolver, and shot the Arab in the fleshy part of the leg.

4. Having thoroughly searched the island, Mr. King succeeded in capturing in all 38 slaves, which had come over from the mainland of Africa in the dhow.

5. The Arabs and crew escaped, with the exception of the one wounded, who stated that his wound was very painful, and as Mr. King could not reach Zanzibar for several days, having to beat against the south-west monsoon, also thinking that the motion of the boat would aggravate the wound, he allowed him to be landed at Pemba, giving him over to the charge of Mahomed bin Juma, Chief of Kish Kash.

6. The dhow having been run ashore, was in such an unseaworthy condition that she was unfit to navigate to Zanzibar against the south-west monsoon, in consequence of which Lieutenant Creswell, who was in charge of the "London's" boats, ordered her to be destroyed.

7. This case was tried on the 12th May, before Her Majesty's Consul-General, Dr. Kirk, who on the 28th instant pronounced a decree of condemnation.

I have, &c.

(Signed) T. B. M. SULIVAN.

* Case No. 13, 1 dhow of 145·31 tons, and 35 slaves.

Inclosure in No. 385.

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

Date of Detention.	Where, If at Sea, state Latitude and Longitude.	Name of—			Under what Colours.	How Rigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel, stating the Number of Deaths before Adjudication, and the Number Emancipated.
		Vessel.	Master.	Owner, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where Shipped.
1877 May 3	Fungoo Island, Pemba	Unknown	Unknown	Unknown	None	Dhows	Un- known	None	145-31	Africa	Pemba	Not known	None	None on board when captured, but 22 male and 16 female slaves were seized near her on Fungoo Island.	Zanzibar	...	Slaves good; vessel leaky and unseaworthy; no deaths; 88 emancipated.		

“London,” at Zanzibar, June 1, 1877.

(Signed) T. B. M. SULLIVAN, Captain.

No. 386.

(No. 1.)—List of the Adjudications in the Vice-Admiralty Courts and Mixed Courts of Justice reported to the Treasury between the 1st April and the 30th June, 1877.

Name of Capturing Ship or Seizor.	Name of Prize.	Date of—		In what Court adjudged.	Decretal Part of Sentence.
		Capture.	Adjudication.		
Philomel	Four slaves . . .	Feb. 27, 1877	Mar. 9, 1877	Consular Court, Zanzibar	No decree. Court considered it had no power to act. Slaves sent on to Natal as immigrants.
Mr. R. R. Elliott, Senior Branch Pilot, Sierra Leone London	Four slaves . . .	Not known ..	..	Vice-Admiralty Court, Sierra Leone	No decree. The slaves escaped from custody before condemnation.
Ditto	Name unknown .. (No. 1 of 1877)	Jan. 28, 1877	Feb. 9, 1877	Consular Court, Zanzibar	Vessel condemned.
Ditto	Two male slaves, three female slaves (No. 2 of 1877)	22,	14,	Ditto ..	Three slaves condemned. Petition against one slave dismissed.
Ditto	Name unknown .. (No. 4 of 1877)	Feb. 9,	20,	Ditto ..	Vessel and thirty-four slaves condemned.
Ditto	Name unknown .. (No. 3 of 1877)	14,	Mar. 16,	Ditto ..	Vessel condemned.
Mr. R. R. Elliott, Senior Branch Pilot, Sierra Leone	Canoe, name unknown, eleven slaves	Apr. 25,	May 10,	Vice-Admiralty Court, Sierra Leone	Canoe and eleven slaves condemned.

(Signed) H. C. ROTHERY.

(No. 2.)—ACCOUNT of Bounties paid for Captured Slaves as undermentioned by Command of the Lords Commissioners of the Treasury, between the 1st April and the 30th June, 1877.

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.
Apr. 7, 1877	Naval Prize Account	Shearwater ..	Name unknown .. (No. 21 of 1873)	2	..	..	£ 10
7,	Ditto	London ..	Fifteen male slaves, ten female slaves (No. 19 of 1876)	25	..	..	125
7,	Ditto	Thetis ..	Kunguru .. (No. 17 of 1876)	94	..	..	470
9,	Ditto	London ..	Sixteen male slaves, two female slaves (No. 23 of 1876)	13	None	Case against five slaves dismissed	65
10,	Ditto	Ditto ..	Sixty-seven slaves (No. 26 of 1876)	67	..	..	335
10,	Ditto	Ditto ..	Eighteen slaves (No. 24 of 1876)	18	..	..	90
	Thomas Alfred Wall, Esq., Acting Commandant of British Sherbro.	..	Canoe, name unknown, three slaves	3	..	..	15*
	Ditto .. ..	..	Canoe, name unknown, six slaves	6	..	..	30*
							1,140

* Out of the Treasury chest at Sierra Leone.

(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 April and the 30th June, 1877.

Date of Payment.	To whom Bounty paid.	Name of Capturing Ship.	Name of Prize.	Tonnage.	Rate of Bounty per Ton.	Amount paid.
					£ s. d.	£ s. d.
Apr. 7, 1877	Naval Prize Account	Lynx	Majambe (No. 28 of 1876)	80	5 10 0	440 0 0
7,	Ditto	London	Name unknown (No. 18 of 1876)	95	5 10 0	522 10 0
7,	Ditto	Thetis.. ..	Kungura.. .. (No. 17 of 1876)	95	1 10 0	142 10 0
7,	Ditto	London	Name unknown (No. 16 of 1876)	66	5 10 0	363 0 0
9,	Ditto	Ditto	Mambo Kwa Mungu (No. 22 of 1876)	118	5 10 0	619 0 0
9,	Ditto	Ditto	Yasnin or Asmeen.. .. (No. 21 of 1876)	104	5 10 0	572 0 0
9,	Ditto	Ditto	Name unknown (No. 20 of 1876)	105	5 10 0	577 10 0
10,	Ditto	Ditto	Name unknown (No. 30 of 1876)	54	5 10 0	297 0 0
10,	Ditto	Ditto	Kikukwa (No. 25 of 1876)	94	5 10 0	517 0 0
14,	Ditto	Ditto	Name unknown (No. 32 of 1876)	78	5 10 0	429 0 0
18,	Ditto	Ditto	Mabruki.. .. (No. 38 of 1876)	110	5 10 0	605 0 0
May 14,	Ditto	Ditto	Name unknown (No. 36 of 1876)	77	5 10 0	423 10 0
June 21,	Ditto	Ditto	Name unknown (No. 37 of 1876)	213	5 10 0	1,171 10 0
						6,709 10 0

(Signed) H. C. ROTHERY.

No. 387.

Rear-Admiral Corbett to the Secretary to the Admiralty.

(Extracts.)

August 24, 1877.

AS regards the proceedings of Her Majesty's ships in the Persian Gulf, Commander Clayton, of the "Rifleman" reports under date of the 2nd July, from Bussorah, that affairs were generally quiet in that neighbourhood.

The "Teazer" has been cruising in the vicinity of Ras-el-Had, watching the trading dhows, but has not, according to latest reports, found any conclusive evidence of slave trading, though she captured on suspicion one vessel, which was afterwards released.

The "Flying Fish" has visited Mauritius, but I have no reports of her movements. She was ordered to call at Bourbon, to communicate with Her Majesty's Consul.

The ships on the East Coast of Africa division are cruising under the directions of the senior officer at Zanzibar, as requisite for the suppression of the slave trade.

Some dhows have been captured, but were not adjudicated upon when the mail left.

No. 388.

Rear-Admiral Corbett to the Secretary to the Admiralty.

(Confidential.)

Sir,

"Undaunted," at Colombo, September 5, 1877.

I HAVE the honour to forward, for the information of the Lords Commissioners of the Admiralty, a letter which I have received from Commander Crohan, of Her Majesty's ship "Flying Fish," reporting the Proclamation, by the Queen of Madagascar, of an Edict for the Emancipation of Mozambique slaves.

2. I also inclose a copy of the Proclamation, which I have considered it desirable to have printed for distribution.

3. It is a question how far this Proclamation will affect any traffic in slaves which may exist between the mainland of Africa and Madagascar, as the supply appears to have

been confined to the Sakalava tribes on the west and north-west coasts, over whom the authority of the Queen of Madagascar is stated to be merely nominal.

4. The "Lynx" has been cruising in the neighbourhood of Majunga and Amorontranga since the date of Commander Crohan's report.

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

Inclosure 1 in No. 388.

Commander Crohan to Rear-Admiral Sir R. Macdonald.

(Extract.)

"Flying Fish," Tamatave, June 30, 1877.

I HAVE the honour to report that on the 30th June the Edict manumitting all Mozambique slaves in Madagascar was proclaimed at the capital, and at all the principal Hova towns.

2. I was present with Mr. Consul Pakenham and the officers of the ship at the reading of the Queen's Speech here, and, at the request of the authorities, fired a salute of twenty-one guns during the ceremony. The natives had been called in from the surrounding districts, and there were present at least 5,000 persons, including the Europeans and Creoles of this place.

3. The Mozambiques present numbered not more than 150, and the greater part of them carriers belonging to the interior.

4. The speech was delivered by the principal Hova Envoy, and, after a few words from the Governor and Judge acknowledging the justice of the edict, the meeting broke up in a quiet and orderly manner.

5. I am informed that at the capital the Prime Minister, after the speech, made a statement to the effect that the Queen was prepared to allow the Mozambiques either to return to their own country, or to give them land to settle upon, which land would belong to them and their descendants, but which they would not be allowed to sell. This, if carried out in good faith, will, in my opinion, do more towards the suppression of the Slave Trade than any measure yet attempted, but it remains to be seen whether the Prime Minister has the power to enforce it.

Doubtless the slave-owners will be great losers, the slaves to a great extent representing their capital, and, as you are aware, the Edict of 1873, freeing all slaves landed after 1865, became a dead letter.

6. Up to the date of my leaving Tamatave, the 7th July, the country, as far as I could gather, was quiet. Naturally the Arabs on the north-west, and especially the West Coast, being the importers of slaves, are dissatisfied with the measure; but where the Hova is in authority the Arab is powerless. In the Sakalava country slaves will be landed as heretofore so long as the demand exists; but, after an experience of nearly three years in these waters, I am of opinion that the Slave Trade between the East Coast and Madagascar, if not nearly extinct, has very greatly decreased, owing to several causes; mainly, I believe, to the feeling that has existed among the Hovas for some time, that the owning of slaves would, before long, cease to be remunerative, as also to the activity of the cruisers and to the exertions which have been made and are being made by Captain Elton, Her Majesty's Consul at Mozambique, who by visiting the haunts of the exporters, deters many from participating in the venture, and it only requires the concession of the right of visiting Portuguese rivers (which has been granted on two or more occasions) to, in my opinion, abolish the Slave Trade entirely.

Inclosure 2 in No. 388.

Consul Pakenham to Commander Crohan.

Sir,

Tamatave, July 4, 1877.

I HAVE much pleasure in annexing, for your information, an extract from a letter addressed to me by the Hova Prime Minister, on the 11th ultimo, expressing his Excellency's thanks for the kind and hospitable reception the Hova Envoys met with from you when they visited the "Flying Fish."

I may further mention that the Governor of Tamatave and the Envoys called on my

on landing, after their second visit on board, when they spoke in high terms of the kindness they had experienced from yourself and the officers of the "Flying Fish."

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

Inclosure 3 in No. 388.

The Hova Prime Minister to Consul Pakenham.

(Extract.)

Antananarivo, June 11, 1877.

I HAVE to thank you also for your kindness in taking Ramaniraka 14 Vtra, O.D.P., Rainimamonjison 14 Vtra, and Rassanjy 11 Vtra, to look over Her Britannic Majesty's man-of-war, the "Flying Fish," and request you to thank for me Captain Crohan, of the "Flying Fish," for the worthy reception, as well as the due respect, they received from him, and also for his friendly communication.

No. 389.

(No. 1.)—LIST of the Adjudications in the Vice-Admiralty Courts and Mixed Courts of Justice reported to the Treasury between the 1st July and the 30th September, 1877.

Name of Capturing Ship or Seizor.	Name of Prize.	Date of—		In what Court adjudged.	Decretal Part of Sentence.
		Capture.	Adjudication.		
C. W. Edwin, Esq., Senior Landing Waiter, Sierra Leone	Sixteen slaves ..	May 20, 1877	May 30, 1877	Vice-Admiralty Court, Sierra Leone	16 slaves condemned.
Philomel	Sumba (No. 5 of 1877)	Feb. 22,	Mar. 9,	Consular Court, Zanzibar	Vessel and cargo released.
London	Name unknown .. (No. 8 of 1877)	Mar. 20,	24,	Ditto ..	Vessel and 165 slaves condemned.
Ditto	Asmeen (No. 6 of 1877)	Feb. 27,	12,	Ditto ..	Vessel released; 1 slave condemned.
Ditto	Three male slaves .. (No. 7 of 1877)	26,	14,	Ditto ..	3 slaves condemned.
Ditto	Mabruki (No. 9 of 1877)	Mar. 20,	Apr. 12,	Ditto ..	Vessel condemned.
Ditto	Name unknown .. (No. 10 of 1877)	22,	May 1,	Ditto ..	Vessel, tackle, apparel, and furniture released.
Lynx	Fatalkeir (No. 11 of 1877)	Apr. 20,	14,	Ditto ..	Vessel condemned.
Ditto	Name unknown .. (No. 12 of 1877)	24,	14,	Ditto ..	Vessel condemned.
London	Name unknown .. (No. 13 of 1877)	May 3,	28,	Ditto ..	Vessel and 33 slaves condemned.
Mr. I. C. Loggie, Inspector-General of Police, Sierra Leone	Canoe, eleven slaves ..	July 2,	July 11,	Vice-Admiralty Court, Sierra Leone	} Condemnation pronounced.
Ditto	„ four slaves ..	12,	21,	Ditto ..	
Ditto	„ nine slaves ..	19,	28,	Ditto ..	
London	Name unknown .. (No. 15 of 1877)	May 3,	June 11,	Consular Court, Zanzibar	Vessel released; 1 slave condemned.

(Signed) H. C. ROTHERY.

(No. 2.)—ACCOUNT of Bounties paid for Captured Slaves as undermentioned, by command of the Lords Commissioners of the Treasury between the 1st July and the 30th September, 1877.

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 is granted.	Number of Slaves who died for whom Half Bounty refused.	Amount paid.
	T. A. Wall, Esq., Acting Commandant, British Sherbro	..	23 slaves	23	..	..	£ 115
	Ditto .. ..	..	18 slaves	18	..	..	90
	Mr. R. R. Elliott, Senior Branch Pilot, Sierra Leone	..	Canoe, name unknown, 41 slaves	41	..	..	205
							410

(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 July and the 30th September, 1877.

Date of Payment.	To whom Bounty paid.	Name of Capturing Ship.	Name of Prize.	Tonnage.	Rate of Bounty per ton.	Amount paid.
July 4, 1877	Naval Prize Account	London ..	Name unknown (No. 38 of 1876)	57	£ s. d. 5 10 0	£ s. d. 313 10 0
9,	Ditto	Ditto	Name unknown (No. 39 of 1876)	30	5 10 0	165 0 0
23,	Ditto	Ditto	Name unknown (No. 41 of 1876)	142	5 10 0	781 0 0
Aug. 28,	Ditto	Ditto	Salama (No. 40 of 1876)	107	5 10 0	588 10 0
						1,848 0 0

(Signed) H. C. ROTHERY.

No. 390.

Rear-Admiral Corbett to the Secretary to the Admiralty.

(Extracts.)

October 1, 1877.

THE Captain of the "London" mentions in his report to me from Zanzibar, under date of the 24th August, that the Rev. J. P. Farler, who is in charge of the Universities Mission Station, formed at Majila, 30 miles west of Pangani, informed him that Kibanga, King of Usambara, and chief of the Bonders, when on his way to visit him, fell in with a party of Arabs with a caravan of slaves; this he attacked, and rescued the slaves, who are now freed, and work has been found for them on different shambas.

Mr. Farler also reports that slave gangs are known to have been marched inland, north. These probably go to Melindi, where there is a large field for agricultural labour.

The Commander of the "Flying Fish" reports that no disturbances have occurred in Madagascar since the promulgation of the edict emancipating all Mozambique slaves.

No. 391.

Captain Sullivan to Rear-Admiral Corbett.

Sir, "London," at Zanzibar, August 21, 1877.

I HAVE the honour to report, for the information of the Lords Commissioners of the Admiralty, that His Highness the Sultan has begun the organization of a military force of about 500 men, to be armed with breech-loading rifles, and drilled in the European style.

Hearing from Dr. Kirk, Her Majesty's Consul-General, that His Highness had consulted him about obtaining the services of an officer to perform this duty, I begged him to inform His Highness that I should be glad to render him any assistance I could to further the object he had in view, and would permit those men who might be selected to act as officers and non-commissioned officers to be drilled on board this ship; also to allow Lieutenant Lloyd W. Mathews (he having volunteered to do so) to superintend the drill of the men at such times as his services could be spared. This offer has been accepted by the Sultan, and the instruction of those already enrolled is progressing in a very satisfactory manner.

The embodiment of such a force, properly trained, must, I believe, be attended with important results, and beyond giving the Sultan a greater power over the coast tribes than he has hitherto had, will enable him to employ a number of well trained men in the suppression of the Slave Trade, and effectually prevent any revival of a traffic which is, I believe, now nearly crushed out, and at a future time enable Her Majesty's Government to reduce the strength of the squadron now obliged to be kept up in these waters for its suppression.

Believing that it is the wish of Her Majesty's Government to assist His Highness in any way that will tend to such a result, and strengthen his rule throughout his dominions, I have not hesitated in taking the course I have done, and trust that in doing so I shall have the approbation of their Lordships.

I have, &c.
(Signed) T. B. M. SULLIVAN.

No 392.

Captain Sullivan to Rear-Admiral Corbett.

Sir, "London," at Zanzibar, August 10, 1877.

I HAVE the honour to report the following captures made by the boats of Her Majesty's ship under my command:—

1. On the 8th July, Lieutenant Lloyd Mathews, when cruising in the Pemba Channel for the suppression of the Slave Trade, received information that a dhow which had run a cargo of slaves was at Mesuka, Pemba, he proceeded to the spot, and on landing for the purpose of visiting her (she having been drawn upon the beach at high spring tides), he perceived several people running away from her. On going on board he found her deserted, and in a most filthy condition from human excrement, and while searching the fore and aft parts, two fastenings used for tying together the necks of children were discovered. An informer named Harris, who was taken in the dhow captured by Lieutenant Creswell on the 20th March last, stated that she had shipped slaves at Minongo, Tangata, at the same time theirs had been shipped. Under these circumstances Lieutenant Mathews detained the dhow, and after waiting twenty-four hours by her, and no one appearing to give an account of her, he destroyed her by breaking her up, she not being seaworthy enough to navigate to Zanzibar.

2. Lieutenant Mathews, being informed that an Arab of Muscat, named Zahora, was about to run a cargo of slaves from Tanga, and had engaged a noted slave-running master named Smilie for the purpose, proceeded there on the 12th July. On nearing the dhow, the master Smilie was seen to stand up, look at the boat, and then jump into a canoe which he paddled quickly for the shore. He was hailed to stop, but took no notice, gained the shore, and was soon hid from view by the houses. Lieutenant Mathews landed and endeavoured to capture him, but getting no assistance from the inhabitants of the place, was unsuccessful. He then took the dhow in tow, and left her at Mesal Island, Pemba, in charge of a prize crew. Cargoes of slaves, I am informed, had lately been run in this dhow, and on the 6th August Dr. Kirk, Her Majesty's Consul-General, directed her to be totally destroyed.

3. Whilst cruising off Tangata on 13th July, this officer observed a dhow which had been run on a reef, and ten or twelve nearly nude people, apparently slaves, running from her and disappearing in the bush.

Having run up to the dhow and searched her, the following suspicious articles were found on board:—

1stly. Some very dirty kekoys (dresses) which had been left behind in the hurry and confusion.

2ndly. A part of a bag of entama seed.

3rdly. A connecting link which appeared to have belonged to a slave-chain.

The floor of her hold was formed with long sticks, and on these some old empty entama bags, in a filthy condition, were placed, probably for the slaves to sit upon.

Considering this sufficient proof that she was engaged in the Slave Trade, he destroyed her by scuttling in deep water, she not being in a fit state to bring to Zanzibar.

4thly. On the 6th July this officer discovered two raw slaves in the bush on Jungoo Island, Pemba, who had lived there since their escape from a dhow, two months previously, and on the 7th July one who had been landed a month before, and who had marks of a neck ring, also two others, who stated they had been run across in March.

These slaves he brought to Zanzibar, and placed them in Court on the 21st July, and on the 6th August they were declared to have been lawfully seized and forfeited. The three other cases were adjudicated on the 20th July, and Her Majesty's Consul-General issued decrees of condemnation on the 6th August, 1877.

I have, &c.

(Signed) T. B. M. SULLIVAN

Inclosure in No. 392.
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.
1877 July 8	Meauka, Pemba ...	Unknown	Unknown	Unknown	None	Dhow	Un- known	None	88-61	Mainland of Africa	Pemba ...	Unknown	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Dhow destroyed at Pemba. Case adjudicated at Zanzibar	Vessel — unseaworthy condition
July 12	Tanga ...	Unknown	Smilie ...	Zahora; Muscat	Arab	Dhow	Un- known	None	88-16	Not known	Not known	Not known	Nil	Nil	Nil	Nil	Nil	Nil	Dhow destroyed by order of Her Majesty's Consul-General at Meauka, Pemba. Case adjudicated at Zanzibar	Dhow in fair condition	
July 13	Tangata ...	Unknown	Makum	Unknown	None	Dhow	Not known	None	30-07	Not known	Not known	Not known	Nil	Nil	Nil	Nil	Nil	Nil	Dhow destroyed at Tangata. Case adjudicated at Zanzibar	...	
July 6 & 7	Jungoo Island, Pemba	...	Not known	Not known	...	...	...	...	...	Africa ...	Pemba ...	...	5	...	...	...	...	...	Zanzibar	Slaves in fair condition. No deaths. 5 emancipated

“London,” Zanzibar, August 10, 1877.

(Signed)

T. M. SULLIVAN, Captain.

No. 393.

Commander Wodehouse to Rear-Admiral Corbett.

Sir,

"Teazer," at Karachi, September 7, 1877.

I HAVE the honour to report that on the 14th June Lieutenant Frederick W. Fisher, who was in command of the boats stationed off Ras-al-Had, brought a dhow in to Khar Hedfirah on account of her having a suspicious slave on board. I examined the slave, and could not get him to understand a word of Arabic, though he stated in Swahili that he had been for several years in Sur. The captain of the dhow also gave a very confused account of how and when he acquired the slave. Considering the case sufficiently suspicious to detain the dhow, I started in the evening with her in tow for Muscat, where I arrived on the 15th.

2. On the 17th June Mr. Robertson, Acting Consul, tried the case (Mr. Robertson speaks Arabic fluently), and he had no difficulty in making the slave understand Arabic, which, of course, was conclusive that he was not fresh run from Africa. During the afternoon of the same day the dhow was released, and allowed to proceed on her voyage.

3. The dhow was from Aden and bound for Sur.

I have, &c.
(Signed) CAPEL WODEHOUSE.

Inclosure in No. 393.

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

Date of Detention.	Where, If at Sea, state Latitude and Longitude.	Name of—		Under what Colour.	How Rigged.	Number of—			Where—				Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; the Number of Deaths before Adjudication; and the Number Emancipated.	
		Vessel.	Master.			Owners, and of what Place.	Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where Shipped.
1877 June 14	Ras-al-Had ...	Summah.	Sahite ...	Arab ...	Baddan ...	10	Nil	40	Makallah	Sur ...	Sur ...	1877 May 31	Wood...	...	...	1	...	...	...	Makallah ...	Muscat ...	Very good; no deaths. Dhow released on case being tried in the Vice-Admiralty Court, Muscat

“Teaser,” Karachi, September 7, 1877.

(Signed) CAPEL WODEHOUSE, Captain.

No. 394.

Captain Sullivan to Rear-Admiral Corbett.

Sir,

“London,” at Zanzibar, September 19, 1877.

I HAVE the honour to report the following capture made by Her Majesty's ship under my command :—*

On the 26th July, whilst Lieutenant W. R. Creswell was cruising for the suppression of the Slave Trade in the Pemba Channel, in charge of the boats of this ship, he communicated with Charles Clarke, coxswain of launch No. 2, who reported to him that he had boarded a dhow outside the centre of Foondoo Island, Pemba, and detained her for the following reasons, viz., she was without either papers or colours, and had a platform of sand along her hold covered with mats.

Lieutenant Creswell examined her, and found her in the state described, and having separated the Nahaza, crew and a passenger, proceeded to question them. The passenger stated that he had left Pangani in the dhow bound for Chak-Chak.

The Nahaza stated that the dhow was owned by Salim-bin-Hamadie, of Kivomoio, that the reason she had no papers was owing to her having been recently bought, and that she was bound to Zanzibar, but her yard carrying away she had to bear up for Pemba.

The crew and the master varying so much in their statements, together with the suspicious character of the fittings, Lieutenant Creswell felt himself justified in detaining her.

The dhow having been detained at Foondoo Gap for over a fortnight, and no one making a request for her liberation, although, according to the Nahaza's statement, the owner only lived at a distance of an hour's passage by water from the place she was detained, Lieutenant Creswell considered the circumstances suspicious enough to place her at Mesal Island in charge of a prize crew while he returned to this port to adjudicate the case.

This case was tried before Her Majesty's Consul-General, Dr. Kirk, on the 14th August, and on the 2nd September a decree of condemnation was pronounced.

I have, &c.

(Signed) T. B. M. SULLIVAN.

* Case No. 28 of 1877; dhow, 49·91 tons.

Inclosure in No. 394.

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

Date of Detention.	Where, If at Sea, state Latitude and Longitude.	Name of—			Under what Colours.	How Rigged.	Number of—			Where—			Date of Sailing from last Port.	Nature of Cargo.	To whom Consigned.	If with Slaves on board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; the Number of Deaths before Adjudication; and the Number Emancipated.	
		Vessel.	Master.	Owner, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where Shipped.
1877 July 26	Foondoo Island, Pemba	Unknown	Aidi Hamadi	Salim bin Hamadi	None	Dhow	4	None	49-91	Pangani...	Chak-Chak	Unknown	Nil	Unknown	Unknown	None	None	None	None	...	Dhow destroyed at Mesaliland. Case adjudicated at Zanzibar Consular Court	Vessel in fair condition. Dhow condemned

“London,” at Zanzibar, September 19, 1877.

(Signed) T. B. M. SULLIVAN, Captain.

No. 395.

*Rear-Admiral Corbett to the Secretary to the Admiralty.**"Undaunted," at Sea, Lat. 11° 2' N., Long. 75° 27' E.,
November 14, 1877.*

Sir,

I HAVE the honour to forward, for the information of the Lords Commissioners of the Admiralty, copy of a letter from Commander Ommanney, of Her Majesty's ship "Lynx," dated the 24th June, reporting his having offered to co-operate with the Governor-General of Mozambique in the suppression of the Slave Trade supposed to be carried on by dealers in the River Barava, and of his offer having been declined.

In a letter dated July 5, he further reports that the Portuguese naval force which started on the 24th June to act against these slavers returned to Mozambique on the 26th of that month, stating that the weather and want of sufficient water on the bar prevented operations, and Commander Ommanney also observes that there was no appearance of any intention on their part to renew the attempt.

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

Inclosure in No. 395.

Commander Ommanney to Rear-Admiral Corbett.

Sir,

"Lynx," at Mozambique, June 24, 1877.

SOON after my arrival at this port I was informed by Captain Elton, Her Britannic Majesty's Consul at this place, that an expedition was fitting out by the Portuguese to act against a nest of slave-dealers in the River Barava, and that, if my instructions permitted me to do so, he thought an offer of assistance would be favourably received, and that he would be happy to assist me in any manner. He added that a small naval force had a short time since been beaten off, and that a full dhow was supposed to have cleared out of the river.

As I knew that the Governor-General had always been most friendly to us, and that the Government had only one object in view in these matters, the suppression of the Slave Trade, I decided to offer the co-operation of my boats and men, as I was unable to offer to accompany them in the "Lynx."

In company with Captain Elton I called upon Captain Bertos, of the Portuguese corvette "Mindello," who thanked me for the offer, and was inclined to accept it, but referred us to the Governor-General, Senhor Guedes.

He received and thanked us very kindly for the offer, but gave no decided reply.

The next day, the 22nd, he informed Captain Elton that he would not avail himself of the offer.

Having ascertained that Captain Bertos was short of rockets, I offered him what I could spare from the "Lynx," and I then considered that I had done all that lay in my power to co-operate for the suppression of the Slave Trade.

The expedition, consisting of the "Mindello" corvette, 10 guns, the paddle-wheel gun-boat "Sena," with a steam-cutter and some boats, started this morning.

Through Captain Elton I find that the reason my offer of co-operation was refused was the receipt by last mail of a copy of the debates in the Lisbon Chambers, when a member made a violent attack on the Government for allowing the late expedition up the Congo, also for allowing the "Thetis" to act in Portuguese waters, saying "it was a disgrace to their flag to allow England, or any other nation, to perform the police work of their waters."

The Minister of the Navy replied that he considered that the Portuguese forces in these parts were quite strong enough, but that the principal aim was to have done with the Slave Trade.

I must say that it is small blame if the Portuguese naval forces are occasionally beaten off; they have a large amount of coast to guard, and it is a matter of opinion if they are strong enough to do the police work in their own waters.

The order against slavery in Portuguese possessions has lately come into force.

The slave-dealers, and others interested in the export Slave Trade, will fight against this, but if kept down for a short time must give up the traffic for good.

I have, &c.
(Signed) FRANCIS M. OMMANNEY.

No. 396.

Captain Sullivan to Rear-Admiral Corbett.

Sir,

“London,” at Zanzibar, October 15, 1877.

I HAVE the honour to report the following captures made by Her Majesty's ship under my command:—

On the 28th August, 1877, Lieutenant Lionel A. de Saumarez, who was cruising off Pemba in the steam pinnace of this ship, for the suppression of the Slave Trade, having received information that a dhow named the “Mabruki” was engaged in the Slave Traffic, and was then at Port Cockburn, Pemba, proceeded to the spot for the purpose of visiting her.*

On his boarding her she showed evident signs of having just run a cargo of slaves; a quantity of human excrement was in her hold, which was laid down with small sticks and matting. On Mr. de Saumarez's coxswain and two interpreters examining her more closely, he superintending, one of the interpreters, on lifting some sticks over the bilge in the fore part of the dhow, under the thatch covering, found two neck-irons and a wooden toggle, used for connecting children with each other.

Upon this he sent on shore for the Nahaza, who would not put in an appearance. Thinking himself justified in detaining her, he towed her to Mesal Island, and put a prize crew on board, leaving for Zanzibar to place the case in the Vice-Admiralty Court.

This case was tried on the 26th September, and a decree of condemnation pronounced

On the 6th September Lieutenant de Saumarez, when proceeding in the steam pinnace to a creek a few miles north of Tangata, in search of a dhow engaged in the Slave Trade, sighted a small dhow making for the entrance of the creek.† On coming up with her he observed she had on board several natives, who were apparently slaves. He ran alongside and secured eight; the remainder jumped overboard and escaped into the jungle. It being important to save the tide, and detain the dhow he was in search of, which was lying at the head of the creek, he was unable to capture the whole of the slaves. On examining the slaves he discovered they were being conveyed by sea against their will, in contravention of Treaties existing between Great Britain and Zanzibar, and he accordingly detained them, bringing them to Zanzibar, in order that the case might be adjudicated by Her Majesty's Consul-General.

This case was tried on the 2nd October, and a decree of forfeiture pronounced.

There being not sufficient evidence to convict the dhow, she was released.

I am, &c.

(Signed) T. SULIVAN.

* Case No. 29 of 1877; dhow “Mabruki,” 58·87 tons.

† Case No. 30 of 1877; 5 male and 3 female slaves.

Inclosure 1 in No. 396.

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.
1877 Aug 28	Port Cockburn, Pemba	Malraki...	Ameer bin Seed	Khalifa bin Takar; Pemba	Amb ...	Dhow ...	Not known	Nil	58-87	Not known	Port Cockburn, Pemba	Pemba ...	Not known ...	Not known	Nil	Nil	Nil	Nil	...	Dhow destroyed by order of Her Majesty's Consul - General. Case adjudicated at Zanzibar	Vessel in fair condition

"London," at Zanzibar, October 15, 1877.

(Signed) T. B. SULLIVAN, Captain.

Inclosure 2 in No. 396.

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.
1877 Sept. 6	Off Mozambique, Mainland of Africa	Unknown	Unknown	Unknown	None ...	Dhow ...	Not known	None	Estimated 34-39	Not known	Mainland of Africa	Unknown	None ...	...	5	3	...	Not known	Zanzibar	Slaves in fair condition. Vessel fair. No deaths. 8 emancipated. Dhow restored

"London," at Zanzibar, October 16, 1877.

(Signed) T. B. SULLIVAN, Captain.

No. 397.

Commander Ommanney to Rear-Admiral Corbett.

Sir, "Lynx," at Zanzibar, October 6, 1877.
 THE August mail not arriving at Nossi Bé, I left that place on September 2, and made the best of my way to Mozambique, where I arrived on the 8th.

The mail had been here, reversing her usual route.

I called upon the newly arrived Governor-General to congratulate him on his arrival, &c.

He assured me that he would do all in his power to assist Her Majesty's cruizers in suppressing the Slave Trade, and requested he might be informed at any time if we suspected that slaves were being shipped on the coast.

On my replying that I considered there was an attempt to revive the traffic, and that I had reason to suppose there were vessels in the rivers to the southward endeavouring to ship slaves, he promised, if I would inform him of their whereabouts, he would send a force to blockade the rivers.

I forwarded him a letter (copy inclosed) and the "Sena," with a detachment of soldiers, left on the 11th ultimo.

I would venture to request that he might be thanked for his promises of assistance, and also for acting promptly as he did.

I am of opinion that it would have a good effect coming at the commencement of his governorship.

I purchased 100 tons of coal, and left on the 13th September, naving 18 tons of coal on deck.

With the ship and boats I searched the coast and ports from Myanterano to Majunga, without obtaining any information.

I have, &c.
 (Signed) FRAS. M. OMMANNEY.

Inclosure in No. 397.

Commander Ommanney to the Governor-General of Mozambique.

Your Excellency, "Lynx," at Mozambique, September, 1877.

IN obedience to your request that I would inform you of the names of the vessels suspected of carrying slaves from the Mozambique, and also of the ports they are supposed to have sailed from, I have the honour to state I am informed that a dhow named the "Natelheri," Nahoda Arābāyā landed a cargo of slaves at Aukefi, inside Nossi Bé, about the 17th August; she is said to have sailed from Barowa, and I am informed she is coming back to that place for another cargo.

That a dhow, name unknown, had left Comoro told for Barowa; her owner's name is Bākāree-o-Sultan.

A French schooner, painted blue, is to be at Shangazi to purchase slaves for Madagascar.

A dhow which landed slaves at Marambitzi, Madagascar, is supposed to be at Mufussi for another cargo; owner and nakoda's name is Abdullah Mardence, a native of Comoro.

If my information is correct I am much afraid that an attempt is being made to revive the Traffic in Slaves, and I beg to thank your Excellency for your promise that you will assist us to the utmost of your power in suppressing this Traffic. I shall have great pleasure in reporting to my superior officer your kind offer, and also that you have at once taken rigorous measures to guard as much of this coast as possible.

I have, &c.
 (Signed) FRANCIS M. OMMANNEY.

No. 398.

Rear-Admiral Corbett to the Secretary to the Admiralty.

Sir, "Undaunted," at Sea, Lat. 11° 2' N., Long. 75° 27' E.,
 November 14, 1877.

I HAVE the honour to forward, for the information of the Lords Commissioners of the Admiralty, copy of some very interesting notes made by the Assistant Political Secretary at Aden on the Slave Traffic as carried on in the Red Sea and Gulf of Aden.

2. Their Lordships are doubtless aware that the fact of the coming into force of the new Convention with Egypt being deferred till the 1st January, has given the slave dealers free passage during the very season of the year, November to January, when shipments of slaves are almost wholly made.

3. As I am informed that the Political Resident at Aden might be able to procure further information with regard to the Slave Traffic in the Red Sea, I have requested the Government of India to give him instructions to obtain as much reliable intelligence as possible.

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

Inclosure in No. 398.

Notes on the Slave Trade as carried on in the Red Sea and Gulf of Aden.

Area wherein Trade is carried on.—The area over which the Slave Trade is carried on in the Gulf of Aden and in the Red Sea may be conveniently divided into two portions:—

1. The Somali coast from Cape Guardafui to Berbera, and from thence the Danâkil coast as far as Amphilla, in Red Sea.

2. From Amphilla along the African littoral as far north as Ras Roway.
The former section alone is here dealt with.

From Cape Guardafui to Amphilla.

Tribes to which Slaves belong.—The slaves which are brought to the Somali and the Danâkil ports are of the following tribes:—

Muslim Gallas, Christians, called Guragui, Ludâma, Kaffa; also Gallas of various tribes, and Shangallas of mixed races.

Classes and Value of Slaves.—For trade purposes, male slaves are divided into four classes:—

	Dollars.
1. Towâshi, eunuchs value	150 to 250
2. Khumâsi, 5 spans high "	40 „ 100
3. Sudâsi, 6 spans high "	30 „ 100
4. Bâligh, full grown "	20 „ 70

Females are divided into three classes:—

	Dollars.
1. Mas'ha, or flat-breasted value	80 to 180
2. Murâhakâh, or near puberty "	60 „ 100
3. Bâligh, or full grown "	50 „ 100

General Appearance.—Both sexes are fairer, straighter-featured, and altogether better-looking than the Coast African tribes, whom they in nowise resemble, nor can they speak any language but their own.

Dress and Peculiarities of Males.—The usual dress of the male is a waist-cloth, and occasionally the Abyssinian robe. The Sudâsi and Khumâsi have the head shaved, with the exception of a short tuft in the centre. The Danâkil wear a similar tuft, but twice as great in diameter. The Muslims are of course circumcised, but the Christians are invariably uncircumcised, and by this sign slaves of the latter religion may be at once recognized, as no African Christians ever venture to sea in boats bound for Yemen or the Hedjaz, and not many visit Aden.

Dress and Peculiarities of Females.—The females wear a sheet, which has been doubled over and sewn up the sides, leaving orifices for the arms, with a slit in the fold for the head to pass through. The hair is plaited like the Somalis. Brass armlets and bangles of beads are occasionally worn.

The Muslim females are circumcised.

Import of Slaves.—The tribes who are instrumental in bringing slaves to the coast are the Argôbars, from Abyssinia, the Shaikash, from Harrar, and the Aboona, Hasobah, and Ad-Ali families of the Danâkil.

Seldom more than fifty slaves arrive in one kafilah, more frequently five to ten only with each. They are seldom disposed of locally.

Import of Slaves—In these days less than 3,000 are shipped outside the Straits of Bab-el-Mandeb, and perhaps 2,500 between Perim and Amphilla. Of these, 40 per cent.

are boys, 40 per cent. are girls, 10 per cent. are women, 8 per cent. are men, 2 per cent. are eunuchs.

Ports of Shipment.—Slaves are shipped at the following places :—Zailah, Le Hadu, Tejourah, Mersaduan, Rahîtha, Mirgiblah, Assab, Bailool, Edd, Amphilla-Mehdar. N.B.—All names are spelt as on the chart.

Zailah.—The names of the principal persons whose boats are engaged in carrying slaves from Zailah are Aboobuker Ibrahim Shahim, who is now a Pasha and Egyptian Governor ; this man possesses seven boats. Hassan Mahomed, Hassan Goolai, Ahmed Hassan, all Somalis, each own one boat. Sallah Nâssir, Sayyid Mokhawee, Sayyid Mahomed Bâr, all Arabs, employ one or two boats each. About 1,000 are annually exported from Zailah. The season opens in November, and continues for four months in full force, after which, although not entirely ceasing, the export may be said to be at an end. The boats leaving Zailah lie concealed at Ivet,* whence they run to Musshahh,* in the Gulf of Tejourah, where they water. They then coast along as far as Rahîtha, a promontory in the Red Sea, south of Ras Snittir, and nearly abreast of Zee Hill. Here they again water, and run over to the Arabian shore, up which they coast as far as Ras Mejârmla, sometimes landing a few slaves at Mocha. They then enter the creek near the Cape just mentioned, and land their cargo near Shoorame, or nearer still even to Hodaida.

Le Hadu.—This port is only used when Zailah is not suitable for embarkation.

Tejourah.—The principal boat-owners in Tejourah are Borray Kâmil, Shaikh Dawood, and the Pasha of Zailah, all of whom are Dunkalis. Upwards of 2,000 slaves are annually exported from this place. The season is the same as at Zailah, and the boats are navigated in the same manner and to the same destination.

Mersaduan.—This port is simply supplementary to Tejourah.

Rahîtha.—About 500 slaves are exported from Rahîtha. Only two boats belong to the place. The present ruler is Boorhan Shahim, a Dunkali, who holds office under the Egyptians.

Mirgiblah.—Very few slaves are exported from Mirgiblah, a place on the southern shore of Assab Bay ; it is principally used as a harbour of concealment.

Assab.—Assab, five or six miles south of Ras Soomar, is more a watering-place than anything else.

Billool.—Upwards of 1,500 slaves are annually exported from Billool, and five or six boats belonging to the place are engaged in the Slave Trade. Many others from adjacent ports call for cargoes. The season of export is the same as outside the Red Sea. The boats make straight for Ras Mejârmla.

Edd.—But few slaves are exported from this place.

Amphilla-Mehdar.—From Mehdar, near Amphilla, upwards of 500 slaves are yearly exported. Five or six persons are engaged in the traffic. Boats either make straight for the Arabian coast or first run south to Ras Cussar, according as the wind suits.

Description of Boats and Crews.—Light draught boats are used, of the kinds called "zaimah" and "sumbook." The former has curved bows, stern posts slightly raked aft, mat bulwarks forward, small deck forward and aft, either one or two masts, 2 to 15 tons burthen. The latter has an overhanging stem, slightly curved at the upper part, small decks forward and aft, centre part sometimes fitted with a temporary bamboo deck, bulwarks raised high round the stern, which is square and slightly overhanging, two masts raked forward, 15 to 20 tons burthen. If the boats have no other cargo, a mat awning is sometimes raised on bamboos for shelter to the slaves. The crews are generally Danâkil ; seldom more than 100 slaves are carried at once, and as a rule shipments are under twenty.

Provisions—But seldom more than four or five days' provisions are put on board, consisting chiefly of jowaree, rice, ghee, and dates.

Cargo.—Vessels legitimately trading from Zailah bound for Hodaida and Mocha should have on board ghee only ; from Tejourah and the other ports above-mentioned, ghee, mats, and jowlees.

Flag and Papers.—All these boats on occasion hoist the Crescent, and carry from Zailah and Tejourah Custom-house receipts for duty paid on goods exported, also bills of health.

From the other ports no papers are taken.

(Signed) JNO. HUNTER, *Assistant Resident, Aden.*

Aden, November 1, 1877.