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SLAVE TRADE. No. 1 (1888).

CORRESPONDENCE

RELATIVE TO THE

SLAVE TRADE:

1887.

*Presented to both Houses of Parliament by Command of Her Majesty.
June 1888.*

LONDON:-

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AFRICA (CENTRAL).

No. 1.

Consul Hawes to the Earl of Iddesleigh.—(Received February 24, 1887.)

*Consular Camp, Ndima, en route to Milanji,
December 8, 1886.*

(Extract.)

I HAVE the honour to inform your Lordship that, prior to starting on my present journey, I received information from Chief Kasisi that Chikuse had been captured, and, with three of his Headmen, was put to death immediately on being brought into the camp at Chuandi. Some of the Headmen are still at large, but Kasisi considers the war is now over, and will return very shortly to Chirala.

From what I learn by report, it appears that Chikuse had forfeited the option Kasisi gave him of surrendering, by making continued excuses and by sending in his younger brother in his stead, and that finally Kasisi, in reply to the plea of dreading being handed over to the Portuguese, informed Chikuse that he would now be taken by force.

If this be true, it relieves Kasisi from the suspicion of having acted, according to our views, treacherously, and gains for him the entire approbation of all the Europeans here.

Under any circumstances, as the ideas the natives hold on the question of surrender differ greatly from those established in civilized countries, the death of Chikuse may be considered the best practical solution of the difficulty.

Inclosure in No. 1.

Consul Hawes to Foreign Office.

Ndima, December 8, 1886.

(Telegraphic.)

CHIKUSE defeated and put to death. War over.

No. 2.

Consul Hawes to the Earl of Iddesleigh.—(Received February 24.)

*Consular Camp, Nkanda, Mount Milanji,
December 11, 1886.*

(Extract.)

I HAVE the honour to inform your Lordship that I started from Mandala on the 7th instant on my present journey to the various Chiefs at Milanji, and as I have arranged to send messengers to catch the special mail mentioned in my despatch of the 8th December, I have the honour to report my movements up to the latest date.

The object my journey is to endeavour to bring about a more friendly feeling towards the English than is at present borne by some of the Chiefs in this neighbourhood. The cause of the bad feeling is the action of the Blantyre missionaries in having harboured runaway slaves from these districts.

It has become well known that I have visited the Angoni King, and all the important Chiefs between Lake Nyassa and the Makololo country, including those who reside in the Zomba district, and it appears to me that to leave such close neighbours as the Milanji Chiefs unnoticed might to a certain extent give the impression that I had instructions to that effect, and approved of the action of the Blantyre missionaries. To wait until the rainy season is over would mean to

postpone the visit for about six months, which, under the present circumstances, would scarcely be judicious.

On the 10th instant I reached the base of Mount Milanji, and having ascertained that Chief Nkanda was willing to receive me, proceeded up the slope of the mountain to his village.

The Chief was courteous, and expressed his desire to be friendly with the English, but, at the same time, he complained of the treatment he had received from the Blantyre missionaries, who, when he was living at Kiladzulu several years ago, received and kept five of his runaway slaves. These slaves, he understood, had now left the missionaries, and had gone over to some other Chief, who was thus strengthened by his loss.

He did not wish, however, to let this be the cause of further bad feeling between him and the English, and was therefore very glad to see me.

In conversation about Chukumbu, Nkanda said he was determined to be revenged for the loss of the people the Blantyre missionaries had stolen from him, chiefly because the promises given last year by Mr. Henderson, that the slaves would be sent back, had not been kept.

Mr. Henderson is attached to the Blantyre Mission, and came out last year to the vicinity of Chief Chukumbu's village, with Mr. Goodrich and Mr. Moir, at the time of the capture of Mr. Diffy.

I told Nkanda I was very desirous to see Chukumbu, and asked if he would assist to arrange an interview.

He, however, positively refused, saying he was not on friendly terms, and on this account he advised me not to go to Chukumbu's direct from his place.

He further declined to give me guides or messengers, and warned me that any messengers I sent from my camp would be detained by Chukumbu as hostages until the Blantyre missionaries delivered up his slaves.

He offered, however, to give me men to take me to Chief Che-Manje, the elder brother of the present Matapwiri, and as I was recommended by Chief Malunga, before leaving Mandala, to arrange my visit to Chukumbu through Matapwiri, if possible, I have decided to try and do so.

The introduction from Nkanda to Che-Manje may possibly bring about a meeting between Matapwiri and myself, which it is very desirable should take place. It is, however, doubtful whether the latter will see me, for in reply to a message I sent to him last April, he said, "he declined to see any one from Blantyre. He had thought the English were good, but he heard they were bad people. They spoke against slavery, but at the same time they induced people to run away from their masters and come to them, and then kept them as their slaves. He spoke of the Blantyre people, and had I not been coming from Blantyre his answer would have been different."

The above reply, which I give in the words of the interpreter, and the tenour of the interview I had with Chief Nkanda, will convey to your Lordship the ideas that exist in the minds of the natives with regard to the harbouring of runaway slaves at Blantyre.

I admit that the missionaries are placed in a very unfortunate position by the action of their predecessors, and doubtless many difficulties will attend the removal from the Mission ground of the refugees, who are now, with their families, fully established there; but I trust the line of policy which Mr. Scott will have to carry out has been based on the broad view of what is best for general interests, and not confined to what may be more particularly convenient for the missionary Settlement at Blantyre. As long as the present grievance exists, a serious barrier is placed in the way of my promoting amongst the Milanji Chiefs the friendship and respect for the English that it is most desirable should be established, and any endeavours to bring influence to bear on the question of slavery will, I fear, at present be of little avail.

*Camp at Mtuchila River, Mount Milanji,
December 13, 1886.*

In continuation of this despatch, I have the honour to inform your Lordship that, owing to the heavy rains that have set in, the rivers have become so swollen that it will not be prudent for me to keep the mail-carriers any longer. I am obliged, therefore, to send them off this morning, without having the opportunity of reporting to your Lordship the result of my visit to Chief Ku-Kanga, whose village I expect to arrive at this evening, should the ford at the River Palombe be passable.

AFRICA (CENTRAL).

3

No. 3.

Foreign Office to Church of Scotland Foreign Missions Committee.

Sir, *Foreign Office, March 11, 1887.*
 I AM directed by the Marquis of Salisbury to transmit to you herewith copy of a despatch which has been received by this Department from Her Majesty's Consul at Nyassa on the subject of the recent difficulties that have arisen in consequence of the harbouring of runaway slaves by the missionaries at Blantyre.*

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

No. 4.

Church of Scotland Foreign Missions Committee to the Marquis of Salisbury.—(Received April 15.)

My Lord,

*6, North St. David Street, Edinburgh,
 April 14, 1887.*

I AM directed by the Foreign Mission Committee of the Church of Scotland to reply to your Lordship's letter of the 11th March, inclosing copy of despatch dated the 11th December, 1886, from Her Majesty's Consul at Nyassa, relative to the harbouring of runaway slaves at Blantyre.

I am desired by the Committee, in the first place, to explain to your Lordship that the runaway slaves at Blantyre have been there for many years, and, as Consul Hawes says, "are now with their families fully established there." Not only have no refugees been received for many years, but during that time many have been sent away from the station as circumstances admitted.

Our missionaries feel strongly how desirable it is that these slaves should be all sent away, and have throughout kept this object in view, but the policy is attended with many difficulties, which their long experience enables them very fully to appreciate. Had the convenience of the missionary Settlement at Blantyre been the only consideration, they would all have been removed long ago; and it is precisely because that has been subordinated to the general interests of the district that they have been suffered to remain, though adding much to the trouble and difficulties of the Mission staff. Mr. Scott, who sailed from Dartmouth on the 18th ultimo, goes out with the firm purpose of carrying out the policy of removal as expeditiously as possible. The Committee have not heard from Mr. Hetherwick why the slaves of Chief Chikumbo were not discharged from the Mission ground as it appears he had intended. Possibly the state of his health, which has for some months been far from satisfactory, may have prevented him carrying out what he knew would be a difficult work, attended with much anxiety as to the result. A copy of the Consul's despatch has been sent to him, with a request for full information on the subject.

The Committee would deeply regret if the despatch conveyed to your Lordship the idea that there existed in the minds of the principal Chiefs around Blantyre a bad feeling towards the Mission and the members of the staff. The strong influence they exercise may be judged of from the fact that some three years ago, when the Angoni were approaching Blantyre after devastating the neighbouring country, Mr. Scott and Mr. Henderson, unattended by any force, went out to meet them, obtained an interview with the leader of the force, previous to which they had laid down their guns, the only weapons they had with them, and succeeded by the exercise of mere moral influence in inducing the Angoni to return to their own country, and terminate their raid. Nor is this the only occasion on which the exercise of moral force alone has averted the dangers to the Mission which our agents had no physical force to repel. Our missionaries have assiduously cultivated friendly relations with the neighbouring Chiefs, while at all times avoiding any entanglement with the quarrels that have arisen among the Chiefs themselves, and the Committee will impress upon them the necessity of continuing to act in this spirit, and to do everything that lies in their power to place their friendly relations on a broad and firm basis.

I have, &c.
 (Signed) J. T. MACLAGAN.

AFRICA (CENTRAL).

No. 5.

Foreign Office to Consul Hawes.

Sir,

Foreign Office, April 22, 1887.

WITH reference to your despatch of the 11th December last, I am directed by the Marquis of Salisbury to transmit to you herewith, for your information, a copy of a letter which has been received by this Department from the Church of Scotland Foreign Mission Committee* relating to the proceedings of the Blantyre Mission in connection with the harbouring of runaway slaves in their Settlement.

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

No. 6.

Consul Hawes to the Marquis of Salisbury.—(Received May 18.)

My Lord,

Zomba, February 25, 1887.

IN continuation of my despatch of the 11th December, 1886, I have the honour to report that I reached the village of Chief Kukanda on the evening of the 13th December, and was received in a very friendly and courteous manner.

In course of conversation with the Chief, he told me that Matapwiri had as yet refused to receive foreigners, which I knew not to be true, for it is well known that Matapwiri has no objections to Portuguese visiting him, and that several have already been received by him.

Kukanda offered to send messengers to announce my arrival to Matapwiri, and to ask for an interview.

I accepted his offer, and on the following morning messengers were dispatched.

Though only three hours' journey they did not return until the evening of the second day, owing to the swollen state of the rivers.

In the meantime I had several interviews with Kukanda, who expressed his great regret that Matapwiri and his brother Manje had not shown a friendly feeling towards the English.

Both he and his son said it was not on account of any dislike towards the English as a people, but that Matapwiri had heard that the English at Blantyre caught slaves and wives of Chiefs and kept them, and he feared therefore lest his wives should be taken away, and therefore did not wish to let the English come to his town.

In reply to my question whether any of Matapwiri's subjects had run away to Blantyre and were detained there, he said, no, Matapwiri had no complaint of that kind to make, and on that account he hoped I would be received, and that friendship would be established.

In course of conversation Kukanda told me that Matapwiri, on his recent journey to Lunas, near Quilimane, had been appealed to by Chief Ngwirisa for help to free himself from Portuguese authority. He (Ngwirisa) had, during the visit of Lieutenant Cardozo, with his body of Zulus, agreed to be under the rule of the Portuguese, but now taxes were levied which he had never expected, and he wished to be free again.

Matapwiri it was stated agreed to release Ngwirisa from the agreement he had made, and terms were made with the Portuguese official at Lunas to settle the affair. It was further stated that Ngwirisa had now placed himself under the protection of Matapwiri.

This information being volunteered by Kukanda leads me to think that probably there is some truth in it, and that when Lieutenant Cardozo passed through Ngwirisa's country, some demonstration was made by which the latter declared himself a vassal of Portugal, though from information which has reached me since my return to Zomba, which I report in my despatch of the 25th instant, I am inclined to think that this demonstration is not the same as the one reported in the Lisbon journal "Novidades" of the 12th July, 1886.

On the return of the messengers from Matapwiri's, they stated they had not

seen Matapwiri; but Chief Manje, his brother, who is practically the Ruler, sent the following reply:—

“If the English Consul wishes to come here, let him come alone, for as soon as he reaches the bank of the river which flows past my village my men will shoot him down. Therefore, all Yaos, Machinga, Ajawa, and Makololo who are with him should lay down their loads and return home. They are my friends, and I wish them no harm; the English are my enemies. If the Consul attempts to march through the pass we will attack him.”

On receiving this hostile message I explained to Kukanda that, as my visit to the Milanje district was purely with the desire to personally make the acquaintance of the various Chiefs, and to establish friendship between them and the English Government, I should not, after the message Chief Manje had sent, make any further attempt to approach Matapwiri. I requested him to inform Matapwiri that I would report to my Government the hostile attitude Chief Manje had assumed, and I should not fail to make it known as well to the Makololo Chiefs, the Angoni King, and the various Chiefs and Sub-Chiefs in the Nyassa territories whom I had visited, and who had all accorded me a most friendly welcome.

Kukanda expressed great regret at the message which had been sent, and said he would go on the following morning to see Matapwiri about it. I, however, announced my intention of leaving next day, and said that any explanation Matapwiri might have to make must be sent to Her Majesty's Consulate at Zomba.

It was then mentioned to me by my interpreter that he was told the Zanzibar men who had deserted from the Consulate, which matter I report in my despatch of the 25th instant, were living at Chief Manje's village; that it was they who had robbed the store at Mandala, and that Chief Manje had received the stolen goods, and probably on that account the unfriendly message had been sent, as it would be supposed I had come to demand Manje to deliver up the stolen goods and the men.

Kukanda was very reticent on the matter, and I could elicit no definite information from him.

Matapwiri's town is a compulsory halting-place for caravans going to Quilimane. Taxes are levied on these caravans, in return for which guides are provided as a guarantee for their safety along the route.

With the present understanding that exists between Matapwiri and the various Chiefs on this road, it is practically necessary for caravans conveying ivory to Lunas to be accompanied by some men from Matapwiri's town. This does not exempt the caravans from being taxed at the different villages and towns *en route*, but simply assures their progress not being stopped.

Thus Matapwiri plays into the hands of other Chiefs, whilst he secures for himself a steady and lucrative business.

But not only are guides provided by Matapwiri, but both at his town and at that of Chief Manje there are markets for the sale of women, who are readily bought by Chiefs and others belonging to passing caravans. These women are taken to Lunas as the wives of the purchasers, and on the return journey, as their services may be dispensed with, are disposed of at the different villages and towns. I am informed, on very good native authority, that women are frequently sold to Matapwiri by Chiefs in the various districts between Blantyre and Milanje, and that numbers are kidnapped in order to supply the demand of this market.

With regard to the Traffic in Slaves that was commonly reported to take place at Lunas, it would appear, by native reports, that during the past year the trade has almost died out, and that caravans proceeding to Quilimane now only take, with the exception of the so-called wives, sufficient numbers to carry back the goods that may be purchased. This may probably be owing to the vigilance of the Portuguese authorities, who, I am informed, have stationed an official at Lunas; but I am also inclined to believe that the near proximity of Her Majesty's Consulate to the main caravan routes has had great influence in this direction.

From Kukanda's I proceeded to Mount Macheмба, and visited Niserere, the Chief of the Anguru tribe. He received me in a most friendly and hospitable manner.

This Chief lives far up the rocky slope of the mountain, having fled there during the attack of the Angoni in 1884. I told him of my visit to the Angoni King and of the promises he had given, and tried to induce him to again return to the more productive soil of the plains. He spoke of his son as having established his village at the foot of the mountain, and that he was cultivating the plains.

He expressed his great desire to live on friendly terms with the English, and begged me to accept his gratitude for having induced the Angoni King to discontinue raids in the direction of his country.

From Machemba I continued my journey in an easterly direction towards Mount Mauze, and, crossing the lower slope of the mountain, reached the village of Mkwazu, near the western shores of Lake Limbi.

On my arrival I found the Chief and his leading Headmen had moved to another village, thinking my caravan was a body of Angoni come to attack the place, and it was not until the following day that my interpreter was able to reassure him, and induce him to come to my camp. He was very nervous at first, but gradually understood that my visit was one of friendship.

Lake Limbi is a long narrow sheet of water, having an outlet flowing into the southern end of Lake Shirwa. Its position has not as yet been marked on any of the maps of Central Africa, but I understand from Mr. Last that he fixed it during his journey to the Namuli hills last August. The lake abounds with wild fowl and birds of various descriptions, and is the abode of numbers of hippopotami. The water is muddy, and scarcely fit for drinking purposes. The only other water in the neighbourhood is a discoloured, thickish liquid, obtained from pools dug in the clayey soil.

From Lake Limbi I proceeded to the Makua range of hills, which flank the south end of Lake Shirwa. The route lay across a wide, swampy plain, which affords no shelter from the heat of the sun.

There are no important Chiefs residing on the Makua range, and the villages are poor and dirty. From Makuani, where I halted for the night, I travelled westward along the base of the hills, and then skirted the western shores of Lake Shirwa, intending to visit the different minor Chiefs in that neighbourhood. The heavy rains that set in, and the floods that were gradually increasing, ultimately compelled me to abandon my intention and return to Zomba, where I arrived on the 23rd December last.

I have, &c.
(Signed) A. G. S. HAWES.

No. 7.

Consul Hawes to the Marquis of Salisbury.—(Received June 14.)

(Extract.)

Zomba, March 26, 1887.

I HAVE the honour to report to your Lordship that I have arranged to start on the 28th instant on a visit to Chief Makanjila, with the view of gaining some information respecting the Treaties said to have been made by Lieutenant Cardozo in the territory of that Chief.

I propose to travel overland to Mpimbi, on the River Shire, where the steamer "Ilala" will be in readiness to take me on to my destination, and then proceed on her passage to Bandawe.

I take this opportunity of reporting to your Lordship that the Manager of the African Lakes Company has done everything to facilitate my movements, by allowing the steamer to stop at Mpimbi for me on the way up, and to call for me at Makanjila's on her return journey from Bandawe. The port of Makanjila is off the regular route of the steamer.

I have thanked Mr. Moir, and have informed him that I will communicate to your Lordship the ready assistance he has given. I have engaged the services of Mr. J. Buchanan as interpreter for the journey.

No. 8.

Consul Hawes to the Marquis of Salisbury.—(Received June 14.)

My Lord,

Livingstonia, April 8, 1887.

I HAVE the honour to report that I visited Chief Makanjila on the 2nd instant, and was received by him in a courteous manner, though, at the same time, without any great expression of cordiality.

He appeared to be entirely guided by his Arab Councillors, who evidently have complete control in their hands.

The preliminaries of the visit having been arranged, I was received on landing by the Chief and a numerous staff of natives and Arabs, and after a short conversation was conducted to a house set apart for my use.

I was accompanied by Mr. J. Buchanan, of Zomba, who acted as interpreter.

The accommodation placed at my disposal was very inferior. I decided, however, to accept it rather than pitch my tents, which might by the Arabs have been construed into an act of discourtesy.

On the following morning the Chief paid me an official visit. He was accompanied by his brother-in-law, his Arab Councillors, and a numerous native staff.

I explained to him that the primary object of my visit was to endeavour to open up friendly relations between him and Her Majesty's Government, at the same time I pointed out to him the views which England held with regard to slavery.

In doing this, however, I was careful to assure him that it was not the intention of Her Majesty's Government to use force to abolish slavery in Central Africa at present, although, in combination with Portugal and the Sultan of Zanzibar, England had resorted to that means to suppress the Slave Trade on the coast.

I explained to him that Her Majesty's Government hoped by means of friendly intercourse and by advice, for which purpose a Consul had been appointed to these territories, to induce the native Rulers to abolish Traffic in Slaves and to substitute a lawful means of trade, and I trusted that he would ultimately give his support to these views by prohibiting slavery within his territory, and thus secure for himself the support and interest of England.

In accordance with the usual custom, I gave the Chief a present as a proof of my desire to be friendly.

After a short pause the Head Councillor said that the Chief would return to his home to consider over what I had said, and would come back to give his reply. I however persuaded him to remain for a short time longer, and at once broached the subject of the Treaties said to have been made by Lieutenant Cardozo with Kwirazia, who, I stated to the Chief, was reported to be one of his Headmen.

In reply, the Head Councillor gave the following information:—

Kwirazia is not a Masaninga—that is, he does not belong to Makanjila's tribe. He is a Machinga, who came some years ago to the late Chief, begging to be allowed to reside in his territory. He possesses no land on the shores of the lake, nor had he power or authority to make Treaties of any kind whatever with the Portuguese Cardozo. He is now leaving for Mount Masungulu, in the interior, where it may be possible for him to establish himself as an independent Chief.

No acknowledgment nor denial of a Treaty having been made by Kwirazia with Cardozo was given to me, but the Chief himself repeated the statement of his Councillor, that Kwirazia had no land on the shores of the lake to give away, nor had he authority or power to make a Treaty, which showed a strong desire on his part to impress that point clearly on my mind.

I informed the Chief that the reports of the Treaty said to have been acquired by Lieutenant Cardozo were made public in Europe, and I should therefore report to Her Majesty's Government what he had said.

He expressed a wish that I should do so, and at the same time informed me that he had not met the Portuguese Cardozo.

Reports had already reached me whilst I was at Livingstonia *en route* to Makanjila's, that Cardozo had not visited the Chief; that Kwirazia had been threatened with punishment for allowing him to leave the country before going to the capital, and on that account he (Kwirazia) had left his village, and had gone into the territory of Chief Mtarika. I was not therefore surprised to hear from Makanjila that Kwirazia was leaving his country, although no reason was given for his doing so.

The version, however, that Kwirazia belongs to the Machinga tribe, and is not a Masaninga, differs considerably from a report that has reached me from another source, which ascribes him to be a son of the late Chief's predecessor, and further hints at the possibility of his disputing the right of succession of the present Ruler.

Under these circumstances, I have decided to go to the village of Kwirazia, to make further inquiries on the return of the steamer "Ilala" from Bandawe.

Before leaving Makanjila's I was invited to the residence of the Chief, where the subject of our morning interview was reopened.

It was very evident that the influence of the Arabs had not tended to promote a cordial feeling.

No reply was given to my offer of friendship, and it was not until I pressed the Chief to state what message he wished me to convey to Her Majesty's Government that the following answer was given by his Councillor :—

“The Chief does not see his way to giving up slavery, and confining himself to what you call ‘lawful trade;’ and on this account he is unable to accept unreservedly the friendship of England.”

I made it clear to him that Her Majesty's Government in no way begged his friendship, and that if he did not desire to establish friendly relations, and wished me to communicate a reply of that nature, I would do so. In very decisive language his Councillors begged me not to send a reply of that tenour, as the desire of the Chief was to be friendly with England; but on account of the views we held regarding slavery he could [not] unreservedly accept my offer.

I was then asked to accept a couple of goats as a mark of friendship, and shortly afterwards I took my leave.

I have, &c.
(Signed) A. G. S. HAWES.

No. 9.

Consul Hawes to the Marquis of Salisbury.—(Received June 14.)

My Lord,

Livingstonia, April 14, 1887.

I HAVE the honour to report that, owing to heavy gales on the lake, the steam-ship “Ilala” did not arrive here from Bandawe till yesterday afternoon, being six days overdue.

It was still blowing fresh this morning, but an attempt was made to cross to the eastern shores to the village of Kwirazia.

After steaming for a short distance against a strong head sea the officer in charge of the vessel considered it unsafe to proceed, and returned, therefore, to Livingstonia.

This evening the steamer belonging to the Universities' Mission came into port, and Mr. Johnston, the head missionary on board, most kindly offered to place the ship at my disposal, to take me across the lake to Kwirazia, thence down the river to Matope.

As it is unlikely the “Ilala” will be able to proceed if the wind continues from its present direction, and as the officer in charge is anxious to go on to Matope without further delay, I have decided to avail myself of the courteous offer made by Mr. Johnston, and shall leave to-morrow morning for Kwirazia.

The mails up to this date will be taken to Matope by the “Ilala.”

I have, &c.
(Signed) A. G. S. HAWES.

No. 10.

Consul Hawes to the Marquis of Salisbury.—(Received June 14.)

(Extract.)

Zomba, April 22, 1887.

WITH reference to my despatch of the 14th instant, I have the honour to report to your Lordship that I reached the village of Kwirazia on the afternoon of the 15th instant, and found that the Chief and most of his people had left the place and gone into the interior; the village was practically destroyed, and the inhabitants who remained intended to take their departure as soon as the crops were reaped.

The reasons alleged for deserting the place varied. To the messengers I sent on shore before landing myself, it was stated that Makanjila and Kwirazia were on bad terms, and the latter had on that account left.

The only answer I could elicit, however, on making personal inquiries, was that the soil was too poor for further cultivation. Kwirazia had, therefore, gone into the interior to establish his village and gardens at Mwiripa, near Mount Masungulu, some 30 miles distant from the coast, outside the boundary of Makanjila's territory.

From the good state of repair of the Chief's late residence, and from the new

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appearance of some of the houses that still remained standing, I am inclined to conclude that Kwirazia was compelled by threat or force to leave the place.

All the natives present acknowledged that Makanjila was the Chief, that the land was his, and that Kwirazia had been subject to him.

I asked if Kwirazia had declared himself to be a vassal of Portugal, and if the Portuguese flag had been formally hoisted and saluted by the Chief or by the people, and was answered by shouts of denial on all sides.

I then informed the Headmen of the Treaty said to have been secured by Cardozo, which caused indignant exclamations from the people.

I was then pressed, in the most enthusiastic manner, to stay until messengers could go to Kwirazia and return with the letter and flag, both of which he would gladly part with for a little calico. I, however, explained that it was impossible for me to wait, but asked the Headman to report my visit to Kwirazia, and to tell him of the information I had given respecting the Cardozo Treaties.

On the following morning the steamer proceeded on her way to Matope. I visited Chief Mponda on route to request his interference and assistance to check thieving raids that are being made on the Mission station at Livingstonia. He promised to take immediate steps in the matter.

From Matope I proceeded by a direct cut across country to the foot of the Zomba range, and reached here on the afternoon of the 21st instant.

I take this opportunity of reporting to your Lordship the extreme courtesy and hospitality shown to me and my party by the Rev. C. Johnston and the other members of the Universities' Mission on board the steamer.

I could not induce Mr. Johnston to let me make any remuneration for the services rendered by placing the steamer at my disposal.

No. 11.

Foreign Office to Consul Hawes.

Sir,

Foreign Office, June 27, 1887.

I AM directed by the Marquis of Salisbury to state to you that his Lordship approves the language held by you to the Chief Makanjila, as reported in your despatch of the 8th April last.

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

No. 12.

Consul Hawes to the Marquis of Salisbury.—(Received August 1.)

My Lord,

Zomba, April 25, 1887.

I HAVE the honour to inform your Lordship that since my return from Lake Nyassa reports have reached me of serious raids being made in this district by men belonging to Kawinga, a Chief who resides at the north end of Lake Shirwa, but who as yet has refused to receive foreigners.

The undoubted object of these raids is to secure people for the slave market, it being reported that a party of slave dealers is now at Kawinga's collecting together a caravan.

I regret to say that some men belonging to one of the Chiefs in this neighbourhood have been killed in these attacks, and matters are in an extremely unsettled condition in consequence.

I have, &c.
(Signed) A. G. S. HAWES.

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No. 13.

Foreign Office to Consul Hawes.

Sir,

Foreign Office, August 9, 1887.

WITH reference to your despatch of the 25th April, with regard to the kidnapping and murderous raids made in the district of Zomba by men belonging to Kawinga, a Chief residing at the north end of Lake Shirwa, I am directed by the Marquis of Salisbury to observe that his Lordship has every confidence in your tact and general management of the natives in your district, and relies upon you to keep clear of any unnecessary complications in your dealings with them.

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

No. 14.

Consul Hawes to the Marquis of Salisbury.—(Received September 8.)

My Lord,

Zomba, June 27, 1887.

I HAVE the honour to inform your Lordship that a considerable Traffic in Slaves has lately been carried on in the Bisa country, inland to the west of Lake Nyassa, by a caravan sent from Mount Milanje by Chief Matapwiri.

This caravan started in the early part of last March, and, avoiding Mount Zomba, proceeded to Chikala, where it stayed for some days at the village of Chief Kawinga.

Matapwiri's son was said to be in command of the expedition, and his object in going to the lake was to purchase ivory.

Whilst at Chief Mponda's last April I heard that the caravan had been there, and had proceeded to Makanjila's, whence it intended to cross to the western side of the lake.

It had followed the usual caravan route from Kawinga's through the territory of Chief Liwonde.

During the early part of this month it returned, and reports reached me that a large gang of slaves had been brought back.

Shortly afterwards six slaves, viz., a woman and her child, and four girls, were said to be in the village of Chief Malowa, who occupies the slope of Mount Zomba, almost immediately above the boundary of the Consular inclosure. It was stated they were purchased by men who had accompanied Matapwiri's caravan.

Having assured myself that this really was the case, I visited the Chief and asked if the report were true.

At first he assumed an insolent manner, and wanted to know what I could do if he chose to spend his calico in buying slaves. I warned him that the matter would be referred to Chief Malemia and the Sub-Chiefs of the district, and, further, that although it was not the desire of Her Majesty's Government to use force to put down slavery in Central Africa, a defiant continuance of the Traffic might necessitate that course being adopted.

It was some time before I could draw from him anything beyond a denial of the report. He ultimately acknowledged that six slaves had been purchased by his brother, but he had nothing to do with the matter; and, to test the truth of his words, he offered to drink the poisoned cup ("mwavi"). This, of course, I would not permit.

Two days later he came to the Consulate, accompanied by Chief Kalimbuka, from whom I learnt the following particulars:—

The brother of Chief Malowa had up to the present resided at Milanje, under Chief Manje. He accompanied Matapwiri's caravan to the Bisa country. The expedition met with great difficulties on account of scarcity of food, and their goods were so greatly reduced owing to the high prices of provisions that very little ivory was bought. A large number of slaves were, however, purchased, and Malowa's brother brought back six on his own account. The price of a slave in the Bisa territory varies from 1 fathom to 10 fathoms of calico, the value of the fathom to an Arab dealer being about 7*d.*

The Bisa country lies to the east of Lake Bangweolo.

On the return of the caravan to Milanje, Malowa's brother had some difficulties

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with Chief Manje, which caused him to leave Matapwiri and come to Zomba with his slaves, where he intends to establish a village over which he proposes to rule.

The slaves are to be married to men of his own tribe.

It is difficult to deal with a question of this kind, for the system of domestic slavery is deeply rooted throughout the whole of this portion of Central Africa. In many cases the slaves are well treated, and almost in every respect placed on the same footing as the free subjects of the Chief. On the other hand, there is the cruel separation from their relatives and tribe, and the fact that in many cases slaves are merely purchased to be sold afterwards when a favourable opportunity offers.

In the case of the six slaves brought to Zomba, I shall use every endeavour to obtain from their owner a promise that he will not sell them; but the unfortunate victims at Matapwiri's will, I fear, fall into the hands of the Arab dealers to repay the losses the caravan suffered, though Malowa assures me that they were purchased with the sole object of strengthening Matapwiri's villages.

I have not been able to ascertain the number of slaves that were bought, but all reports agree in representing the gang to be a very large one.

I have, &c.

(Signed) A. G. S. HAWES.

No. 15.

Consul Hawes to the Marquis of Salisbury.—(Received September 8.)

(Extract.)

Zomba, July 9, 1887.

I REGRET to report that another raid has just been made by Chief Kawinga, in which a party of natives from Mount Kiladzu, who had gone to Lake Shirwa to buy fish, were attacked. Ten of the natives were captured and two were killed.

July 11, 1887.

I have just received information of a large caravan of slaves having started from Chief Kawinga's for Ngando, near the coast, inland from Kilwa.

It is stated that none of the slaves purchased by Matapwiri from the Bisa country, reported in my despatch of the 27th June, 1887, accompany this caravan.

I shall communicate with Her Majesty's Consul-General at Zanzibar, to enable him, if necessary, to have a watch kept for the arrival of the caravan.

From what I learn from native sources, it appears that caravans from Chief Kawinga's proceeding to the coast usually go viâ Lake Chinta to Chief Mtarika's, and then strike across to Mwalija's in the Meto country, which would apparently bring them to the coast near the port of Wito.

Occasionally they go viâ the valley of the River Lugenda if proceeding in the direction of Lindi or Kilwa.

These routes would doubtless also be followed by caravans from Matapwiri's unless going in the direction of Quilimane.

No. 16.

Foreign Office to Consul Hawes.

(Extract.)

Foreign Office, October 22, 1887.

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your despatch bringing the unfriendly attitude of Chief Matapwiri towards yourself and the British settlers generally to his Lordship's notice.

In reply, I am to state to you that Lord Salisbury fully appreciates the difficulties which surround you. Though your power of restraining lawlessness and of checking slave raids is limited to moral influence, which is, in this case at least, ineffectual, you are yet rendering valuable service by ascertaining the truth as to the direction and origin of these raids, and as to the dispositions of the Chiefs. Your endeavours should still be directed towards assisting the efforts of the white men settled in the Nyassa districts to ameliorate the condition of the natives by gradually extending civilizing influences, but you must remember that you cannot count on material support, inasmuch as Great Britain cannot employ force in interior regions to which she has no access.

Consul Hawes to the Marquis of Salisbury.—(Received October 24.)

My Lord,

Zomba, August 22, 1887.

REFERRING to the inclosure contained in your Lordship's despatch of the 22nd April, 1887, in which the Foreign Mission Committee of the Church of Scotland seem to imply that my despatch of the 11th December last might convey to your Lordship an idea that there existed in the minds of the principal Chiefs around Blantyre a bad feeling towards the Mission and the members of the staff, I have the honour to state that no such impression was intended to be conveyed by me. On the contrary, as far as I am aware, the few minor Chiefs who own the districts around Blantyre bear a friendly feeling towards the missionaries at that station.

With regard to the proposed steps to bring about a reconciliation with Chief Chukumbu, and to establish a Mission station at Milanje, I have the honour to report that Mr. McClelland has lately arrived at Blantyre from home, and that he and Mr. Scott intend shortly to visit Milanje for that purpose.

I have, &c.
(Signed) A. G. S. HAWES.

Consul Hawes to the Marquis of Salisbury.—(Received October 24.)

My Lord,

Zomba, August 27, 1887.

I HAVE the honour to inform your Lordship that I propose to visit the Chiefs of the Makangwara tribe occupying the territories lying to the north-east of Lake Nyassa, and shall start on my journey during the early part of next month. I propose to take men from the Makololo tribe to form my caravan. My present intention is to travel overland and to visit, if possible, Queen Kabutu, whose country lies to the east of Lake Pamalombwe and the upper end of the River Shire, thence by Mataka's (Mwembe) to Chitesi and the head-quarters of the Universities' Mission on the Island of Likomo. I shall then proceed direct to the Makangwara Chiefs.

I shall endeavour to return by the steamer of the Universities' Mission, and, if possible, visit the Free Church Mission station at Bandawe.

The journey will probably occupy from two to three months. A visit to the Makangwara will, I feel confident, be productive of good, and will further the interests of the Universities' Mission. I trust I may be successful in establishing a friendship with the important Chiefs of the tribe, though hitherto only one of them has, I believe, consented to receive Europeans.

I have, &c.
(Signed) A. G. S. HAWES.

Foreign Office to Church of Scotland Foreign Missions Committee.

Sir,

Foreign Office, October 31, 1887.

WITH reference to your letter of the 14th April last, I am directed by the Marquis of Salisbury to inform you that a despatch has been received from Mr. Hawes, Her Majesty's Consul at Nyassa, stating that in his despatch of the 11th December last, a copy of which was forwarded to your Committee on the 11th March last, he had no intention to convey the impression that there existed in the minds of the principal Chiefs around Blantyre a bad feeling towards the Mission and the members of the Staff; that, on the contrary, as far as he was aware, the few minor Chiefs who own the districts around Blantyre entertain a friendly feeling towards the missionaries at that station.

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

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No. 20.

Consul Hawes to the Marquis of Salisbury.—(Received November 2.)

My Lord,

Zomba, September 6, 1887.

I REGRET to have to report to your Lordship that an audacious attempt to seize and carry off a party of women employed by Mr. Buchanan on work for Her Majesty's Consulate was made yesterday by some men belonging to Chief Kawinga. The women were engaged cutting grass for roofing on the ground adjoining Mr. Buchanan's estate in close proximity to the Consulate.

They effected their escape; their shrieks and cries, that they belonged to the English, aroused the neighbourhood, and caused the kidnappers to disappear.

These continued raids have given serious alarm, and have now rendered it necessary to send armed men with working parties employed at any distance away.

A continuance of these raids will, I fear, be extremely detrimental to European enterprise in this district; especially will it be felt in the extension of coffee culture, as it will almost be impossible to find workers who will go to plantations at any distance away from villages.

This morning I received information of the arrival at Chief Kawinga's of a party of coast men, who, it is said, have brought a large supply of calico, for the purpose of purchasing slaves. This would doubtless account for kidnapping parties being again in this neighbourhood.

The Rev. A. Hetherwick, who has recently returned from Lake Amaramba, informs me that on his journey he met a large caravan from the east of Shirwa going to Angoin Land to buy slaves; also another caravan from Chief Kawinga's going to Manwa in the Lomwe country for the same purpose.

From the brisk Traffic in Slaves that has for the past few months been carried on by caravans from the coast, it would almost seem that some fresh impetus from that direction has been given to the trade.

It is difficult to find out the destinations of these caravans, but the fact of Kawinga's caravans going to the Lomwe country to purchase slaves to sell in his market shows that the coast in the direction of Mozambique is not the point aimed at, and the report given in my despatch of the 25th February last respecting the discontinuance of the trade at Lanas, near Quilimane, is, to a great extent, supported by the fact that two large caravans conveying ivory, but no slaves, have recently passed Zomba *en route* to Quilimane. This also bears out the result of the inquiries made by Consul O'Neill.

I shall endeavour on my intended journey to Makangwara to find out some information respecting the routes taken by the caravans that have lately left Kawinga's for the coast.

I have, &c.
(Signed) A. G. S. HAWES.

No. 21.

*Mr. Maclagan to the Marquis of Salisbury.—(Received November 24.)**Church of Scotland Foreign Missions,*

My Lord,

6, North St. David Street, Edinburgh, November 23, 1887.

I AM instructed by the Committee to acknowledge receipt of your Lordship's letter of the 31st October, informing me that Mr. Hawes, Her Majesty's Consul at Nyassa, had stated that in his despatch of the 11th December last he had no intention to convey the impression that there existed in the minds of the principal Chiefs around Blantyre a bad feeling towards the Mission and the members of the Staff. The Committee are glad to learn that, so far as Mr. Hawes is aware, the Chiefs around Blantyre entertain a friendly feeling towards the missionaries at that station.

In my letter of the 14th April last I said—"The Committee have not heard from Mr. Hetherwick why the slaves of the Chief Chickumbu were not discharged from the Mission, as it appears he had intended. Possibly the state of his health, which has for some months been far from satisfactory, may have prevented him carrying out what he knew would be a difficult work, attended with much anxiety as to the result."

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I have to express my extreme regret that I had overlooked the fact of the Committee having in March 1886 instructed Mr. Hetherwick to "leave the matter to be settled after Mr. Scott's return to Blantyre."

Mr. Hetherwick is naturally desirous that I should explain this to your Lordship, to show that he is not responsible for the delay.

The Committee have learned that in the beginning of September the Rev. Mr. Scott had gone to Melanje to meet Chief Chickumbu with a view to the settlement of the question, but they have not yet heard the result of the meeting.

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

No. 22.

Consul Hawes to the Marquis of Salisbury.—(Received November 29.)

(Extract.)

Zomba, September 22, 1887.

I HAVE ascertained a few particulars in connection with Mr. Scott's journey, from which it appears that he, accompanied by a large party of natives, and by one of the Europeans belonging to the Mission station at Blantyre, went direct to the village of Chief Nkanda, at the base of Milanje, from which place messengers were sent to Chief Chukumbu, requesting an interview. Chukumbu declined to receive Mr. Scott, and threatened to kill him if he came to his village. He sent messengers to demand back his slaves, and it was stated these men refused to accept any other terms.

I greatly fear that at present a settlement with Chukumbu cannot be effected unless his demand be unconditionally agreed to, which would practically mean the refugees being removed from the Blantyre Mission station by force, and delivered over to their former owner—a course that the missionaries themselves could not undertake, nor one that they would permit Chukumbu to carry into effect.

The attitude of Chief Chukumbu renders it dangerous for Englishmen to venture in that locality unless strongly guarded: the direct overland route from Blantyre to Quilimane, which passes near his village, is unsafe for Europeans, and any desire to open up trade with Chiefs in that district must for the present be suspended. A Mission station also would be greatly endangered. It is, however, very unlikely that a footing could be established, for I am inclined to believe, from reports that have reached me, that the Chiefs in that part of Milanje would dread a connection with the Blantyre Mission as long as the Chukumbu difficulty remains unsettled.

No. 23.

Consul Hawes to the Marquis of Salisbury.—(Received November 29.)

My Lord,

Zomba, October 3, 1887.

WITH reference to my despatch to your Lordship of the 22nd September, 1887, I have the honour to report that I have since received a letter from the Reverend D. C. Scott, informing me that a deputation from Chief Chukumbu visited Blantyre to express the Chief's desire to be friendly, and wish that Mr. Scott should return to Milanje and establish a Mission station at his village.

Whilst congratulating Mr. Scott on the friendly overtures thus made, I mentioned that, although he may have no reason to suspect treachery, and from the fact of Chukumbu's sons being in the deputation probably no treachery is intended, still I considered it very advisable that he should be on his guard.

Mr. Scott proposes to go to Chukumbu's immediately, and I believe Mr. McClelland, who has lately come out for mission work in that district, will accompany him.

From the tact and energy which Mr. Scott displays in dealing with natives, there is every reason to believe that his endeavours to settle the difficulty will be successful.

I have, &c.
(Signed) A. G. S. HAWES.

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No. 24.

Foreign Office to Consul Hawes.

Sir, *Foreign Office, November 30, 1887.*
 WITH reference to your despatch of the 22nd August last relative to the relations between the Chiefs around Blantyre and the missionaries at that station, I am directed by the Marquis of Salisbury to transmit herewith, for your information, copy of a letter addressed to the Church of Scotland Foreign Mission,* in which a copy of your despatch was communicated to them, and also copy of their reply.†

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

No. 25.

Consul Hawes to the Marquis of Salisbury.—(Received December 19.)

My Lord, *Domasi, Mount Zomba, October 5, 1887.*
 WITH reference to my despatch of the 27th August, 1887, I have the honour to report that I started on my journey to the Makangwara yesterday, and propose to visit Chief Malemia to-day, from whom I expect to obtain guides to take me to Chief Mtakas and Queen Kabutu in the Mangoche country.

Owing to the difficulty in getting men in this district to complete my caravan I was again obliged to apply to Chief Kasisi for additional carriers, who were readily furnished, but after finally fixing the day for my start, I was again delayed owing to the want of an interpreter, the man who was employed at the Consulate refusing to go on the journey, and finally leaving my service. Mr. Scott of Blantyre has, however, kindly sent me one of his interpreters, and I hope now to proceed without any further delay, though the season is so far advanced that it is doubtful whether I shall be able to visit the whole of the Makangwara Chiefs.

The route I propose to take traverses country that has been very little visited by Europeans, and a considerable portion of the way will practically lie through new country.

This, in combination with the caution that is advisable in visiting the Makangwara tribe, necessitates my having a stronger caravan than usual, and the expenses thereby are considerably increased.

But from the opportunity that presents itself of visiting Chief Mkata and Queen Kabutu, and thus opening up friendly relations with native Rulers who as yet have not received foreigners, and further, that my visit to the Makangwara tribe may prove of much benefit to the Europeans who have established themselves on the eastern shores of Lake Nyassa, I trust that your Lordship will approve of my exceeding the allowance granted for travelling should I find it necessary for the expenses of the journey to do so.

I have, &c.
 (Signed) A. G. S. HAWES

* No. 19.

† No. 21.

AFRICA (EAST COAST) AND ARABIA.

No. 26.

Acting Consul-General Holmwood to the Earl of Iddesleigh.—(Received January 17, 1887.)

My Lord,

Zanzibar, December 5, 1886.

I HAVE the honour to forward herewith Admiralty Decree in Case No. 16 of this year, releasing from arrest a dhow with three slaves taken by Her Majesty's ship "Reindeer," and proceeded against in the Consular Court as engaged in the Slave Trade.

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

Inclosure in No. 26.

Case No. 16 of 1886.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel named "Fatel Kheir," sailing under no colours and having no papers, and whereof Usuf-bin-Alawi is owner, and Juma master, her tackle, apparel, and furniture, also against two male and one female slaves, seized as liable to forfeiture by Henry B. Lang, Esq., a Commander in the Royal Navy, commanding Her Majesty's ship "Reindeer." Before W. B. Cracknall, Esq., Her Majesty's Vice-Consul at Zanzibar, on the 26th October, 1886.

APPEARED personally Lieutenant D. St. A. Wake, R.N., of Her Majesty's ship "Reindeer," and produced his sworn declaration, setting out the circumstances under which the said native vessel "Fatel Kheir," whereof Usuf-bin-Alawi is owner, and Juma master, of the description and dimensions specified in the annexed certificate of admeasurement taken by the captors, was seized by him, together with two male and one female slaves, at the Island of Pemba, on the 14th October, 1886. I, the said Judge, having heard the evidence and examined witnesses on both sides, do pronounce that the seizers have failed in proof that the said vessel was engaged in the Slave Trade in contravention of Treaties existing between Great Britain and Zanzibar, and decree that she, along with the said three slaves, be restored to the owner intact, and condemn the seizers in cost of suit.

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, 1886.

(Signed) **W. B. CRACKNALL,**
Her Majesty's Vice-Consul and Judge.

Certificate of Admeasurement.

We, the undersigned officers of Her Majesty's ship "Reindeer," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule 2 of the 22nd section of "The Merchant Shipping Act, 1854," the dhow or native vessel called "Fatel Kheir," detained by boats of Her Majesty's ship "Reindeer" on the 14th day of October, 1886, 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	49
2. Main breadth to outside of plank	10
3. Girth of the 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

AFRICA (EAST COAST) AND ARABIA.

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	<i>Tonnage.</i>	No. of Tons.
1. Tonnage under tonnage deck		26·97
2. Closed-in spaces above the tonnage deck, if any, naming them poop or round-house, &c.		Nil.
Total No. of tons		26·97

Signed this 23rd day of October, 1886.

(Signed)

A. G. MUGGRIDGE, *Lieutenant.*D. ST. A. WAKE, *Lieutenant.*R. H. STADDON, *Gunner.*

Approved by me, this 23rd day of October, 1886.

(Signed)

H. B. LANG, *Commander,**Commanding H.M.S. "Reindeer."*

No. 27.

Acting Consul-General Holmwood to the Earl of Iddesleigh.—(Received January 17, 1887.)

My Lord,

Zanzibar, December 12, 1886.

I HAVE the honour to forward herewith Admiralty Decrees Nos. 15, 17, and 18 of 1886, the first condemning a vessel to Her Majesty's ship "Turquoise;" the second condemning a dhow and five slaves, and the latter a dhow with ten slaves, to Her Majesty's ship "Reindeer."

I have, &c.

(Signed)

FREDC. HOLMWOOD.

Inclosure 1 in No. 27.

Case No. 15 of 1886.

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 the owner is also unknown, her tackle, apparel, and furniture, seized as liable to forfeiture by R. Woodward, Esq., a Captain in the Royal Navy, in command of Her Majesty's ship "Turquoise." Before W. B. Cracknall, Esq., Her Majesty's Vice-Consul at Zanzibar, on the 19th day of October, 1886.

APPEARED personally Lieutenant Francis H. Pollen, R.N., of Her Majesty's ship "Turquoise," and produced his sworn declaration, setting out the circumstances under which the native vessel, name unknown, having no colours or papers, whereof the owner is also unknown, of the description and dimensions specified in the annexed certificate of admeasurement taken by the captors, was seized by him at the Island of Pemba on the 13th day of October, 1886. I, the said Judge, having heard the evidence produced by the captors, and in default of any person appearing for the defence, having found sufficient proof that the vessel at the time of her seizure was engaged in the illegal transport of slaves 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. I further declare that it has been proved to my satisfaction that the destruction of the vessel on the spot was inevitable.

In testimony whereof I have signed the present Decree and have caused my seal of office to be affixed thereto this 20th day of November, 1886.

(Signed)

W. B. CRACKNALL,

Her Majesty's Vice-Consul and Judge.

AFRICA (EAST COAST) AND ARABIA.

Certificate of Destruction.

I, the undersigned Francis H. Pollen, holding the rank of Lieutenant in Her Britannic Majesty's Navy, and of Her Majesty's ship "Turquoise," do hereby certify that on the 14th day of October, 1886, I directed a survey to be held on board the native vessel, name unknown, detained by me on the 13th day of October, 1886, on the ground that she was engaged in the Slave Trade, and that the surveying officers having reported to me that the vessel could not be saved, the said vessel was destroyed by my orders and in my presence.

Signed this 19th day of October, 1886.

(Signed)

F. H. POLLEN, *Lieutenant, R.N.*

Approved by me, this 11th day of November, 1886.

(Signed)

R. WOODWARD, *Captain,*
Commanding H.M.S. "Turquoise."

Certificate of Admeasurement.

We, the undersigned officers of Her Majesty's ship "Turquoise," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule 2 of the 22nd section of "The Merchant Shipping Act, 1854," the dhow or native vessel, name unknown, detained by Her Majesty's ship "Turquoise" on the 13th day of October, 1886, 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	87
2. Main breadth to outside of plank	13
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	28
4. Depth of hold	8

Tonnage.

	No. of Tons.
1. Tonnage under tonnage deck	26
2. Closed-in spaces above the tonnage deck, if any, naming them poop or round-house, &c.	Nil.
Total No. of tons	26

Signed this 19th day of October, 1886.

(Signed)

F. H. POLLEN, *Lieutenant.*

C. FARQUETT, *Second Captain of Forecastle.*

Approved by me, this 11th day of November, 1886.

(Signed)

R. WOODWARD, *Captain,*
Commanding H.M.S. "Turquoise."

Inclosure 2 in No. 27.

Case No. 17 of 1886.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel, name "Mkundoo," under Zanzibar colours and papers, owned by Salim-bin-Saif, and whereof Salim-bin-Hamed is master, her tackle, apparel, and furniture, and also against three male and two female slaves, seized as liable to forfeiture by H. B. Lang, Esq., a Commander in the Royal Navy, in command of Her Majesty's ship "Reindeer." Before W. B. Cracknall, Esq., Her Majesty's Vice-Consul at Zanzibar, on the 27th day of October, 1886.

APPEARED personally Lieutenant D. St. A. Wake, R.N., of Her Majesty's ship "Reindeer," and produced his sworn declaration, setting out the circumstances

under which the native vessel, name "Mkundoo," whereof Salim-bin-Saif is owner, and Salim-bin-Hamed master, of the description and dimensions specified in the annexed certificate of admeasurement, was seized by him at Pemba on the 19th day of October, 1886. I, the said Judge, having heard the evidence and examined witnesses on both sides, having found sufficient proof that the vessel had shortly previously landed a cargo of slaves in contravention of Treaties existing between Great Britain and Zanzibar, and it being fully proved that the above-mentioned slaves were part of her cargo, do adjudge the said vessel, her tackle, apparel, and furniture, and also the said five slaves, to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly.

In testimony whereof I have signed the present Decree and have caused my seal of office to be affixed thereto this 30th day of November, 1886.

(Signed) W. B. CRACKNALL,
Her Majesty's Vice-Consul and Judge.

Certificate of Admeasurement.

We, the undersigned officers of Her Majesty's ship "Reindeer," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule 2 of the 22nd section of "The Merchant Shipping Act, 1854," the dhow or native vessel called "Mkundoo," detained by Her Majesty's ship "Reindeer" on the 19th day of October, 1886, 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.	38½
2. Main breadth to outside of plank	9½
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	21

	Tonnage.	No. of Tons.
1. Tonnage under tonnage deck	15·22
2. Closed-in spaces above the tonnage deck, if any, naming them poop or round house, &c.	Nil
Total No. of tons	15·22

Signed this 23rd day of October, 1886.

(Signed)

A. G. MUGGRIDGE, *Lieutenant.*
D. ST. A. WAKE, *Lieutenant.*
R. H. STADDON, *Gunner.*

Approved by me, this 23rd day of October, 1886.

(Signed)

H. B. LANG, *Commander,*
Commanding H.M.S. "Reindeer."

Receipt for Slaves.

Received from Commander H. B. Lang, R.N., commanding Her Majesty's ship "Reindeer," three male and two female slaves condemned in Case No. 17 on the 30th November, 1886.

(Signed)

W. B. CRACKNALL,
Her Majesty's Vice-Consul.

Certificate of Destruction.

I hereby certify that the native vessel condemned in this Case as engaged in the Slave Trade has been broken up and the pieces sold in separate parts by public auction.

(Signed)

W. B. CRACKNALL,
Her Majesty's Vice-Consul.

Zanzibar, December 2, 1886.

AFRICA (EAST COAST) AND ARABIA.

Statement of Account.

Net proceeds of sale	£	s.	d.
Balance of costs paid by captors	1	11	2
Total Court costs credited to Government	11	9	10
	13	1	0

Inclosure 3 in No. 27.

*Case No. 18 of 1886.**Decree.*

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel, name "Mali," having no colours or papers, and whereof Mahomed-bin-Abdallah is owner, and Shaha Tombatu master, her tackle, apparel, and furniture, and also against four male and six female slaves, seized as liable to forfeiture by H. B. Lang, Esq., a Commander in the Royal Navy, in command of Her Majesty's ship "Reindeer." Before W. B. Cracknall, Esq., Her Majesty's Vice-Consul at Zanzibar, on the 30th day of November, 1886.

APPEARED personally Quartermaster William Sullivan, of Her Majesty's ship "Reindeer," and produced his sworn declaration, setting out the circumstances under which the native vessel, name "Mali," whereof Mahomed-bin-Abdallah is owner, and Shaha Tombatu master, of the description and dimensions specified in the annexed certificate of admeasurement, was seized by him, with four male and six female slaves, at Pemba, on the 1st November, 1886. I, the said Judge, having heard the evidence and examined witnesses produced by the captors, having found sufficient proof that the vessel at the time of her capture was engaged in the Slave Trade in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said vessel, her tackle, apparel, and furniture, and also the said ten slaves, to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly.

In testimony whereof I have signed the present Decree and have caused my seal of office to be affixed thereto this 30th day of November, 1886.

(Signed) W. B. CRACKNALL,
Her Majesty's Vice-Consul and Judge.

Certificate of Admeasurement.

We, the undersigned officers of Her Majesty's ship "Reindeer," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule 2 of the 22nd section of "The Merchant Shipping Act, 1854," the dhow or native vessel called "Mali," detained by boats of Her Majesty's ship "Reindeer" on the 1st day of November, 1886, 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	49
2. Main breadth to outside of plank	12
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	30

Tonnage.

	No. of Tons.
1. Tonnage under tonnage deck	36·7353
2. Closed-in spaces above the tonnage deck, if any, naming them poop or round-house, &c.	6·2400
Poop.—Length, 13 ft. 6 in.; breadth, 11 ft. 6 in.; height, 4 ft.	
Total No. of tons	42·9753

Signed this 29th day of November, 1886.

(Signed) T. H. MARTYN JERRAM, *Lieutenant.*
HARRY M. MURPHY, *Lieutenant.*
A. G. MUGGRIDGE, *Lieutenant.*

Approved by me, this 26th day of November, 1886.

(Signed) H. B. LANG, *Commander,*
Commanding H.M.S. "Reindeer."

Receipt for Slaves.

Received from Commander H. B. Lang, R.N., commanding Her Majesty's ship "Reindeer," four male and six female slaves condemned in Case No. 18 on the 30th November, 1886.

(Signed) W. B. CRACKNALL,
Her Majesty's Vice-Consul, Zanzibar.

Certificate of Destruction.

I hereby certify that the native vessel condemned in this Case as engaged in the Slave Trade has been broken up and the pieces sold in separate parts by public auction.

(Signed) W. B. CRACKNALL,
Her Majesty's Vice-Consul.

Zanzibar, December 2, 1886.

STATEMENT of Account.

	£	s.	d.
Net proceeds of sale .. .. .	..	3	4 2
Balance of costs paid by captors .. .. .	..	5	14 4
Total Court costs credited to Government .. .. .	..	8	18 6

No. 28.

Acting Consul-General Holmwood to the Earl of Iddesleigh—(Received January 17, 1887.)

My Lord,

Zanzibar, December 14, 1886.

I HAVE the honour to inclose copies of correspondence which passed between this Agency and the Sultan relative to the sale of a slave-woman whose child was retained by her master despite of her earnest entreaties not to be separated from him.

In complaining of this action, I suggested to His Highness that such an inhuman practice was clearly out of harmony with the spirit of the Berlin Act, to which he had recently adhered.

His Highness, acquiescing in this view, freed both the mother and her child, at the same time issuing a public notification, translation of which is inclosed, making such sales illegal.

I feel that, under the circumstances in which the Sultan is at present situated, any support your Lordship affords His Highness in this his first step in conformity with the provisions of the Berlin Act will greatly assist in obtaining further satisfactory results from His Highness' adhesion.

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

Inclosure 1 in No. 28.

Acting Consul-General Holmwood to the Sultan of Zanzibar.

(Translation.)

(After compliments.)

December 12, 1886.

I SEND to your Highness a slave-woman named Bahati, who is being privately sold apart from her child, who is retained in the house of the owner.

The forcible separation of parent and child is, I would respectfully suggest, a practice that your Highness should now suppress, for it is clearly out of harmony with the spirit of Article VI of the Berlin General Act, to which your Highness has recently accorded your adhesion.

(Signed) FREDC. HOLMWOOD.

AFRICA (EAST COAST) AND ARABIA.

Inclosure 2 in No. 28.

The Sultan of Zanzibar to Acting Consul-General Holmwood.

(Translation.)

(After compliments.)

Zanzibar, 16 Rabei-al-Awal (October 13, 1886).

WE have received your honoured letter, and what you complained of regarding the slave-woman you sent, namely, that one of our subjects was selling her apart from her child we understood, and we agree with you that this is not according to the VIth Article of the Congo Treaty, whereby we have bound ourselves to watch over and care for the moral and material well-being of our native subjects.

We have therefore freed this woman and her son, and have published to all our subjects a notification making illegal the separation of mother and father and their children. Be this known to you.

 Inclosure 3 in No. 28.
Proclamation.

(Translation.)

BE it known that from henceforth all sale of slaves which may cause the separation of husband and wife or of parent from child is forbidden, and should any of our subjects attempt to infringe the law, their slaves will be forfeited and freed.

(Signed) BARGHASH-BIN-SAEED.

 No. 29.
India Office to Foreign Office.—(Received January 21.)

THE Under-Secretary of State for India presents his compliments to the Under-Secretary of State for Foreign Affairs, and, by direction of Viscount Cross, forwards herewith, for the information of the Marquis of Salisbury, copy of correspondence on the subject of the Slave Trade off the north-east coast of Arabia.

India Office, January 20, 1887.

 Inclosure 1 in No. 29.
*Lieutenant-Colonel Miles to Mr. Durand.**Bushire, October 18, 1886.*

IN paragraph 3 of my letter dated the 16th June last, submitting a Report by Captain Atkinson, R.N., Her Majesty's ship "Reindeer," on the operations carried out under his orders for the suppression of the Slave Trade off the Arab coast up to the end of May, I proposed to defer offering any remarks until the receipt of the Report of Captain Rainier, R.N., the officer who succeeded as Senior Naval Officer, Persian Gulf Squadron, on the 2nd June.

2. At his last visit to Bushire Captain Rainier was good enough to hand me a copy of his Report, which is addressed to his Excellency the Naval Commander-in-chief, and is dated the 1st July, and I do myself the honour to submit a copy of the same herewith, for the information of his Excellency the Viceroy and Governor-General in Council.

3. Captain Rainier's vessel appears to have taken the largest share in the operations reviewed by him, and the experience he has gained has enabled him to make some valuable observations in the concluding portion of his Report. The information given in the two Reports is a useful addition to our stock of knowledge on the subject.

4. Taking these two Reports together, it appears that the spring operations against the slavers, in which four vessels, viz., the "Reindeer," "Woodlark," "Kingfisher," and "Sphinx," were engaged, commenced on the 25th April, and continued until the 18th June, with the result that one dhow with twenty-one slaves on board was captured by Her Majesty's ship "Woodlark" on the 16th June.

5. Her Majesty's ship "Reindeer," which took the southernmost position between Ras Saukireh and Maseereh Island, boarded eighty-one dhows, two of which had been boarded by one of Her Majesty's ships off East Africa. The "Kingfisher" boarded 143 dhows, 52 of which had been previously boarded, and the "Sphinx" boarded six. "Woodlark's" boardings are not stated.

6. It may, therefore, be assumed that about 200 dhows altogether were met by the cruisers, and it is a fact to be noted that the first dhow known to be from East Africa was boarded on the 7th May.

7. Captain Atkinson states that of the eighty-one dhows boarded by him, twenty-eight only came from the East Coast of Africa, and that fourteen of these were in ballast, having landed their cargoes at Maculla; and he adds the opinion that some of these dhows were very suspicious-looking craft, and may have landed cargoes of slaves to the westward of Ras Madraka.

8. Captain Rainier also mentions having boarded empty dhows from Zanzibar and other African ports, which reported to him, as they had done to the "Reindeer," that they had landed their cargoes at Maculla and Socotra, but he does not give the number.

9. The fact of so many Omani dhows returning from Zanzibar having been found empty is a remarkable circumstance to those acquainted with Arab traders; and when it is remembered that a cargo of slaves is usually packed at the bottom of a dhow on a level floor of sand or shingle ballast, it seems almost beyond doubt that the opinion expressed as to the character of these dhows by Captains Atkinson and Rainier is correct, and it is, I think, to be regretted that the ballast in them was not more closely examined, and the suspicious dhows brought into the Muscat Court for adjudication.

10. The probable explanation is that the slave-traders, bearing in mind that the Arab coast was unwatched by cruisers last spring (1885), determined to bring over their stocks this season (1886) in the hope that they would find it equally clear this year. They accordingly shipped their cargoes near Zanzibar, and started, but hearing rumours on the way up that the Christians' ships were waiting to intercept them, they decided to land their human freight and sell it for what it would fetch at Maculla or Shehr.

11. The discovery by Her Majesty's ship "Kingfisher" of an extensive and well-concealed creek available for dhows is a matter of some importance. The town called Sowaih Beni Bu Ali was well known, but the existence of the khor, which is described as being as large as Khor Hejarah (a lagoon several miles in circumference) was, I believe, entirely unsuspected before.

12. The survey of that part of the Arab coast in the vicinity of the island of Maseereh was the last segment of the peninsula undertaken by the Indian navy, and was executed under great difficulties. It was eventually carried out with the assistance of the Beni Boo Ali tribe, two of whom volunteered to act as pilots—a circumstance which gave great offence to the Jenebeh and other neighbouring tribes.

13. The Reports of Captains Atkinson and Rainier confirm me in the opinion that the chief season for the importation of slaves is the spring, that is, the months of April, May, and June.

14. From the remarks made by Captain Rainier in the 16th paragraph of his letter I infer that that officer is in favour of operations being carried on against the Slave Trade at the point of embarkation of the slaves, viz., on the Zanzibar coast, rather than on the importing, or Arab, coast.

15. The opinion of experienced naval officers is of much value, I think, on this point. It is to the efforts of the officers of Her Majesty's navy that the suppression of the Trade from 1874 to 1884 is almost exclusively due, and it is entirely on their efforts that Government will have to depend in future.

Inclosure 2 in No. 29.

Captain Rainier to Rear-Admiral Sir F. Richards.

Jask, July 1, 1886.

I HAVE the honour to report that the following arrangements were made by Commander George L. Atkinson, Her Majesty's ship "Reindeer," who was my predecessor as Senior Officer of this division till the 1st June.

2. Her Majesty's ship "Reindeer" left Muscat on the 25th April for Ras Madraka, taking a dhow in tow with 80 tons of coal to replenish from, but, owing to the heavy sea, had to leave her at Ras-al-Hadd, and cleared her on the 7th May. The "Reindeer" proceeded to Ras Madraka, where she formed a depôt, and left her cutter and steam-cutter, she herself cruising off the land, a system varied by an occasional trip to Maseereh Island to meet the "Kingfisher" with mails. She carried out till the 23rd May, when rollers set in, and made it unsafe for boats to remain there, and she in consequence withdrew them, and proceeded to Maseereh Island, making Ras-ye her head-quarters.

3. The total number of dhows boarded by the "Reindeer" and her boats was eighty-two, of which only two out of twenty-one from Africa had been boarded on that coast. Of these twenty-one dhows from Zanzibar and other African ports, nearly half were empty, and said they had landed cargo at Maculla, Socotra, and other places, which is no doubt true, but the cargo probably included slaves.

4. Her Majesty's ship "Reindeer" remained at Maseereh Island and its neighbourhood till the 28th May. When relieved by Her Majesty's ship "Sphinx" she went to Muscatto coal, and proceeded to Trincomalee.

Her Majesty's ship "Kingfisher" went to Ras-al-Hadd on the 27th April, and formed a depôt for her four boats at Khor Hajarah. Two boats watched Sur, and the others Ras-al-Hadd, and to the southward as far as they could fetch with safety. The ship commenced her cruising some 40 miles off Ras-al-Hadd, but as no dhows were seen, kept nearer to the shore off Ras Gomeleh, a part of the coast she watched more or less till the 6th June, except when visiting Muscat for coal and mails, and taking the latter to Her Majesty's ship "Reindeer," also one trip to Charbar. (There is a large town at Ras Gomeleh.)

6. The total number of dhows boarded by Her Majesty's ship "Kingfisher" and her boats was 143, of which 52 had been previously boarded by other ships or their boats, and those that were empty from Zanzibar and other African ports reported, as they did to the "Reindeer," that they had landed their cargoes at Maculla, Socotra, &c.

7. Her Majesty's ship "Sphinx," on the "Reindeer's" departure, was sent to Maseereh Island to cruise, but found the sea so heavy that it was almost impossible to board dhows, and so returned to Ras-al-Hadd on the 7th June for orders, and I sent her to watch Beni Bu Ali, a place 35 miles south, till the 18th June, when the slave season is supposed to be over. She and her boats boarded six dhows only, one of which had been previously boarded.

8. Her Majesty's ship "Woodlark" had been off Beni Bu Ali from the 6th June for a few days, and then took, with her boats, the place of the "Kingfisher" at Ras-al-Hadd till the 18th June.

9. From information received from fishermen at Ras-al-Hadd, I learnt that a small dhow was supposed to have landed a few slaves in a khor, hitherto unknown to our cruisers, some miles south of Ras-al-Hadd, just before we arrived to cruise, and I, in consequence, searched for the khor, and at last found it at Beni Bu Ali, or, rather, where that place is marked on the Chart. There is no town actually at that point, but a black rock some 40 feet high and 100 yards long, which looks like an island, with surf extending on each side. On sending a boat in with Lieutenant Hewett, he found that, by crossing the surf some 50 yards north of the rock, you get into a belt of smooth water, turn to the left behind the rock, and come to the entrance of an extensive khor in two arms, in which were some dhows of 30 tons measurement. The town (Shawekh) is 2 miles to the northward.

10. Some days later, while watching this place, Lieutenant Hewett boarded a dhow of 30 tons, and saw her go into the khor with comparative ease, and I have therefore had it watched closely ever since, as our informers said it was a place constantly used for landing slaves owing to its being unknown to our cruisers, and from there they are taken by land to Sur.

11. I also learnt that the theory of dhows never going inside Maseereh Island was incorrect, as up to 50 tons they constantly do; and if with slaves, land them at Ras Half, and send them across to the mainland as opportunities offer, principally to a place called Sherkh, 20 miles north of Ras Shebali, shown me by an informer, and so on to Sur by land. Further, that the slavers fearing the coast Arabs quite as much as our cruisers is not correct, for although the first Bedouins they meet levy a certain amount of black-mail, they then give them a pass right through to Sur. In fact, runaway slaves say that they have seen caravans of slaves arrive in Sur from the south by land.

12. No captures were made up till the 16th June, but Her Majesty's ship "Reindeer" detained one small dhow on suspicion, as she had two Africans on board who said they had been kidnapped, but she was released by the Political Agent at Muscat, as he found their story incorrect. On the 16th June the "Woodlark's" boats under Lieutenant Ballard captured a small dhow of 18 tons off Ras-al-Hadd, from Zanzibar, with twenty-one slaves on board, and she was condemned at Muscat.

13. I am strongly of opinion that as the Arabs knew that the coast from Ras Madraka northward has been closely watched for the last two seasons, they have run the slaves to places further west, namely, between Maculla and Dhofar; in fact, at Muscat it was reported one cargo had been landed at Maculla itself. Also I am of opinion that any slaves run in the autumn will be probably landed at the same part of the coast.

14. Such being the case, I intend, if the "Sphinx" (a vessel whose coal will last out a long time) is on the division then, to station her at Ras Risut, to watch the coast from there eastward to the Kuriyan Muriyan Islands, place this ship at Maseereh Island, with boats at the west side and north-west point, and the "Woodlark" off Beni Bu Ali, with her boats at Ras-al-Hadd and Sur.

15. Nearly all dhows from Africa make the Arabian coast between Ras Fartak and the Kuriyan Muriyan Islands (Ras Fartak is in the Aden Division), and if a ship could be spared from the Aden Division to cruize near Ras Fartak, few dhows could escape; and if I am correct in my opinion as to slaves being run now principally to that part of the coast, owing to the close watch up here, the Arabs would have to try some new places next year. No rumour of any large cargo having reached this division has been heard by the Resident, or in fact of any cargo but that captured by the "Woodlark."

16. I would, however, respectfully submit that the wretched slaves themselves have practically come to an end of their sufferings when landed in Arabia, for Arabs are kind to their slaves, and, as a rule, treat them well. If freed, they do not go back to their own country (in fact, if they did, would probably only be made slaves again), and have to obtain a precarious livelihood in a strange country where, as slaves, they would only have the same work to do, and no trouble in providing for themselves; and that, therefore, the largest possible number of ships should be at the point of departure, not the point of disembarkation, and the poor creatures be thus saved the misery of the voyage, and be landed in a country inhabited by their own race.

17. The cruising at this end has the advantage of making the difficulty of running slaves after clearing the African coast greater, and shows the Arabs how closely we can watch the coast; but, at the same time, they are very cunning, and soon find out places to land slaves, that we do not and cannot watch on the 1,200 miles of coast between Maculla and the entrance to the Persian Gulf, and the very small number of captures made in spite of the close watch kept seems to show this.

18. The great difficulty of watching the coast between the Kuriyan Muriyan Islands and Maculla is the distance from a coaling station—600 miles—to Aden or Muscat, which, except in the case of a vessel of the "Sphinx" class, makes cruising there almost impossible without constant relief to coal, as there are no really secure anchorages where coal could be sent in dhows.

19. I might add an opinion as to the distance a ship should be off the land while cruising, for, from my own observation, both here and on the coast of Africa, I have never met a dhow really out of sight of land, unless in crossing large bays, or from one continent to the other, and have been told by Arab captains that this is their rule, nor is it in the Arab seaman's nature to change his method of navigation, and therefore I think 10 to 15 miles the outside distance a ship should go off shore, as at that distance from the shore, and for 15 miles outside, no dhows, as far as I can learn, had ever been captured out of sight of land, which seems to confirm my views.

20. It seems to have been the opinion of Senior Officers hitherto that the slave-running season, in the spring, is over by the end of May, but I gathered from natives that it goes on till well on in June, so kept the "Sphinx" and "Woodlark" cruising; and the "Woodlark's" capture seems to show this to be the case. Colonel Miles also tells me that in July many dhows from Aden and Maculla come up for dates, and often pick up slaves on their way, so I intend that the coast between Ras-al-Hadd and Muscat shall be watched during July, as far as can be

done consistently with other duties and the ships keeping their boilers in proper repair.

21. The number of dhows boarded by Her Majesty's ship "Woodlark" and her boats was only six, the same as the "Sphinx," the latter ship having been twenty-two days cruising, the former twelve, which shows that the "trading" season is practically over by the end of May, but not the "slave-running" season.

22. It is necessary, as far as possible, to arrange the places for the ships and their boats for cruising so that a dhow which passes the southern one at night should have to pass the one further north by day, and the positions occupied this season seem to have fairly met this condition. It should also be borne in mind that this is the first year a spring campaign has been thoroughly carried out, last year the ships not being available till the autumn.

Copy forwarded to Political Resident, Persian Gulf.

No. 30.

Foreign Office to Acting Consul-General Holmwood.

Sir,

Foreign Office, January 21, 1887.

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your despatch of the 14th ultimo, respecting the steps which have recently been taken by the Sultan of Zanzibar to prohibit the separation by sale of slaves who may be nearly related to each other; and I am to inform you that your action in the matter as reported therein is approved.

I am, &c.
(Signed) P. CURRIE.

No. 31.

Admiralty to Foreign Office.—(Received February 11.)

Sir,

Admiralty, February 8, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to forward herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a letter, dated the 21st November, 1886, from Her Majesty's ship "Turquoise," reporting the capture of a slave-dhow off Pemba on the 13th October, and her subsequent destruction and condemnation

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 31.

Captain Woodward to Rear-Admiral Sir F. Richards.

Sir

"Turquoise," at Zanzibar, November 21, 1886.

I HAVE the honour to report the capture of a slave-dhow by Lieutenant F. H. Pollen in the launch "Olga" on the 13th day of October under the following circumstances.

2. About 1.30 P.M., when anchored outside Dongoni Gap, a dhow was sighted steering in from the westward. The dhow ran into a small bay just to the southward of Ras Kigomacha; she was out of sight for half-an-hour. When the "Olga" came up she was just standing out again, and was boarded about 3 P.M. There were found on board six natives, one of whom said he was the captain and that he had come from M'Suka.

The dhow had a layer of reeds in the bottom and had just been cleaned, there being no cargo visible except a small quantity of tobacco.

Three men were taken out of the dhow, and three men put in her from the "Olga" with orders to take her to Dongoni Gap. Lieutenant Pollen then proceeded into the small bay to see if any slaves had been landed; on his way there, one of the three natives taken out of the dhow told the interpreter that seven slaves had

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just been landed. Lieutenant Pollen landed and examined the beach. The search party was assisted by a native fisherman, who stated that he had seen the slaves landed, and pointed out the direction in which they had gone. On one place on the beach many footprints were found, otherwise the sand was untrodden. The jungle was searched for about three hours, but no traces of slaves were found beyond the marks on the beach.

3. Deeming this sufficient evidence, Lieutenant Pollen captured the dhow, and finding by survey that she was too rotten to bring to Zanzibar for adjudication, he destroyed her by sinking. On placing the case in Court, the dhow was condemned.

4. Station Form No. 9 is inclosed herewith.

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

Inclosure 2 in No. 31.

RETURN of Vessels detained as being engaged in the Slave Trade, and sent into Port for Adjudication.

Date of Detention.	Where. If at sea, state the Latitude and Longitude.	Name of--			Under what Colours.	How rigged.	Number of--			Where--			Date of sailing from last Port.	Nature of Cargo.	To whom consigned.	If with Slaves on board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; stating the Number of Deaths before Adjudication; and the number emancipated.		
		Vessel.	Master.	Owners, and of what Place.			Men.	Guns, Tons.	From.	Bound.	Belonging	Men.				Women.	Boys.	Girls.	Where shipped.			Number of--	Men.	Women.	Boys.	Girls.	Where shipped.
1886 Oct. 13	Off Pemba ...	Unknown	Unknown...	Unknown...	None ...	Dhow ...	Not known	None	28	Tanga Bay	Pemba ...	Not known	Nil...	...	Not known	No slaves on board.					Not known	Zanzibar	Vessel unseaworthy, and destroyed accordingly. Case tried at Zanzibar. Dhow condemned.

(Signed) R. WOODWARD, Captain.

"Turquoise," at Zanzibar, November 20, 1886.

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No. 32.

Admiralty to Foreign Office.—(Received February 11.)

Sir, *Admiralty, February 8, 1887.*
 I AM commanded by my Lords Commissioners of the Admiralty to forward herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of letters, dated the 14th November and 5th December, from the commanding officer of Her Majesty's ship "Reindeer," reporting the capture of the slave-dhow "Male," with ten slaves on board, off Cohani, Pemba Island, on the 1st November, and her subsequent condemnation.

I am, &c.
 (Signed) EVAN MACGREGOR.

Inclosure 1 in No. 32.

Lieutenant Murphy to Commander Lang.

Sir, *"Reindeer," at Pemba Island, November 14, 1886.*
 IN compliance with Article 179, Station Orders, I have the honour to report that the gig belonging to Her Majesty's ship "Reindeer," being then in charge of William Sullivan, Quartermaster, and under my command, captured a dhow named "Male" on the night of the 1st November under the following circumstances:—

I was in the cutter, with the gig in company, when the latter sighted a dhow at 11 p.m. standing in towards Cohani, Pemba Island; a blank cartridge was fired with no result, and then a ball cartridge across her bows; she hove to, and the gig boarded her, and found ten slaves, the Nakhoda and owner had made their escape by launching the canoe belonging to the dhow when the first shot was fired, taking with them money; the night was so dark that the canoe was not seen by the gig to leave the dhow.

Form No. 9 of Station Orders is inclosed.

I have, &c.
 (Signed) HARRY M. MURPHY.

Forwarded to the Senior Officer, East Coast of Africa, observing that I have towed the dhow to this port for adjudication.

(Signed) W. B. LANG, *Commander.*
"Reindeer," at Zanzibar, November 29, 1886.

Submitted to the Commander-in-chief.

(Signed) R. WOODWARD, *Captain.*
"Turquoise," at Zanzibar, November 30, 1886.

Inclosure 2 in No. 32.

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.	Conditions 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.
Nov. 1 1886	Off Cohani ...	Male ...	Shaha-Tom-baka	Mahomed-Beir-Abdullah, of Pemba.	None ...	Dhow ...	5	NIL	48-00	Kundachel	Cohani ...	Pamba ...	Oct. 31, 1886	Nil ...	...	1	5	3	1	Kundachel	Will be taken to Zanzibar	Condition of slaves— Good, but dirty. Condition of vessel— Good. Emancipated—Not yet adjudicated. Deaths—Nil.

(Signed)

HARRY M. MURPHY, Lieutenant.

"Reindeer," at Pemba Island, November 14, 1886.

Approved:
 (Signed) H. B. LANG, Commander.

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Inclosure 3 in No. 32.

*Lieutenant Murphy to Commander Lang.**"Reindeer," at Msasani Bay, December 5, 1886.*

Sir, I HAVE the honour to report that the dhow "Male," captured by the gig of this ship on the 1st November last as being engaged in the Slave Trade, was condemned by the Vice-Admiralty Court at Zanzibar on the 30th November. I gave a detailed account of the capture to you in my letter of the 14th November.

I have, &c.

(Signed) HARRY M. MURPHY.

Forwarded for the information of the Senior Officer, East Coast of Africa Division.

(Signed)

H. B. LANG, *Commander.**"Reindeer," at Msasani Bay, November 5, 1886.*

Submitted to the Commander-in-chief.

(Signed)

R. WOODWARD,

*Captain and Senior Officer, East Coast of Africa.**"Turquoise," at Zanzibar, December 20, 1886.*

No. 33.

*Admiralty to Foreign Office.—(Received February 12.)**Admiralty, February 10, 1887.*

Sir, I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a letter, dated the 29th November last, from Her Majesty's ship "Reindeer," reporting the reception on board of five fugitive slaves at Pemba Island, and their subsequent disposal.

I am, &c.

(Signed) EVAN MACGREGOR.

Inclosure in No. 33.

*Commander Lang to Captain Woodward.**"Reindeer," at Zanzibar, November 29, 1886.*

Sir, I HAVE the honour to inform you that two boys and three women came on board the steam-cutter of this ship at Pemba Island and claimed protection as fugitive slaves. They all stated that they were cruelly treated by their masters; one boy was badly marked from irons and beating, and the other from beating; one woman had iron marks, one marks from beating, and the other was in hiding for seven days on Njas Island, and stated that she was afraid to go back to her master as he treated her so cruelly.

These slaves are now on board the "Reindeer," and I would beg that you will be pleased to request Her Majesty's Consul-General to cause their statements to be inquired into.

I have, &c.

(Signed) H. B. LANG.

These slaves are to be handed over to Mr. Cracknall at the earliest opportunity, to be dealt with.

(Signed)

R. WOODWARD, *Captain.**"Turquoise," at Zanzibar, November 30, 1886.*

Note and return.

Noted and returned.

(Signed)

H. B. LANG, *Commander.**"Reindeer," at Zanzibar, November 30, 1886.*

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Forwarded to the Commander-in-chief, observing that these slaves have been freed by the Judge of the Vice-Admiralty Court.

(Signed) R. WOODWARD, *Captain and Senior Officer.*
"Turquoise," at Zanzibar, December 1, 1887.

No. 34.

Admiralty to Foreign Office.—(Received February 12.)

Sir,

Admiralty, February 10, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of letters of the 28th November and 5th December last from Her Majesty's ship "Reindeer," having reference to the capture of a supposed slave-dhow in Kwawa Creek, near Pemba, on the 13th November last, and its subsequent restoration to the owners.

I am, &c.
 (Signed) EVAN MACGREGOR.

Inclosure 1 in No. 34.

Lieutenant Jerram to Commander Lang.

Sir,

"Reindeer," at Pemba, November 28, 1886.

IN compliance with Article 179 of the Station Orders, I have the honour to report that I captured a slave-dhow on the 13th instant under the following circumstances:—

On the 7th November, having heard from some fishermen and an informer that a dhow had landed seventeen slaves at Finga Creek on the evening of the 5th, I made inquiries as to their whereabouts, and found they had been taken inland to a place called Kijichami, about 10 miles from Kianombe.

On the night of the 11th I therefore landed and walked up there with four hands, the interpreter, and a boy who had taken refuge on board steam-cutter as a fugitive slave. This boy knew the place, as he used to work there, and had seen the slaves there on the previous night.

I reached Kijichami at 11.30 P.M., and found that the slaves had been removed about 7 P.M.

The Msimamisi and his wife were the only occupants of the two huts, which showed evident signs of recent occupation by a larger number of people.

The Msimamisi, on being questioned, said that the slaves had been there, and had just been taken away.

The number respectively of slave boys, girls, &c., corresponded exactly with what I had heard before, and the Msimamisi said they had been there five or six days, which agreed with the date of their landing at Finga.

I got back to the boat at 6 A.M. on the 12th, and on the 13th found the dhow a long way up Kwawa Creek, mast down, and concealed among the mangrove trees, half full of water, and some distance from any place where she could have wanted to go for any purpose but concealment. I towed her out, and left two hands in charge of her near Fundu Gap.

On the 14th I went to Weti to inform the Chief and to ask him to get the Nakhoda and crew. The Chief was away, so I arranged to be there on the 16th. On returning to the dhow I found two men who had been off to her detained by my men in charge. On inquiry they asserted that they were only fishermen, and had nothing to do with the dhow, and were only passing on their way to Njao Island, so I let them go. They offered to bring eggs next day.

On the 16th I went to Weti, and found the Chief of Chaki Chaki, who happened to be in the neighbourhood there, and he inquired into the case himself. The Nakhoda was present, having been brought there by his orders, and he turned out to be one of the men who stated he was a fisherman two days before. I pointed this out, and the Chief gave me a letter to give in as evidence of this discrepancy, and also ordered another of the dhow's crew to be given up to me at Finga, besides turning the Nakhoda over to me. I got the other man, Hassani, the same evening at

Finga. He described another of the dhow's crew, and on the 17th I went to Finga and got him. This man, Combo, produced papers which he said belonged to the dhow, and he turned out to be the other of the two who had said they were fishermen on the 14th, I therefore detained him.

On the 18th I questioned the crew, the result being briefly as follows:—

Bakhari-bin-Combo.—Nakhoda said he knew nothing of the slaves, and had never been to Kunduchi in his life, but would answer no further questions, except he said Combo was one of his crew on the last voyage.

Hassani would say hardly anything, always replying, "Ask the Nakhoda." He admitted they had been to Kunduchi, and said they went there to cut wood. He said Combo was one of the crew.

Combo denied all knowledge of dhow and crew.

I should mention that the informer was a man called Oledi. He had been at one time a Seedie boy in one of Her Majesty's ships, so I thought he was a free man, but at Weti, before the Chief of Chaki Chaki, his master, Saleh-bin-Issa, asked me for a note to say that I would return him when I had done with him. I refused, but gave him one to say that I would turn him over to the Consul at Zanzibar, and he gave his consent to the detention before the Chief.

On the 20th Oledi went on shore to get his clothes and did not appear again, so on the 23rd I went to Finga to see his master, and was told that he (the master) had gone up-country to Kishuani.

On the 24th I went to Weti, and the Chief sent the interpreter with two soldiers to ask about Oledi, as I heard he had been taken and detained by Saleh-bin-Issa. They went to Finga, and were told Saleh-bin-Issa was at Kishuani; they went there and were told he was not there, and had never left Finga; they went back to Finga and found that he was there, but said he was so ill he could not leave his bed. This was the morning of the 25th. He said he knew nothing of Oledi. The Chief gave me a note to him saying that he was to do what I wanted.

I went to Finga next day, the 26th, but could not see him, as they said he had gone up-country.

The general history of the dhow is, as far as I can gather, as follows:—

Her real owner is Adi-bin-Issa, a brother of Saleh-bin-Issa, though the papers state she is owned by Bakhari-bin-Hoteib. The dhow took a man called Fundu to Kunduchi; he hired her for slaving at 5 dollars a-head. They called at Zanzibar, where one of the crew deserted. When he got seventeen slaves he was caught and put in prison by the Chief at Dar-as-Salam, so the Nakhoda sailed with the slaves already obtained. Combo was the pilot. They sent a canoe in when near Fundu Gap to see the coast clear. They went straight in and landed the slaves up Kwawa Creek. Oledi saw them land, and counted seventeen. On the 11th he told me where they were, and the same day Hassani told me also. Hassani was the boy who guided me to Kijichami. On the 27th November I took the dhow to Weti, and left her in custody of the Chief, from whom I received a receipt, and I brought the Nakhoda and two of the dhow's crew to the "Reindeer."

I told the Chief at Weti that I considered him responsible for Oledi's safety, as when he left the steam-cutter he was under my protection, with his master's consent.

I have, &c.
(Signed) T. H. MARTYN JERRAM.

Forwarded to the Senior Officer, East Coast of Africa, observing that I have requested Her Majesty's Consul-General to order the Vice-Admiralty Court to try the case of this dhow.

Station Form No. 9 is attached.

(Signed) H. B. LANG, *Commander.*
"Reindeer," at Zanzibar, November 29, 1886.

Submitted to the Commander-in-chief.

(Signed) R. WOODWARD, *Captain.*
"Turquoise," at Zanzibar, November 30, 1886.

Inclosure 2 in No. 34.

RETURN of Vessels detained as being engaged in the Slave Trade, and sent into Port for Adjudication.

Date of Detention.	Where, if at sea, state the Latitude and Longitude.	Name of—		Under what Colours.	How rigged.	Number of—		Where—		Date of sailing from last Port.	Nature of Cargo.	To whom consigned.	If with Slaves on board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel at 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.
1886 Nov. 13	Kwava Creek ...	Unknown	Bakhar-hin-Combo	Adi-hin-Issa, None of Finga	Dhow (batch)	5	Nil	14-9	Kunduchi Finga ...	Finga ...	Nil ...	...	...	...	...	...	...	No slaves, Vessel rotten; not yet adjudicated.

(Signed) T. H. MARTYN JERRAM, Lieutenant.

"Reindeer," Pemba Island, November 28, 1886.

Approved:
(Signed) H. B. LANG, Commander.

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Inclosure 3 in No. 34.

Lieutenant Jerram to Commander Lang.

Sir, "Reindeer," at *Msasani Bay*, December 5, 1886.
 I HAVE the honour to report that the case of the dhow detained on the 11th November by me, as set forth in my letter to you of the 28th November, was inquired into by Vice-Consul Cracknall, who ordered it to be withdrawn, for want of sufficient direct evidence. No costs or payment of any sort to be demanded, as there was quite sufficient justification for detention and arrest of crew.

I have, &c.
 (Signed) T. H. MARTYN JERRAM.

Forwarded for the information of the Senior Officer, East Coast Africa Division.

(Signed) H. B. LANG, *Commander.*
 "Reindeer," at *Msasani Bay*, December 5, 1886.

Submitted to the Commander-in-chief.
 (Signed) R. WOODWARD,
Captain and Senior Officer, East Coast of Africa.
 "Turquoise," at *Zanzibar*, December 20, 1886.

No. 35.

Acting Consul-General Holmwood to the Earl of Iddesleigh.—(Received February 14.)

My Lord, *Zanzibar*, January 1, 1887.
 I HAVE the honour to forward the inclosed Quarterly Return of the disposal of freed slaves taken by our ships of war and condemned as forfeited in this Court.

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

Inclosure in No. 35.

RETURN of Slaves captured and forfeited to Her Majesty during the quarter ended December 31, 1886.

Date of Discharge.	Number of Decree.	How disposed of.	
		In Town.	Church Mission, Mombasa.
Nov. 30, 1886	No. 17 of 1886	3	2
Nov. 30, 1886	Ditto	3	7
	Total	6	9

(Signed) FREDC. HOLMWOOD,
Her Majesty's Agent and Consul-General.

Zanzibar, January 1, 1887.

No. 36.

Acting Consul-General Holmwood to the Earl of Iddesleigh.—(Received February 14.)

My Lord, *Zanzibar*, January 1, 1887.
 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 at *Zanzibar*, Admiralty Jurisdiction, during the half-year ended 31st December, 1886.

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

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Inclosure in No. 36.

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, 1886.

No. on Court File.	Name and Nature of Prize.	Name of capturing Ship.	Name of Commanding Officer.	No. of Slaves seized.	Date of Capture.	Date of Adjudication.	Decree.	Court Fees.	Net Proceeds of Sale.	Amount remitted.	Remarks.
9	Unknown ..	Briton ..	Captain R. Lloyd ..	7	June 29, 1886	June 29, 1886	Condemnation ..	£ s. d. 12 11 6	£ s. d. 5 3 8½	£ s. d. ..	Total Court fees, 551 19s. 1d., credited to Government in accounts for the quarter ended 30th September, 1886.
10	" ..	" ..	" ..	2	June 30, "	July 14, "	" ..	13 17 0	0 17 8½	..	
11	Canoe ..	" ..	" ..	1	July 1, "	July 1, "	" ..	6 1 6	0 3 2½	..	
12	Unknown ..	" ..	" ..	16	July 2, "	July 13, "	" ..	6 13 6	..	..
13	" ..	" ..	" ..	11	July 18, "	July 26, "	" ..	7 6 6	..	..
14	Rupaiya ..	" ..	" ..	7	July 17, "	July 26, "	" ..	9 9 6	..	..
15	Unknown ..	Turquoise ..	Captain R. Woodward ..	..	Oct. 13, "	Nov. 20, "	" ..	8 0 0	..	..
16	Fatel Kheir ..	Reindeer ..	Commander H. B. Laug.	3	Oct. 14, "	Oct. 26, "	Restitution of vessel and slaves ..	11 1 6	..	..
17	Mkundoo ..	" ..	" ..	5	Oct. 19, "	Nov. 30, "	Condemnation ..	13 1 0	1 11 2	..	
18	Mali ..	" ..	" ..	10	Nov. 1, "	Nov. 30, "	" ..	8 18 6	3 4 2	..	

Zanzibar, January 1, 1887.

(Signed)

FREDC. HOLMWOOD, Her Majesty's Agent and Consul-General.

Total Court fees 417. 1s., credited to Government in accounts for the quarter ended 31st December, 1886.

No. 37.

Admiralty to Foreign Office.—(Received February 16.)

Sir, *Admiralty, February 14, 1887.*
 I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copies of letters, dated the 16th and 20th ultimo, from the commanding officer of Her Majesty's ship "Starling," reporting the capture of two slave-dhows, and their subsequent condemnation.

I am, &c.
 (Signed) EVAN MACGREGOR.

Inclosure 1 in No. 37.

Lieutenant-Commander Smith to Commander Lambton.

Sir, *"Starling," at Suakin, January 16, 1887.*
 I HAVE the honour to inform you that, in accordance with your orders dated the 18th ultimo, I left Suez on the morning of the 3rd instant, and after experiencing very heavy weather, accompanied by thunder, lightning, and rain, between the Dædalus and Ras Beras, I arrived at Port Berenice on Saturday, the 8th instant. I sent the boats away and searched the different bays and creeks, but without finding any trace of dhows. I have, however, reason to believe that Traffic in Slaves is carried on here to a greater or lesser extent, as our movements were watched by numerous Arabs, and during the night what appeared to be a system of signalling was carried on along the shore by means of lights and fires.

2. I left Port Berenice on the 9th at 1:40 P.M., arriving off Mersa Shab at daylight on the 10th. When inside the outer line of reefs a dhow was observed about 8 miles distant; we immediately chased her, she doing all in her power to elude us; but the sun being favourable, and the "Starling" very handy, we had no difficulty in proceeding at full speed among the numerous shoals and rocks which lie off the inlet of Mersa Shab. By these means, and the wind falling light, we came up with her, and, on boarding, I found sufficient evidence to retain her, and have brought her into this port for adjudication.

3. During the passage from Mersa Shab to the creek next southerly of Khor Meraub, a dhow was observed on starboard beam, standing towards the coast. Chase was given, the dhow, as before, doing all in her power to elude us. At 11:30 A.M. I boarded her, and finding sufficient cause to detain her, I have brought her to this port for adjudication.

4. I then proceeded into Khor Meraub, it being too late to reach the next creek, and anchored for the night. Beacon lights were burning during the night, being undoubtedly warnings.

5. On the morning of the 12th I searched the creek next southward of Khor Meraub, but without finding any dhows, although there were Arabs and camels on the shore, evidently expecting the arrival of dhows.

At 9:30 A.M. on the 13th I weighed and proceeded inside the reefs for Khor Shinab, but, owing to the tempestuous state of the weather, I anchored in the second creek to the southward of Khor Meraub; the same system of signalling was observed to be carried on here, and during the night, which was very stormy, the Arabs belonging to the second dhow escaped to the shore.

6. At 8 A.M. on the morning of the 14th I weighed and proceeded to Khor Shinab, the weather being still stormy, and arrived there at 12:30 P.M.; the glass being very low, and there being every prospect of a storm, which afterwards came on, and being anxious for the safety of the dhows, I remained at anchor until 10:30 on the morning of the 15th; the weather being unsettled and with a very low glass, the dhows, too, showing symptoms of distress, I decided to proceed direct to Suakin, arriving at 6 P.M. to-day.

7. I have reason to believe that the principal place for disembarking slaves is a creek called Abukhor, to the northward of Jeddah, embarkation taking place at Mersa Haliab.

8. The weather since leaving the Brothers has been so uniformly bad that the bringing into harbour of the dhows has been attended with the greatest difficulty.

have, &c.
(Signed) REGINALD YORKE SMITH.

Inclosure 2 in No. 37.

Lieutenant-Commander Smith to Commander Lambton.

Sir,

“Starling,” at Suakin, January 20, 1887.

I HAVE the honour to report that I have this day received from D. A. Cameron, Esq., Her Britannic Majesty's Consul at this port, sentences of two courts-martial on two dhows for perusal and return, viz., (1) “Hashimieh” and one male slave; (2) “Marzooka” and seven male slaves condemned as slavers, and ordered by El Lewa Kitchener Pasha, C.M.G., Governor-General of the Red Sea Littoral, who has ordered the vessels and their belongings to be “handed over to the captors for their own benefit.”

2. At the conclusion of the auction the necessary Reports will be sent in.

I have, &c.
(Signed) REGINALD YORKE SMITH.

No. 38.

Admiralty to Foreign Office.—(Received February 22.)

(Extract.)

Admiralty, February 19, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, in reference to Admiralty letter of the 27th November last, copies of two further letters, both dated the 5th December, 1886, from Lieutenant Wake, of Her Majesty's ship “Reindeer,” in regard to the capture of the two slave-dhows alluded to in the letter above quoted.

Inclosure 1 in No. 38.

Lieutenant Wake to Commander Lang.

Sir,

“Reindeer,” at Msasani Bay, December 5, 1886.

I HAVE the honour to inform you that the dhow “Fatel Kheir,” captured by me on the 14th October last, has been restored to her owners by a Decree from the Vice-Admiralty Court at Zanzibar, and that the Vice-Consul has sent a bill of costs against the “Reindeer” for 11*l.* 1*s.* 6*d.*

I detained the dhow under the following circumstances:—

A man informed me that the dhow had run a cargo of 100 slaves from Kunduchi a few days previously, and that she was hauled up on the beach at Sadawa for repairs. Some of the slaves who had not yet been sold he said were in a rough shed close by, which had the appearance of being temporarily put up. I went to this shed, and found two men and one woman slaves, who stated that they were brought over from Kunduchi in the “Fatel Kheir;” I also picked up two of the crew, who, when I questioned them, confirmed these stories. The dhow, after I detained her, was lying at anchor, with some of my men in charge, for over a week, within a mile from where I launched her, and neither the owner nor Nakhoda came on board to make any protest to the detention. I therefore consider that I was in every way justified in detaining her.

I have, &c.
(Signed) D. ST. A. WAKE.

Forwarded for the information of the Senior Officer; and I would submit that these costs may not be charged against the ship, as I am convinced that at the time of the detention of the dhow there were sufficient grounds to justify Lieutenant

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Wake in detaining her, and it was only by the most rigid cross-questioning of the witnesses by the Judge through the Consular Native Interpreter, a man of great experience, that it was found to be otherwise. Officers, when detached from the ship on slave-cruizing duty, are obliged to depend to a great extent on the evidence of the ship's interpreter. I therefore trust that it may not be considered necessary to enforce the payment of the costs in this case.

(Signed)

H. B. LANG, *Commander.*

"Reindeer," at Msasani Bay, December 5, 1886.

Submitted to the Commander-in-chief.

(Signed)

R. WOODWARD, *Captain.*

"Turquoise," at Zanzibar, December 20, 1886.

Inclosure 2 in No. 38.

Lieutenant Wake to Commander Lang.

Sir,

"Reindeer," at Msasani Bay, December 5, 1886.

I HAVE the honour to report that the dhow "Mkundoo" (reported by me as named "Kundar"), captured by me on the 19th October last as being engaged in the Slave Trade, was condemned by the Vice-Admiralty Court at Zanzibar on the 30th November. I gave a detailed account of the capture to you in my letter of the 22nd October.

I have, &c.

(Signed)

D. ST. A. WAKE.

Forwarded for the information of the Senior Officer, East Coast of Africa Division.

(Signed)

H. B. LANG, *Commander.*

"Reindeer," at Msasani Bay, December 5, 1886.

Submitted to the Commander-in-chief.

(Signed)

R. WOODWARD,

Captain and Senior Officer, East Coast of Africa.

"Turquoise," at Zanzibar, December 20, 1886.

No. 39.

Admiralty to Foreign Office.—(Received March 8.)

Sir,

Admiralty, March 5, 1887.

WITH reference to Admiralty letter of the 14th ultimo, forwarding copies of letters, dated the 16th and 20th January, from Her Majesty's ship "Starling," reporting the capture of two slave-dhows, I am commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the accompanying further letter, dated the 28th January, with inclosures in original, from Her Majesty's ship "Starling," relating to the same subject.

I am, &c.

(Signed)

EVAN MACGREGOR.

Inclosure 1 in No. 39.

Lieutenant-Commander Smith to Admiral His Royal Highness the Duke of Edinburgh.

Sir,

"Starling," at Suakin, January 28, 1887.

IN compliance with Article 272 of the Station Orders and paragraphs 36 and 50 of the Slave Trade Instructions, I have the honour to report to your Royal

Highness that on the 9th January, at 1.40 P.M., I left Port Berenice, arriving off Mersa Shab on the 10th January; inside the outer line of reefs a dhow was observed about 8 miles off. I chased and captured her, she doing all in her power to escape us, found on board a large water-barrel, matting, and arms; decided to detain her.

2. On the 12th instant, during passage from Mersa Shab to the creek next south of Khor Meraub, observed dhow on starboard beam off Cape Elba; chased and captured dhow endeavouring to elude us. Found on board large quantity of grain; decided to detain her.

3. Both dhows were taken in tow while the coast was searched, and I anchored, on account of the heavy weather, in the second creek south of Khor Meraub. During the passage and at this place a system of beacon signals was carried out by persons on shore, and on the night of the 13th January the crew of the "Hashimieh" managed to make their escape to the reefs during a very heavy squall, the night being pitch dark.

4. At a court-martial held on the 20th January, after arrival at Suakin, both these dhows were condemned as "slavers, as well as engaged in illegal trading," the sentences being confirmed by El Lewa Kitchener Pasha, C.M.G., Governor-General of the Red Sea Littoral, and by his order "handed over to the captors for their own benefit."

5. Under the Consul's supervision an auction was held (copy of account of sale attached), but the two dhows and ten canoes have not yet been sold, as there is a possibility of trade being opened up with Agig, which would give a much better market. Certificate of measurement herewith.

6. The documents mentioned in paragraph 91 of the Slave Trade Instructions, viz. :—

1. Office copy of condemnation ;
2. Admeasurement ; and
3. Receipt for slaves,

I have forwarded to the ship's agent, as directed in paragraph 94, p. 26, of above Instructions.

I have, &c.
(Signed) R. Y. SMITH.

Inclosure 2 in No. 39.

RECORD of sales of dhows "Hashimieh" and "Marzooka" and cargo condemned as slaves by court-martial, and sentenced to be sold for benefit of Her Majesty's ship "Starling," Lieutenant-Commander R. Y. Smith.

	£	s.	d.
21 bales of cloth	130	0	0
50 bags of grain	15	12	6
Mother-o'-pearl shells (gross weight 1 ton)	51	0	0
197 dollars found in dhow	31	10	0
Smaller dhow (much damaged)	14	0	0
Larger dhow and canoes	48	0	0
	290	2	6
Expenses	1	0	0
Total of net result of sale	289	2	6

Received.

(Signed)
British Consulate, Suakin, February 2, 1887.

D. A. CAMERON, Consul.

Inclosure 8 in No. 39.

RETURN of Vessels detained as being engaged in the Slave Trade, and sent into Port for Adjudication.

Date of Detention.	Where, if at sea, state the Latitude and Longitude.	Name of—		Under what Colours.	How rigged.	Number of—		Where—		Date of sailing from last Port.	Nature of Cargo.	To whom consigned.	If with Slaves on board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; 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.
1887 Jan. 10	Off Mersa Shab ...	Marrooke	Hamid Fud-lallah	Unknown ...	Ottoman	Dhow ...	14	Nil	35.50	Jeddah ...	Mersa Shab	Jeddah ...	Unknown ...	Nil ...	6	Nil	1	Nil	Doulligie ...	Suakin ...	Condition of slaves—Healthy. Condition of vessel—Good. Deaths—Nil. Emancipated—7.
Jan. 18	Off Cape Elba ...	Hafimieh	Unknown ...	Unknown ...	Ottoman	Dhow ...	7	Nil	58.44	Jeddah ...	Cape Elba	Jeddah ...	Unknown ...	Grain and cotton stuff	1	Nil	Nil	Nil	Jeddah ...	Suakin ...	Condition of slaves—Healthy. Condition of vessel—Good. Deaths—Nil. Emancipated—1.

(Signed) REGINALD YORKE SMITH, Lieutenant and Commander.

“Starting,” at Suakin, January 21, 1887.

AFRICA (EAST COAST) AND ARABIA.

No. 40.

Admiralty to Foreign Office.—(Received March 24.)

Sir,

Admiralty, March 21, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a letter, dated the 15th ultimo, from Her Majesty's ship "Woodlark," relative to the reception of a fugitive slave on board that ship on the 6th September last.

I am, &c.
(Signed) R. D. AWDRY.

Inclosure in No. 40.

Commander Burt to Rear-Admiral Sir F. Richards.

Sir,

"Woodlark," at Aden, February 15, 1887.

IN reply to your Memorandum of the 31st January, 1887 (inclosing copy of letter from the Treasury to the Secretary of the Admiralty), calling upon me to report to you, for the information of the Lords Commissioners of the Admiralty, whether the slave I received on board in September last, and handed over to Lieutenant-Colonel Mockler, Political Agent and Consul at Muscat, was received by me on the ground that he was "kept in slavery contrary to the Treaties," or as a fugitive domestic slave "who alleged that he had received ill-treatment from his master."

I have the honour to inform you that the slave in question swam to the boats of this ship, on detached service cruising, whilst at anchor off Sur on the night of the 6th September last; the officer in command of boats could not see where he came from.

The slave stated he had run away from his master, and the officer would have landed him in the morning had he not received strict orders from me on no account to land or go near the shore off the village of Sur. I gave this order knowing that the people at Sur could not be trusted.

The ship arriving at Ras-al-Hadd on the 7th September, the slave was handed over to me, and received on board temporarily as an act of humanity; and as I was proceeding to Muscat to meet the mail as per orders of my senior officer, and having no time to visit Sur, I considered it my duty to keep the man and hand him over to the Consul at Muscat on my arrival at that port, which I did on the 13th September; no claim was made for him, had there been any I should have considered it my duty to have given the slave up at once. I regret that I omitted to report the circumstance more fully at the time, and venture to hope that my actions may meet with approval.

I have, &c.
(Signed) EDMUND W. BURT.

No. 41.

Admiralty to Foreign Office.—(Received March 31.)

Sir,

Admiralty, March 29, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, a copy of a Report received from Lieutenant Wake, of Her Majesty's ship "Reindeer," dated at Zanzibar on the 17th January last, of the detention of a slave-dhow on the morning of that day off Kwale Island.

I am, &c.
(Signed) EVAN MACGREGOR.

AFRICA (EAST COAST) AND ARABIA.

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Inclosure 1 in No. 41.

Lieutenant Wake to Commander Lang.

Sir,

"Reindeer," at Zanzibar, January 17, 1887.

IN compliance with Article 179, Station Orders, I have the honour to report that I captured a dhow at 1:30 this morning off Kwale Island; and I have now brought her to Zanzibar for adjudication.

The dhow would not lower her sail when hailed, and therefore went alongside of her in the steam-cutter, and found two female slaves on board.

I have, &c.

(Signed) D. ST. A. WAKE.

Inclosure 2 in No. 41.

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.
1887 Jan. 17	Kwale Island ...	Not known	Jamesha ...	Jamesha ...	None ...	...	3	...	3.44	Kunduchu	Zanzibar	Jamesha	1887 Jan. 16	...	...	...	1	...	1	Kunduchu	Zanzibar ...	Condition of slaves— Good. Not yet adjudicated.

"Reindeer," at Zanzibar, January 17, 1887.

Approved:
(Signed) H. B. LANG, Commander.

(Signed) D. ST. A. WAKE, Lieutenant.

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Inclosure 3 in No. 41.

Lieutenant Wake to Commander Lang.

Sir, "Reindeer," at Zanzibar, January 19, 1887.
I HAVE the honour to report that the dhow, name unknown, captured by me on the 17th instant as being engaged in the Slave Trade, was condemned by the Vice-Admiralty Court at Zanzibar on the 18th January.

I gave a detailed account of the capture to you in my letter of the 17th instant.

I have, &c.
(Signed) D. ST. A. WAKE.

No. 42.

Acting Consul-General Holmwood to the Marquis of Salisbury.—(Received April 11.)

My Lord, Zanzibar, March 11, 1887.
I HAVE the honour to forward herewith Admiralty Decrees in Cases Nos. 1 and 2 of 1887, the first condemning a canoe and two slaves, the second a dhow with four slaves, seized and brought before the Consular Court for adjudication by Her Majesty's ship "Reindeer" and Her Majesty's ship "Turquoise" respectively.

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

Inclosure 1 in No. 42.

*Case No. 1 of 1887.**Decree.*

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native canoe, whereof Mtashewa is both owner and master, and also against two female slaves, seized as liable to forfeiture by H. B. Lang, Esq., a Commander in the Royal Navy, commanding Her Majesty's ship "Reindeer." Before W. B. Cracknall, Esq., Her Majesty's Vice-Consul at Zanzibar, on the 18th day of January, 1887.

APPEARED personally Lieutenant D. St. A. Wake, R.N., of Her Majesty's ship "Reindeer," and produced his sworn declaration, setting out the circumstances under which the native canoe, whereof Mtashewa is both owner and master, of the description and dimensions specified in the annexed certificate of admeasurement taken by the captors, was seized by him, together with two female slaves of Kwale on the 17th day of January, 1887. I, the said Judge, having heard the evidence and examined witnesses on both sides, having found sufficient proof that the said canoe, at the time of her capture, was engaged in conveying two slaves in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said vessel and also the said two female slaves to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly.

In testimony whereof I have signed the present Decree and have caused my seal of office to be affixed thereto this 18th day of January, 1887.

(Signed) W. B. CRACKNALL,
Her Majesty's Vice-Consul and Judge.

Certificate of Admeasurement.

We, the undersigned officers of Her Majesty's ship "Reindeer," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule 2 of the 22nd section of "The Merchant Shipping Act, 1854," the dhow or native vessel, name not known, detained by the steam-cutter of Her Majesty's ship "Reindeer" on

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the 17th day of January, 1887, on the ground that she was engaged in the Slave Trade.

	Fect.
1. Length on upper deck from outside of plank at stem to outside of plank at stern post	25
2. Main breadth to outside of plank	2
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	7
<i>Tonnage.</i>	
1. Tonnage under tonnage deck	No. of Tons. 3·44
2. Closed-in spaces above the tonnage deck, if any, naming them poop or round-house, &c.	Nil.
Total No. of tons	3·44

Signed this 17th day of January, 1887.

(Signed)

T. H. M. JERRAM, *Lieutenant.*
A. G. MUGGRIDGE, *Lieutenant.*
D. ST. A. WAKE, *Lieutenant.*

Approved by me, this 17th day of January, 1887.

(Signed)

H. B. LANG, *Commander,*
Commanding H.M.S. "Reindeer."

Certificate of Destruction.

I hereby certify that the native canoe condemned in this Case as engaged in the Slave Trade has been broken up and the pieces sold in separate parts by public auction.

(Signed) W. B. CRACKNALL,
Her Majesty's Vice-Consul, Zanzibar.

Zanzibar, January 20, 1887.

Receipt for Slaves.

Received from Commander H. B. Lang, R.N., commanding Her Majesty's ship "Reindeer," two female slaves condemned in Case No. 1 on the 18th January, 1887.

(Signed) W. B. CRACKNALL,
Her Majesty's Vice-Consul, Zanzibar.

Inclosure 2 in No. 42.

Case No. 2 of 1887.

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 under no colours and having no papers, whereof the owner is unknown, her tackle, apparel, and furniture, and also against four female slaves, seized as liable to forfeiture by R. Woodward, Esq., a Captain in the Royal Navy, commanding Her Majesty's ship "Turquoise." Before W. B. Cracknall, Esq., Her Majesty's Legal Vice-Consul at Zanzibar, on the 21st day of February, 1887.

APPEARED personally Lieutenant G. A. Hardinge, R.N., of Her Majesty's ship "Turquoise," and produced his sworn declaration, setting out the circumstances under which the native vessel, name unknown, and whereof the owner is unknown, having neither papers nor colours, of the description and dimensions specified in the annexed certificate taken by the captors, was seized by him, together with four female slaves, at Pemba, on the 8th day of February, 1887. I, the said Judge, having heard the evidence produced by the captors, and in default of any person appearing for the defence, having found sufficient proof that the vessel at the time

of her capture was engaged in the Slave Trade in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said vessel, her tackle, apparel, and furniture, and also the said four female slaves, to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly. And I hereby declare that it has been proved that the destruction of the vessel on the spot was inevitable in consequence of her having been run upon the reef for the purpose of preventing the capture of the slaves on board.

In testimony whereof I have signed the present Decree and have caused my seal of office to be affixed thereto this 21st day of February, 1887.

(Signed) W. B. CRACKNALL,
Her Majesty's Legal Vice-Consul and Judge.

Certificate of Admeasurement.

We, the undersigned officers of Her Majesty's ship "Turquoise," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule 2 of the 22nd section of "The Merchant Shipping Act, 1854," the dhow or native vessel name unknown, detained by Her Majesty's ship "Turquoise" on the 8th day of February, 1887, 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	38
2. Main breadth to outside of plank	12
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	32
4. Depth of hold	8

Tonnage.

	No. of Tons.
1. Tonnage under tonnage deck	29½
2. Closed-in spaces above the tonnage deck, if any, naming them poop or round house, &c.	Nil
Total No. of tons	29½

Signed this 8th day of February, 1887.

(Signed) G. A. HARDINGE, *Lieutenant.*
JOHN WHITTLE, *Captain of Forecastle,*
First Class Petty Officer.

Approved by me, this 21st day of February, 1887.

(Signed) R. WOODWARD, *Captain,*
Commanding H.M.S. "Turquoise."

Certificate of Destruction.

I, the undersigned George Arthur Hardinge, holding the rank of Lieutenant in Her Britannic Majesty's navy, and of Her Majesty's ship "Turquoise," do hereby certify that on the 8th day of February, 1887, I directed a survey to be held on board the vessel detained by me on the 8th day of February, 1887, on the ground that she was engaged in the Slave Trade, and it appearing that the dhow, having been run on a reef, was consequently unseaworthy, as from the report of survey annexed will more fully appear, the said vessel has been destroyed by my orders.

(Signed) G. A. HARDINGE, *Lieutenant.*

Approved:

(Signed) R. WOODWARD, *Captain.*
Her Majesty's ship "Turquoise," February 22, 1887.

Receipt for Slaves.

Received from Captain R. Woodward, R.N., commanding Her Majesty's ship "Turquoise," four female slaves condemned in this Court in Case No. 2 on the 21st February, 1887.

(Signed) W. B. CRACKNALL,
Her Majesty's Legal Vice-Consul.

AFRICA (EAST COAST) AND ARABIA.

No. 43.

Admiralty to Foreign Office.—(Received April 13.)

Sir,

Admiralty, April 11, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, a copy of a Report received from Captain Woodward, of Her Majesty's ship "Turquoise," dated the 22nd February last, of the capture of a dhow, with four slaves on board off Pemba, on the 8th February last, and of her subsequent condemnation before the Consular Court at Zanzibar.

I am, &c.
(Signed) EVAN MACGREGOR,

Inclosure 1 in No. 43.

Lieutenant Hardinge to Captain Woodward.

Sir,

"Turquoise," at Zanzibar, February 22, 1887.

I HAVE the honour to report to you the following capture of a dhow on Tuesday, 8th February. On that date, at 9 A.M., I was at anchor inside Kinn Gap, when I observed a dhow making for that entrance, but on seeing us she put her helm up and ran before the wind. I immediately gave chase, and on getting outside I commenced firing with blank charges, which failed to stop her, she making straight for the reef round Ajao Island, and on touching there the crew deserted, leaving four slaves; I immediately took possession, and finding her much damaged by the reef, I sunk her, bringing the slaves down to Zanzibar, where the dhow was condemned before the Consular Court.

I have, &c.
(Signed) G. F. HARDINGE.

Inclosure 2 in No. 43.

RETURN of Vessels detained as being engaged in the Slave Trade, and sent into Port for Adjudication.

Date of Detention.	Where. If at sea, state the Latitude and Longitude.	Name of—			Under what Colours.	How rigged.	Number of—			Where—			Date of sailing from last Port.	Nature of Cargo.	To whom consigned.	If with Slaves on board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; stating the Number of Deaths before Adjudication, and the Number emancipated.
		Vessel.	Master.	Owners, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where shipped.
1887 Feb. 8	Off Pemba ...	Not known	Not known	Not known	Dhow ...	Not known	28½	Utumbwi	Pemba ...	Not known	Monday, Feb. 6	Nil ...	Not known	...	4	...	...	Utumbwi...	Zanzibar	...	Vessel unseaworthy, and destroyed. No deaths. Four slaves in good condition emancipated.

(Signed) R. WOODWARD, Captain.

"Turquoise," at Zanzibar, February 22, 1887.

AFRICA (EAST COAST) AND ARABIA.

No. 44.

Acting Consul General Holmwood to the Marquis of Salisbury.—(Received May 9.)

My Lord,

Zanzibar, April 1, 1887.

I HAVE the honour to forward the inclosed Quarterly Return of the disposal of freed slaves taken by our ships of war and condemned as forfeited in this Court.

I have, &c.

(Signed) FREDC. HOLMWOOD.

Inclosure in No. 44.

RETURN of Slaves captured and forfeited to Her Majesty during the quarter ended March 31, 1887.

Date of Discharge.	Number of Decree.	How disposed of.	
		In Town.	Church Mission Society.
Jan. 18, 1887	No. 1 of 1887	2	..
Feb. 21, 1887	No. 2 of 1887	1	3
	Total	3	3

(Signed) FREDC. HOLMWOOD,
Her Majesty's Agent and Consul-General, Zanzibar.

Zanzibar, April 1, 1887.

No. 45.

Acting Consul-General Holmwood to the Marquis of Salisbury.—(Received June 9, 3:10 P.M.)

(Telegraphic.)

Zanzibar, June 9, 2:49 P.M.

ARAB slaver off Pemba having been approached by our cruising boats, Arabs fired on them. Fight which ensued one British officer and four men severely wounded and nine Arabs reported killed. Arab vessel afterwards went on shore, when many slaves were drowned. Vessel ultimately captured with fifty-three slaves.

Her Majesty's ship "Reindeer" proceeding to the spot.

No. 46.

Admiralty to Foreign Office.—(Received June 10.)

Sir,

Admiralty, June 9, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to transmit, for the information of the Secretary of State for Foreign Affairs, a copy of a telegram dated to-day, from the commanding officer of Her Majesty's ship "Reindeer" at Zanzibar.

I am, &c.

(Signed) EVAN MACGREGOR.

AFRICA (EAST COAST) AND ARABIA.

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Inclosure in No. 46.

Commander Lang to Admiralty.

(Telegraphic.)

"Reindeer," at Zanzibar, June 9, 1887, 1.50 P.M.

"TURQUOISE" interpreter arrived from Pemba reports engagement "Turquoise" pinnace and slave-dhow; Lieutenant Fegen and four men badly wounded, nine Arabs killed, fifty-three slaves captured. Start immediately Pemba. "Turquoise" cruising.

No. 47.

Admiralty to Foreign Office.—(Received June 15.)

Sir, *Admiralty, June 13, 1887.*
I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith the inclosed letters, dated the 27th March, from Her Majesty's ship "Reindeer," reporting having boarded a dhow flying French colours.

I am, &c.

(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 47.

Commander Lang to Captain Woodward.

Sir, *"Reindeer," at Zanzibar, March 27, 1887.*
IN compliance with Article 180, clause 4, of the Station Orders, I have the honour to inform you that I sent a boat from the "Reindeer" to board the dhow "Arakan," under French colours, off Cape Delgado, on the 16th instant; her papers were verified by the boarding officer, Lieutenant Wake, and his statement is attached.

I have, &c.

(Signed) H. B. LANG.

Submitted to the Commander-in-chief.

(Signed)

R. WOODWARD, Captain.

"Turquoise," at Zanzibar, March 28, 1887.

Inclosure 2 in No. 47.

Lieutenant Wake to Commander Lang.

Sir, *"Reindeer," at Zanzibar, March 27, 1887.*
I BEG to state that the dhow "Arakan," under French colours, boarded by me on the 16th instant, produced papers that were in order, and I am satisfied that the vessel was rightly flying the colours hoisted.

I have, &c.

(Signed) D. WAKE.

No. 48.

Acting Consul-General Holmwood to the Marquis of Salisbury.—(Received July 4.)

My Lord,

Zanzibar, June 2, 1887.

I HAVE the honour to forward herewith Decrees of condemnation in Cases Nos. 3, 4, 5, and 6 on the Slave Trade file of this year, brought in this Consular Court by Captain R. Woodward, R.N., of Her Majesty's ship "Turquoise."

I have, &c.

(Signed) FREDC. HOLMWOOD.

AFRICA (EAST COAST) AND ARABIA.

Inclosure 1 in No. 48.

Case No. 3 of 1887.

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 the owner is unknown, her tackle, apparel, and furniture. seized as liable to forfeiture by R. Woodward, Esq., a Captain in the Royal Navy, in command of Her Majesty's ship "Turquoise." Before Ernest Berkeley, Esq., Her Majesty's Vice-Consul at Zanzibar, on the 18th day of April, 1887.

APPEARED personally Lieutenant Henry Preedy, R.N., of Her Majesty's ship "Turquoise," and produced his sworn declaration, setting out the circumstances under which the native vessel, name unknown, having no papers or colours, whereof the owner is unknown, of the description and dimensions specified in the annexed certificate of admeasurement, was seized by him off Dar-es-Salaam on the 13th day of April, 1887. I, the said Judge, having heard the evidence produced by the captors, and, in default of any person appearing for the defence, having found sufficient proof that the vessel at the time of her capture was fitted out for 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. And I direct that the said vessel be destroyed where she now lies.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 13th day of May, 1887.

(Signed) ERNEST BERKELEY,
Her Majesty's Vice-Consul and Judge.

Certificate of Admeasurement.

We, the undersigned officer and petty officer of Her Majesty's ship "Turquoise," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule 2 of the 22nd section of "The Merchant Shipping Act, 1854," the dhow or native vessel, name unknown, detained by Her Majesty's ship "Turquoise" on the 13th day of April, 1887, 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	30
2. Main breadth to outside of plank	8
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	24
4. Depth of hold	10

Tonnage.

	No. of Tons.
1. Tonnage under tonnage deck	13
2. Closed-in spaces above the tonnage deck, if any, naming them poop or round-house, &c.	Nil
Total No. of tons	13

Signed this 13th day of April, 1887.

(Signed)

HENRY PREEDY, *Lieutenant.*
HENRY DRAYTON, *Leading Seaman.*

Approved by me, this 16th day of April, 1887.

(Signed)

R. WOODWARD, *Captain,*
Commanding Her Majesty's ship "Turquoise."

Certificate of Destruction.

I, the Undersigned, Robert Woodward, holding the rank of Captain in Her Britannic Majesty's Navy, and belonging to Her Majesty's ship "Turquoise," do hereby certify that on the 29th May, 1887, I directed a survey to be held on the dhow or native vessel, name unknown, detained by me on the 13th day of April, 1887, on the ground that she was engaged in the Slave Trade, and that the result of such survey was that the said dhow, having been condemned in the Vice-Admiralty Court at Zanzibar, was destroyed, and the said dhow was destroyed by my orders.

Given under my hand, and approved by me, this 1st day of June, 1887.

(Signed) R. WOODWARD, *Captain,*
Commanding Her Majesty's ship "Turquoise."

Inclosure 2 in No. 48.

Case No. 4 of 1887.

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, and whereof the owner is unknown, her tackle, apparel, and furniture, and also against four male and two female slaves seized as liable to forfeiture by R. Woodward, Esq., a Captain in the Royal Navy, commanding Her Majesty's ship "Turquoise." Before Ernest Berkeley, Esq., Her Majesty's Vice-Consul at Zanzibar, on the 21st day of April, 1887.

APPEARED personally John Whittle, holding the rank of Captain of the Forecastle in Her Majesty's Navy, and belonging to Her Majesty's ship "Turquoise," and produced his sworn declaration, setting out the circumstances under which the native vessel, name unknown, whereof also the owner is unknown, having no papers or colours of the description and dimensions specified in the annexed certificate of admeasurement, was seized by him with four male and two female slaves off Pemba Island on the 9th day of April, 1887. I, the said Judge, having heard the evidence and examined the witnesses produced by the captors, and in default of any person appearing for the defence having found sufficient proof that the vessel at the time of her capture was engaged in the Slave Trade in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said vessel, her tackle, apparel, and furniture, and also the said six slaves, to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly. And I further declare that it has been proved to my satisfaction that the loss of the vessel on the spot was unavoidable, in consequence of her having been run upon the coral reef for the purpose of preventing the capture of slaves on board.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 7th day of May, 1887.

(Signed) ERNEST BERKELEY,
Her Majesty's Vice-Consul and Judge.

Certificate of Admeasurement.

I, the undersigned petty officer of Her Majesty's ship "Turquoise," do hereby certify that I have carefully admeasured in the manner prescribed by Rule 2 of the 22nd section of "The Merchant Shipping Act, 1854," the dhow or native vessel, name unknown, lying in the harbour of Wate, with a view to ascertain the tonnage of a dhow detained by Her Majesty's ship "Turquoise" on the 9th day of April, 1887, on the ground that she was engaged in the Slave Trade, as detailed in affidavit.

	Feet.
1. Length on upper deck from outside of plank at stem to outside of plank at stern post	67
2. Main breadth to outside of plank	19
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	40
4. Depth of hold	11

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Tonnage.

	<i>No. of Tons.</i>
1. Tonnage under tonnage deck	99·12
2. Closed-in spaces above the tonnage deck, if any, naming them poop or round-house, &c. Poop: length, 14 ft.; breadth, 14 ft.; height, 5 ft.	9·8
Total No. of tons	108·9

Signed this 21st day of April, 1887.

(Signed) JOHN WHITTLE, *Captain of the Forecastle.*

Approved by me, this 21st day of April, 1881.

(Signed) R. WOODWARD, *Captain,*
Commanding Her Majesty's ship "Turquoise."

Certificate of Destruction.

I, the Undersigned, John Whittle, holding the rank of Captain of the Forecastle in Her Britannic Majesty's Navy, and belonging to Her Majesty's ship "Turquoise, do hereby certify that, on the 9th day of April, 1887, I boarded and detained a dhow or native vessel, name unknown, detained by me on the 9th day of April, 1887, on the ground that she was engaged in the Slave Trade, and that immediately she had been hauled off the reef, upon which she had been run by her crew, she sank in deep water, and the said dhow has therefore been destroyed.

Given under my hand, this 21st day of April, 1887.

(Signed) JOHN WHITTLE, *Captain of the Forecastle.*

Approved by me, this 21st day of April, 1887.

(Signed) R. WOODWARD, *Captain,*
Commanding Her Majesty's ship "Turquoise."

Receipt for Slaves.

Received from Captain R. Woodward, R.N., commanding Her Majesty's ship "Turquoise," four male and two female slaves condemned in Case No. 4 of 1887.

(Signed) ERNEST BERKELEY,
Her Majesty's Vice-Consul, Zanzibar.

Inclosure 3 in No. 48.

Case No. 5 of 1887.

Decree.

In the Court of Her Majesty's Consul-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel, name "Mutashall," sailing under Zanzibar colours and papers, whereof Hamis Bin Mahomed is owner and Mabrook master, her tackle, apparel, and furniture, and also against three male and one female slaves, seized as liable to forfeiture, by R. Woodward, Esq., a Captain in the Royal Navy, commanding Her Majesty's ship "Turquoise." Before Ernest Berkeley, Esq., Her Majesty's Vice-Consul at Zanzibar, on the 21st day of April, 1887.

APPEARED personally Solomon Ayres, holding the rank of gunner in Her Majesty's Navy and belonging to Her Majesty's ship "Turquoise," and produced his sworn declaration, setting out the circumstances under which the native vessel, name "Mutashall," owned by Hamis Bin Mahomed, and whereof Mabrook is master, of the description and dimensions specified in the annexed certificate of admeasurement, was seized by him, with three male and one female slaves, off the Island of Pemba, on the 14th day of April, 1887. I, the said Judge, having heard the evidence and examined the witnesses produced by the captors, and in default of any

person appearing for the defence, having found sufficient proof that the said vessel at the time of her capture was engaged in the Slave Trade in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said vessel, her tackle, apparel, and furniture, and also the said four 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 destruction of the vessel on the spot as justifiable under the circumstances set forth in the captors' certificate of destruction.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 7th day of May, 1887.

(Signed) **ERNEST BERKELEY,**
Her Majesty's Vice-Consul and Judge.

Certificate of Admeasurement.

We, the undersigned officers of Her Majesty's ship "Turquoise," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule 2 of the 22nd section of "The Merchant Shipping Act, 1854," the dhow or native vessel called "Mutashall," detained by Her Majesty's ship "Turquoise" on the 15th day of April, 1887, 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	59
2. Main breadth to outside of plank	17
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	30
4. Depth of hold	8

Tonnage.

	No. of Tons.
1. Tonnage under tonnage deck	55·3
2. Closed-in spaces above the tonnage deck, if any, naming them poop or round-house, &c.	Nil.
Total No. of tons	55·3

Signed this 21st day of April, 1887.

(Signed) **S. AYRES,** *Gunner.*
JOHN WHITTLE, *Captain of the Forecastle.*

Approved by me, this 21st day of April, 1887.

(Signed) **R. WOODWARD,** *Captain,*
Commanding Her Majesty's ship "Turquoise."

Certificate of Destruction.

I, the Undersigned, Robert Woodward, holding the rank of Captain in Her Britannic Majesty's Navy, and belonging to Her Majesty's ship "Turquoise," do hereby certify that on the 23rd day of April, 1887, I directed a survey to be held on the dhow or native vessel, called the "Mutashall," detained by me on the 14th day of April, 1887, on the ground that she was engaged in the Slave Trade, and that the result of such survey was that the said dhow was found unseaworthy, and the said dhow has therefore been destroyed by my orders.

Given under my hand, this 3rd day of May, 1887.

Approved by me, this 3rd day of May, 1887.

(Signed) **R. WOODWARD,** *Captain,*
Commanding Her Majesty's ship "Turquoise."

Receipt for Slaves.

Received from Captain R. Woodward, R.N., commanding Her Majesty's ship "Turquoise," three male and one female slaves condemned in this Case on the 7th day of May, 1887.

(Signed) **ERNEST BERKELEY,**
Her Majesty's Vice-Consul, Zanzibar.

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Inclosure 4 in No. 48.

Case No. 6 of 1887.

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 neither papers nor colours, whereof Saadi is both owner and master, her tackle, apparel, furniture, and cargo, and also against one male slave seized as liable to forfeiture by R. Woodward, Esq., a Captain in the Royal Navy, in command of Her Majesty's ship "Turquoise." Before Ernest Berkeley, Esq., Her Majesty's Vice-Consul at Zanzibar, on the 7th day of May, 1887.

APPEARED personally Thomas Carnell, gunner's mate, Royal Navy, of Her Majesty's ship "Turquoise," and produced his sworn declaration, setting out the circumstances under which the native vessel, name unknown, having neither papers nor colours, whereof Saadi is both owner and master, of the description and dimensions specified in the annexed certificate of admeasurement, was seized by him with one male slave off Tanga on the 4th day of May, 1887. I, the said Judge, having heard the evidence and examined the witnesses on both sides, having found sufficient proof that the vessel at the time of her capture was engaged in the illegal transport of a slave in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said vessel, her tackle, apparel, and furniture, together with the one male slave, to have been lawfully seized, and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly, directing at the same time the cargo to be restored to its proper owner, also hereby approving of the destruction of the vessel on the spot as inevitable under the circumstances set forth in the captors' certificate of survey.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 7th day of May, 1887.

(Signed) ERNEST BERKELEY,
Her Majesty's Vice-Consul and Judge.

Certificate of Admeasurement.

We, the undersigned officers of Her Majesty's ship "Turquoise," do hereby certify that we have carefully admeasured in the manner prescribed by Rule 2 of the 22nd section of "The Merchant Shipping Act, 1854," the dhow or native vessel, detained by Thomas Carnell, gunner's mate, of Her Majesty's ship "Turquoise," on the 4th day of May, 1887, on the ground that she was fitted out for the Slave Trade, and we certify that her dimensions are as follows:—

	Feet.
1. Length on upper deck from outside of plank at stem to outside of plank at stern post	36
2. Main breadth to outside of plank	12
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	20
4. Depth of hold	4·6

Tonnage.

	No. of Tons.
1. Tonnage under tonnage deck	13½
2. Closed-in spaces above the tonnage deck, if any, naming them poop or round-house, &c.	Nil.
Total No. of tons	13½

(Signed) WM. C. REID, *Senior Lieutenant.*
HENRY JAMES LILLEY, *Carpenter.*

Approved :
(Signed) R. WOODWARD, *Captain.*
May 5, 1887.

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Certificate of Destruction.

I, the Undersigned, Robert Woodward, holding the rank of Captain in Her Britannic Majesty's Navy, and belonging to Her Majesty's ship "Turquoise," do hereby certify that, on the 5th day of May, 1887, I directed a survey to be held on the dhow or native vessel, name unknown, detained by me on the 4th day of May, 1887, on the ground that she was engaged in the Slave Trade, and that the result of such survey was that the said dhow was unseaworthy, and the said dhow has therefore been destroyed by my orders.

Given under my hand, this 5th day of May, 1887.

Approved by me, this 5th day of May, 1887.

(Signed) R. WOODWARD, *Captain,*
Commanding Her Majesty's ship "Turquoise."

Receipt for Slaves.

Received from Captain R. Woodward, R.N., commanding Her Majesty's ship "Turquoise," one male slave condemned in this Court on the 7th day of May, 1887.

(Signed) ERNEST BERKELEY,
Her Majesty's Vice-Consul, Zanzibar.

No. 49.

Admiralty to Foreign Office.—(Received July 14.)

Sir,

Admiralty, July 12, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to forward herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a letter, dated the 25th April, from Her Majesty's ship "Turquoise," reporting the capture of the slave dhow "Mutashall" off Ras Kinjoge on the 15th April with forty slaves (thirty-six of whom escaped), and the subsequent release of the four slaves and condemnation of the dhow.

I am, &c.

(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 49.

Captain Woodward to Rear-Admiral Sir F. Richards.

Sir,

"Turquoise," at Pemba, April 25, 1887.

I HAVE the honour to report the capture of a slave dhow by Mr. Solomon Ayres, gunner, in the cruising launch "Helena" off Ras Kinjoge, with forty slaves on board (thirty-six of whom escaped), and of 55 tons.

2. At 11.50 P.M. on the 14th she was observed standing in for the land. Chase was immediately given, but owing to the wind falling light, the "Helena" did not gain on her. The punt was accordingly sent to board her, but before she could reach her the dhow ran on the beach, captain and crew making their escape. On the punt reaching her at 1.30 A.M. on the 15th four slaves were found in the water and rescued.

3. The dhow was successfully towed off and subsequently destroyed, having been condemned in the Vice-Admiralty Court at Zanzibar.

I have, &c.

(Signed) R. WOODWARD.

Inclosure 2 in No. 49.

RETURN of Vessels detained as being engaged in the Slave Trade, and sent into Port for Adjudication.

Date of Detention.	Where. If at Sea, state the Latitude and Longitude.	Name of—			Under what Colours.	How rigged.	Number of—			Where—			Date of sailing from last Port.	Nature of Cargo.	To whom consigned.	If with Slaves on board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; stating the Number of Deaths before Adjudication, and the Number emancipated.		
		Vessel.	Master.	Owners, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where shipped.	
1887 16 April	Off Ras Kijoge	Mutashall	Malomed ...	Zanzibar (P)	Arab ...	Dhow	Not known	Not known	55	Coast near Kwale Island	Pemba ...	Zanzibar ..	Not known	Slaves ...	Not known ...	Ind 40 slaves on board of both sexes, according to evidence given	Men.	Women.	Boys.	Girls.	In neighbourhood of Kwale Island	Zanzibar ...	Condition of slaves— Good. Vessel nearly new. No deaths. 3 male and 1 female slave emancipated.

"Turquoise," April 25, 1887.

(Signed)

R. WOODWARD, Captain.

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No. 50.

Admiralty to Foreign Office.—(Received July 14.)

Sir,

Admiralty, July 12, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a letter, dated the 23rd April, from Her Majesty's ship "Turquoise," reporting the capture of a slave dhow off Brisk Island with sixty slaves (fifty-four of whom escaped) on the 9th April last, and the subsequent release of the six slaves and condemnation of the dhow.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 50.

Captain Woodward to Rear-Admiral Sir F. Richards.

Sir,

"Turquoise," at Pemba, April 23, 1887.

I HAVE the honour to report the capture of a dhow approximately of 109 tons measurement, having on board sixty slaves (fifty-four of whom escaped) off Brisk Island under the following circumstances.

2. On the morning of the 9th April a dhow was observed standing in from the mainland. She was chased by the "Olga," but when distant one and a-half miles became enveloped in a squall, and was lost sight of for about half-an-hour. On the squall lifting she was observed to be on shore on a reef. Slaves were being thrown overboard, and some had already landed. The punt with two men and the interpreter was immediately sent to cut the slaves off, and the launch proceeded to capture the dhow. It was then blowing strong with a sea running, and it was with great difficulty that the launch was anchored sufficiently near to send a rope on board by the punt (which had returned, having picked up six slaves out of the surf). She was then hauled off by great exertion, using the cable and sail, the "Olga" carrying away her gaff in doing so. Immediately she came off the reef she sank in deep water (about 20 fathoms).

3. Owing to the fact of her sinking so suddenly there was no opportunity of measuring her, but she was a large two-masted dhow with a good-sized poop.

4. Owing to the sickness of Lieutenant Hardinge I placed Lieutenant Fegen in charge of all boats, with a reliable petty officer in charge of the "Olga."

5. This dhow has been condemned in the Vice-Admiralty Court at Zanzibar.

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

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Inclosure 2 in No. 50.

RETURN of Vessels detained as being engaged in the Slave Trade, and sent into Port for Adjudication.

Date of Detention.	Where, If at Sea, state the Latitude and Longitude.	Name of—			Under what Colours.	How rigged.	Number of—			Where—			Date of sailing from last Port.	Nature of Cargo.	To whom consigned.	If with Slaves on board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; stating the Number of Deaths before Adjudication, and the Number emancipated.	
		Vessel.	Master.	Owners, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where shipped.
1887 April 9	Off Brak Island	Unknown	Unknown	Unknown	Nons	Dhow, (2-masted)	Men. Not known	Guns. Not known	Tons. 109 approx	From. Pangani	Bound. Pemba	Belonging. Not known	Date of sailing from last Port. Not known	Nature of Cargo. Slaves	To whom consigned. Not known	Men. Had 60 slaves on board of both sexes, according to the evidence	Women.	Boys.	Girls.	Where shipped. Near Kvale (Island, and near Pangani	To what Port sent for Adjudication. Zanzibar	Condition of the Slaves and Vessel; stating the Number of Deaths before Adjudication, and the Number emancipated. Condition of slaves— Good. Vessel old and rotten. No deaths. 4 male and 2 female slaves emancipated.

"Turquoise," at Pemba, April 23, 1887.

(Signed)

R. WOODWARD, Captain.

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No. 51.

Admiralty to Foreign Office.—(Received July 14.)

Sir, *Admiralty, July 12, 1887.*
 I AM commanded by my Lords Commissioners of the Admiralty to forward herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a letter, dated the 11th ultimo, from Her Majesty's ship "Kingfisher," reporting the capture of the slave dhow "Fatal Kheir Abri" near Muscat on the 22nd May, and her subsequent condemnation.

I am, &c.
 (Signed) EVAN MACGREGOR.

Inclosure 1 in No. 51.

Commander Needham to Rear-Admiral Sir F. Richards.

Sir, *"Kingfisher," at Muscat, May 25, 1887.*
 IN compliance with Article 129, Station Orders, I have the honour to report that at 10 P.M. on the 22nd instant two local fishermen came on board and reported that at about 7 P.M. that evening, at a place some 5 or 6 miles down the coast, they had passed a dhow, which, on the previous evening, had asked them to land four slaves. I immediately sent two boats in charge of Lieutenant Keane to endeavour to effect her capture. At about 11.30 A.M. the boats returned with the dhow in tow.

2. At that time she had no slaves on board, but there was a space in the after part underneath the cargo which had been recently occupied: this, together with the fact that the informers identified the dhow, I considered sufficient evidence to justify her detention.

3. The next morning I held a careful inquiry, and after a searching cross-examination of the crew, and passengers one and all admitted that they had shipped four slaves (three women and one man) at Melindi, and transferred them on the evening of the 21st instant to a fishing-boat for conveyance to Karyat.

This dhow was condemned by the Prize Court at Muscat on the 25th instant.

I have, &c.
 (Signed) R. B. NEEDHAM.

Inclosure 2 in No. 51.

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 that 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.
1887 May 23	Off Muscat ...	Fatal Kheir Abri	Hadeid- bin-Nassib	Hadeid- bin-Nassib	Arab ...	Dhow ...	7	...	70	Zanzibar and Socotra	Bunder Abbas	Bunder Abbas	1887 May 10	Rafters ...	Captain	Muscat ...	4 slaves from Malindi landed at Karyat on 22nd instant.

"Kingfisher," May 25, 1887.

(Signed)

R. B. NEEDHAM, Captain.

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No. 52.

Admiralty to Foreign Office.—(Received July 29.)

Sir, *Admiralty, July 27, 1887.*
 I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a letter, dated the 18th June, from Her Majesty's ship "Kingfisher," reporting the reception on board of three fugitive slaves off Suadi, and their subsequent disposal.

I am, &c.
 (Signed) EVAN MACGREGOR.

Inclosure 1 in No. 52.

Commander Needham to Sir F. Richards.

Sir, *"Kingfisher," off Ras-al-Hadd, May 10, 1887.*
 I HAVE the honour to report that on the night of the 5th instant, while at anchor off Suadi, three fugitive slaves came on board and asked for British protection on the plea of ill-treatment.

2. After carefully investigating their statements, each man being examined separately, I was of opinion that they were slaves "kept in slavery contrary to Treaties with Great Britain," and had suffered "ill-treatment from their masters," and were consequently entitled to British protection, which protection I therefore accorded them.

3. Annexed is a summary of their depositions taken in my presence by Lieutenant H. J. Keane (interpreter), assisted by two native interpreters.

4. On arrival of the ship at Muscat, in compliance with sections 101 and 103 of the General Instructions for the suppression of the Slave Trade, I handed the said three slaves over to the British Consul and Political Agent.

I have, &c.
 (Signed) R. B. NEEDHAM.

Inclosure 2 in No. 52.

Summary of Depositions of three Fugitive Slaves received on board Her Majesty's ship "Kingfisher," at Suadi, 11 P.M., May 5, 1887.

SONGOR, a Macoa man, stated:—

"That a year ago at Zanzibar, was fishing from a canoe with the two others, my companions. A Bedeni dhow, manned by Arabs, came and asked us for some fish. The Arabs seized our fish, ourselves, and our canoe. They took us then to Sur, transhipped us to a fishing dhow, and we were taken to Suadi, where I was sold to an Arab woman named Sueni for 80 dollars. Since arrival here, have worked on the date plantations, have been badly treated, have had irons placed on my ankles, have been cut across the shoulders with a knife, and burnt with a hot iron, have been frequently beaten with a stick; am afraid of being killed if I return."

Mabruki, of Mrima, similar statement to the above:—

After arrival at Suadi, was sold to an Arab named Mahomed-bin-Hamis for 65 dollars; complains of ill-treatment.

Salmir, native of Madagascār, also made similar statement:—

Upon arrival at Suadi, was sold to Mahomed-bin-Hamis for 60 dollars.

All three aver that they have been only one year in this locality.

Hamid-bin-Said, an Arab, came on board at 12-30 P.M. the 6th May, 1887; said the fugitives were not slaves; that the wife and children of one and the mother of another of them were crying on shore. Said he himself had nothing to do with the fugitives. When asked their names he gave three different names to those given by the fugitives, and on being told that they were slaves, and being charged himself with being the owner of them, became very disconcerted, and hastened on shore without further parley.

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Lieutenant Henry J. Keane (interpreter), whilst surveying the Suadi Islands, was interviewed by two Arabs, who said they were the Chiefs of the district. They at first said the three fugitives were not slaves, and that one had a wife on shore, but after a little cross-questioning they admitted that the three runaways were slaves.

(Signed) HENRY J. KEANE, *Lieutenant, R.N.,
Interpreter, Swahili.*

Approved:
(Signed) R. B. NEEDHAM, *Commander, R.N.,
Her Majesty's Ship "Kingfisher."*

No. 53.

Acting Consul-General Holmwood to the Marquis of Salisbury.—(Received August 1.)

My Lord,

Zanzibar, July 1, 1887.

I HAVE the honour to forward the inclosed Quarterly Return of the disposal of freed slaves taken by our ships of war and condemned as forfeited in this Court.

I have, &c.

(Signed) FREDC. HOLMWOOD.

Inclosure in No. 53.

RETURN of Slaves captured and forfeited to Her Majesty during the Quarter ended June 30, 1887.

Date of Discharge.	Number of Decree.	How disposed of.		
		In Town.	Universities' Mission, Zanzibar.	Church Mission Society, Mombasa.
May 7, 1887	No. 4 of 1887 ..	6	..	..
May 7, 1887	No. 5 of 1887 ..	4	..	..
May 7, 1887	No. 6 of 1887 ..	1	..	..
June 30, 1887	No. 7 of 1887 ..	1	26	27
Total .. ..	.. ..	12	26	27

(Signed) FREDC. HOLMWOOD,
Her Majesty's Agent and Consul-General, Zanzibar.

Zanzibar, June 30, 1887.

No. 54.

Acting Consul-General Holmwood to the Marquis of Salisbury.—(Received August 1.)

My Lord,

Zanzibar, July 1, 1887.

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 at Zanzibar, Admiralty Jurisdiction, during the half-year ended the 30th June, 1887.

I have, &c.

(Signed) FREDC. HOLMWOOD.

Inclosure in No. 54.

RETURN of Prizes in respect of which Proceedings have been taken before Her Majesty's Agent and Consul-General, Zanzibar, Admiralty Jurisdiction, during the Half-year ending the 30th June, 1887.

No. on Court File.	Name and Nature of Prize.	Name of Capturing Ship.	Name of Commanding Officer.	Number of Slaves seized.	Date of Capture.	Date of Adjudication.	Decree.	Court Fees.	Net Proceeds of Sale.	Amount remitted.	Remarks.
1	Canoe ..	H.M.S. "Reindeer"	Commander H. B. Lang	2	Jan. 17, 1887	Jan. 18, 1887	Condemnation ..	£ 8 16 6	£ 0 3 2½	£ s. d. ..	.
2	Unknown ..	H.M.S. "Turquoise"	Captain R. Woodward	4	Feb. 8,	Feb. 21,	" ..	7 8 6	..	..
3	" ..	" ..	" ..	Nil	Apr. 13,	May 13,	" ..	5 18 0	..	..
4	" ..	" ..	" ..	6	Apr. 9,	May 7,	" ..	10 0 6	..	..
5	Mutashali ..	" ..	" ..	4	Apr. 14,	May 7,	" ..	8 11 0	..	..
6	Unknown ..	" ..	" ..	1	May 4,	May 7,	" ..	7 8 6	..	..
7	" ..	" ..	" ..	53	May 30,	June 30,	" ..	7 1 6	..	..

Zanzibar, June 30, 1887.

(Signed)

FREDC. HOLMWOOD, Her Majesty's Agent and Consul-General.

Acting Consul-General Holmwood to the Marquis of Salisbury.—(Received August 1.)

My Lord,

I HAVE the honour to forward herewith Admiralty Decree in Case No. 7 of this year, condemning a native vessel and fifty-three slaves to Her Majesty's ship "Turquoise."

Zanzibar, July 4, 1887.

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

Inclosure in No. 55.

Case No. 7 of 1887.

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, and whereof the owner is unknown, her tackle, apparel, and furniture, and also against thirty male and twenty-three female slaves seized as liable to forfeiture by R. Woodward, Esq., a Captain in the Royal Navy commanding Her Majesty's ship "Turquoise." Before Ernest Berkeley, Esq., Her Majesty's Vice-Consul at Zanzibar, on the 14th day of June, 1887.

APPEARED personally Lieutenant F. Fegen, R.N., of Her Majesty's ship "Turquoise," and produced his sworn declaration, setting out the circumstances under which the native vessel, name unknown, having no papers or colours, whereof the owner is unknown, of the description and dimensions specified in the annexed certificate of admeasurement, was seized by him with thirty male and twenty-three female slaves off Pemba Island on the 30th day of May, 1887. I, the said Judge, having heard the evidence and examined the witnesses produced by the captors, and in default of any person appearing for the defence having found sufficient proof that the vessel at the time of her capture was engaged in the Slave Trade in contravention of Treaties existing between Great Britain and Zanzibar, do adjudge the said vessel, her tackle, apparel, and furniture, and also the said thirty male and twenty-three female slaves to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly. And I further declare that it has been proved to my satisfaction that the destruction of the vessel on the spot was unavoidable under the circumstances set forth in the captors' certificate of destruction.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 30th day of June, 1887.

(Signed) ERNEST BERKELEY,
Her Majesty's Vice-Consul and Judge.

Certificate of Admeasurement.

WE, the undersigned officers of Her Majesty's ship "Turquoise," do hereby certify that we have carefully admeasured in the manner prescribed by Rule 2 of the 22nd section of "The Merchant Shipping Act, 1854," the dhow or native vessel, name unknown, detained by Her Majesty's ship "Turquoise" on the 30th day of May, 1887, 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.	58
2. Main breadth to outside of plank	19
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	45
4. Depth of hold	12

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	<i>Tonnage.</i>					<i>No. of Tons.</i>
1. Tonnage under tonnage deck	100·9
2. Closed-in spaces	Nil
Total No. of tons	100·9

Signed this 10th day of June, 1887.

(Signed)

G. A. HARDINGE, *Lieutenant.*G. WHITTLE, *Captain Forecastle.*

Approved by me, this 29th day of June, 1887.

(Signed)

R. WOODWARD, *Captain,**Her Majesty's ship "Turquoise."**Certificate of Destruction.*

I, the Undersigned, Robert Woodward, holding the rank of Captain in Her Britannic Majesty's Navy and belonging to Her Majesty's ship "Turquoise," do hereby certify that the dhow captured by the pinnace of Her Majesty's ship under my command, on the ground of being engaged in the Slave Trade, on the 29th April, sank in shallow water, and that she has since been partially blown to pieces with gun cotton, and the said dhow has therefore been destroyed by my orders.

Given under my hand, this 29th day of June, 1887.

(Signed)

R. WOODWARD, *Captain,**Commanding Her Majesty's ship "Turquoise."**Receipt for Slaves.*

Received from Captain R. Woodward, R.N., commanding Her Majesty's ship "Turquoise," thirty male and twenty-three female slaves, condemned in this Court in Case No. 7 of 1887.

(Signed)

ERNEST BERKELEY,

Her Majesty's Vice-Consul, Zanzibar.

No. 56.

Acting Consul-General Holmwood to the Marquis of Salisbury.—(Received August 1.)

My Lord,

Zanzibar, July 5, 1887.

IN confirmation of my telegram of the 9th June, I have the honour to report that on the 30th May the cutter and another boat of Her Majesty's ship "Turquoise," cruising off Pemba under Lieutenant Fegen, sighted an Arab slave dhow, which, on being summoned to haul to, steered straight at the cutter, which it endeavoured to capsize, the Arabs on board the dhow at the same time firing a volley and wounding a sailor. The rigging of the two vessels now became entangled, and a hand to hand conflict ensued between the cutter's crew and that of the dhow, which numbered twelve Arabs and a native, all of whom were armed with breech-loading rifles. During this fight, Lieutenant Fegen and four British sailors were severely wounded, and one of the latter has since died. The remainder are out of danger and doing as well as can be expected, though all will have to be invalided.

Lieutenant Fegen behaved with the utmost coolness and courage, and his men appear to have displayed the most perfect discipline and bravery, though the attack was most unexpected, and they were outnumbered. The fight lasted for upwards of half-an-hour, in fact until eleven of the Arabs had been killed, when the remainder, one of whom was wounded, jumped on shore just as the vessel stranded, and they were followed by a number of the slaves before our force, now reduced to three or four, could complete the capture of the dhow. Eventually, fifty-three slaves were secured from the sinking dhow, and were immediately conveyed, together with the wounded, to the naval depôt at Fungi Island. A party was shortly dispatched under Lieutenant Hardinge, who was the only other officer on the Pemba Station, and who was passing the depôt on the next day, but he found it impossible to track the fugitives, and, being anxious to return to the succour of his wounded comrades, he was reluctantly compelled to abandon the search.

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It is feared that out of some fifty slaves who jumped overboard probably one-half perished, as numbers of bodies were washed on shore in the neighbourhood. An Arab, who has been identified as one Ali, a notorious slave-dealer, residing generally in the vicinity of Dar-es-Salam, and one of the crew, who is a native, have been traced to the interior of the Island of Pemba; the latter was wounded, and it is hoped he may be arrested.

On learning this event, the Sultan immediately sent a special messenger to Pemba with instructions to trace these men and to effect their arrest, but the messenger was not successful, and His Highness then dispatched the "Barawa," with instructions to the Vali and to his Jemadar at Kishi-Kash on the north of the island to search and make inquiries in every direction until the men are found.

I do not feel hopeful that the Arab Ali will ever be discovered; he would probably have quitted the island in a canoe within a few hours of landing, and he would then have no difficulty in securing his safety in the interior. I trust, however, that the remaining survivor of the slaver's crew may be apprehended, though the fact that twelve out of thirteen of these were Arabs would indicate that they were also the owners of the slaves, and it is therefore probable that all connected with this illegal venture, except the man Ali, have been killed.

His Highness is himself most anxious to apprehend the fugitive Arab, and will not fail to use his utmost endeavours to do so.

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

No. 57.

Foreign Office to Acting Consul-General Macdonald.

Sir,

Foreign Office, August 8, 1887.

WITH reference to a despatch which has been received by this Department from Mr. Holmwood, of the 5th ultimo, reporting the incidents connected with a fight which occurred on the 30th May last off the Island of Pemba between two boats belonging to Her Majesty's ship "Turquoise" and an Arab slave dhow, I am directed by the Marquis of Salisbury to instruct you to convey to the Sultan of Zanzibar the thanks of Her Majesty's Government for the action which, on hearing of the event, he appears, according to Mr. Holmwood's despatch, to have taken with a view to the arrest of the persons implicated in this transaction.

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

No. 58.

Admiralty to Foreign Office.—(Received August 18.)

Sir,

Admiralty, August 15, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of the Marquis of Salisbury, copies of correspondence which has been forwarded by the Senior Officer on the East Coast of Africa, dated the 4th July, relative to an engagement with and capture of a slave dhow at Pemba on the 30th May.

2. I am to add that Lieutenant Fegen has been specially promoted to the rank of Commander for his gallantry on the occasion; and that the men under his orders have been ordered to be advanced in rank and rating so soon as they shall have passed the necessary qualifying examinations.

I am, &c.
(Signed) R. D. AWDRY.

Inclosure 1 in No. 58.

Captain Woodward to Admiralty.

Sir, "Turquoise," at Zanzibar, June 20, 1887.

I HAVE the honour to inclose herewith correspondence with reference to the capture of an Arab dhow and fifty-three slaves by Lieutenant Frederick F. Fegen in the pinnace of Her Majesty's ship under my command at Pemba on the 30th May, and in so doing, I beg specially to bring to your notice the most gallant and determined conduct of that officer and his boat's crew.

2. It is especially my duty to mention that, on the dhow attempting to run down the pinnace with the intention of carrying her by boarding, Lieutenant Fegen immediately rushed forward to repel the Arabs (the dhow having caught the pinnace's fore-stay with her bowsprit), seven of whom were ready to board. He promptly shot two with his revolver, then drew his cutlass, and ran another through the body. Whilst thus engaged he received a very severe sword-cut on the right arm from an Arab who came to assist the one he was engaged with: this Arab was run through the body by John W. Pearson, A.B., before he had time to inflict further injury. Notwithstanding his severe wound this officer still continued fighting with his cutlass until the dhow got clear (at this time there were three men in the bottom of the boat wounded), the remainder of the crew, three in number, fighting hard and supporting him. When the dhow got clear nine Arabs had already been killed. No sooner had this occurred than she endeavoured to escape. Lieutenant Fegen picking up his dingy gave chase, and a running fight was maintained until the helmsman of the dhow was shot, when she broached to and capsized in shallow water. He immediately anchored his boat as near the sunken dhow as possible, and proceeded to rescue the slaves, the four unwounded men saving as many as they could by means of the dingy and also jumping overboard; fifty-three, all told, were saved. I am informed by Mr. Holmwood, Consul-General, that of the the thirteen Arabs on board the dhow, nine were the most notorious slave-dealers in Pemba, and in all there were upwards of twenty armed men (the arms being Snider rifles and swords). Of the thirteen Arabs eleven have been killed, which will doubtless deal a heavy blow against the Slave Trade. Two Arabs succeeded in reaching the shore, one of whom died subsequently of his wounds, and the other escaped: measures have been adopted for his capture.

3. I cannot speak too highly of the brave and gallant behaviour of Lieutenant Fegen and his crew: in rushing forward and preventing the Arabs from boarding his boat he, in my opinion, saved annihilation. The advantage of numbers (three to one at least) and position was decidedly in favour of the dhow. He was backed up most bravely by his boat's crew; four received severe wounds, one since having died.

4. I would respectfully suggest that you will be pleased to submit, for the favourable consideration of their Lordships, the conduct of Lieutenant Fegen and his boat's crew (whose names are noted below*): this is not the first time that this officer has been the subject of a special Report from me. The gallant defence made by the boat's crew makes selection invidious, but Lieutenant Fegen informs me that Frederick J. Russell and Joseph E. Greep, leading seamen, fought with most distinguished gallantry.

5. Surgeon W. H. Norman, of Her Majesty's ship "Reindeer," deserves great credit for skilful surgery under trying circumstances. The patient behaviour of the wounded whilst undergoing acute suffering prior to the arrival of medical assistance was most praiseworthy.

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

* Frederick J. Russell, captain mizen-top (wounded); Joseph E. Greep, leading seaman; Henry Ward, A.B.; Benjamin E. Stone, A.B. (dead); Thomas Hall, A.B. (wounded); Frederick Blanchard, A.B.; John W. Pearson, A.B.; James J. Blyth, Private, R.M. (wounded).

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Inclosure 2 in No. 58.

Commander Lang to Captain Woodward.

Sir,

"Reindeer," at Zanzibar, June 12, 1887.

I REGRET to have to report that shortly after noon on the 9th instant the interpreter of the cruising-launch "Olga" arrived on board this ship and reported that the pinnace belonging to Her Majesty's ship "Turquoise" engaged and, after a most severe fight, captured a slave dhow and fifty-three slaves, and that Lieutenant Fegen and four of the pinnace's crew were seriously wounded, and were in urgent need of medical assistance, the engagement having taken place on the 30th May. I at once ordered steam to be got up with all despatch, and went on shore and communicated with Her Majesty's Consul-General, and at 4 P.M. proceeded at full speed for Pemba, anchoring off south end of Mesale Island at 12.15 A.M. on the 10th, and at once sent gig in charge of Lieutenant Jerram with Dr. Norman to the depôt at Fungi Island to render all assistance possible to the wounded. At 7 A.M. I weighed and proceeded to Funzi, and anchored to the southward of the island. Lieutenant Jerram semaphored, "Benjamin Stone, able seaman, died this morning after amputation of his leg; Dr. Norman reports all other wounded men doing fairly well."

At noon the wounded and fifty-three captured slaves were transferred to the ship in "Turquoise's" pinnace, towed by steam-cutter. Cruising-launches "Helena" and "Olga" arrived during the afternoon. I then gave orders to Lieutenant Hardinge to divide the provisions remaining between the "Olga" and pinnace, and to demand from this ship a sufficient quantity to complete the two boats to twenty-one days' full allowance, and also as there were four wounded men to be taken out of the pinnace's crew and two sick men out of the "Olga's," he was to divide the remaining men between the "Olga" and pinnace, that making one coxswain and ten men for the "Olga" and one coxswain and seven men for the pinnace, I manning the "Helena" from this ship, and also leaving the whaler to strengthen the cruising boats. The boats are all provisioned for twenty-one days from the 11th June. Lieutenant Jerram, First Lieutenant of this ship, I left in charge of all cruising-boats. I determined on leaving Lieutenant Jerram, as he is well acquainted with the cruising ground at Pemba. I left orders with him to use every means in his power to induce the Governors of the different places to arrest the owner of the dhow and one Arab, who are reported to have escaped to Pemba. I am of opinion that Lieutenant Jerram is particularly qualified to carry out this important duty, requiring the exercise of a considerable amount of tact and judgment in his communications with the Chiefs. My reason for leaving a cruising-boat from this ship is that I thought the captured dhow might be one of several that the Arabs intended to try and run, and therefore it would be advisable to strengthen the cruising-boats as much as possible. I trust the arrangements I have made in your absence will meet with your approval.

A coffin was made on board this ship and a funeral party landed on Friday afternoon, and the remains of Benjamin Stone were interred by the side of a grave of a petty officer of Her Majesty's ship "Briton" with proper honours, the remaining men of the pinnace's crew acting as bearers.

I left Funzi on the afternoon of the 11th and anchored to southward of Mesale Island until 10 P.M., then weighed and proceeded to Zanzibar, arriving at this anchorage at 10.30 A.M. on the 12th. Mr. Berkeley, Her Majesty's Vice-Consul, came on board, and I arranged with him to take charge of the slaves, and they have been landed this afternoon. Dr. Norman went on shore, and made arrangements for Lieutenant Fegen and the wounded men to be received at the French Hospital here, which he reports clean and well ventilated, and as he considers it will be to their comfort I purpose landing them to-morrow morning.

I communicated by telegram with the Admiralty and Commander-in-chief before starting for Pemba and also on my return here: copies of these telegrams, orders left with officers of cruising-boats, list of boat's crews and list of wounded with injuries are inclosed herewith. I also forward, in duplicate, for your information, a letter from Lieutenant Fegen, reporting the capture of the dhow and fifty-three slaves, and statements of the engagement between the pinnace and dhow made by Joseph Greep, leading seaman, and Frederick J. Russell, captain mizen-top.

In conclusion, I beg to point out to you the plucky and cheerful way Lieutenant Fegen and the wounded men have behaved under the extreme pain they must have

suffered from such severe wounds, especially being so long without medical attendance. Lieutenant Fegen has specially mentioned to me the great care and skill shown by Dr. Norman in his unremitting attention to the wounded men, and I fully substantiate this opinion from my own observation, and I trust you will see fit to bring under the notice of the Commander-in-chief the zeal and attention shown by this officer under these trying circumstances. I refrain from making remarks on the incidents during the capture of the dhow, as you will doubtless form your own opinion from Lieutenant Fegen's Report, but from information gained from wounded men who were engaged in the action I feel that the bravery displayed by Lieutenant Fegen and example to his boat's crew cannot be too strongly brought under the notice of the Commander-in-chief; in fact, the whole of the crew seem to have acted with the greatest bravery and determination.

Trusting that you will not think these remarks of mine out of place, and again hoping that all the steps taken by me in your absence will meet with your approval, I have, &c.

(Signed)

H. B. LANG.

Inclosure 3 in 58.

Lieutenant Fegen to Commander Lang.

Sir,

"Reindeer," at Funzi, June 11, 1887.

I HAVE the honour to inform you of the engagement and capture of a slave dhow, name and nationality unknown, and about sixty-five slaves (twelve of whom were drowned), by the pinnace of Her Majesty's ship "Turquoise," on the 30th May, under the following circumstances:—

On the evening of the 29th May I arrived at Fundu Gap, in the pinnace of Her Majesty's ship "Turquoise," and anchored inside to watch the Gap during the night. My crew consisted of a coxswain, six seamen, one marine, and an interpreter. At daylight the following morning the look-out man reported to me a dhow entering the Gap; we at once furled the awning, swayed up the mainsail, shortened in the cable up and down, and provided arms. As the dhow was coming in our direction, and seemed from her movements to be a peaceful trader making for the channel on the edge of which we were anchored, I sent the dingy with my coxswain, one seaman, and the interpreter about 100 yards a-head, ready to board her, so that while she was being boarded the dhow should be passing close under command of fire of the pinnace. The dhow approached the dingy running before the wind, nobody being visible to me before the sail, which screened the after-part of the vessel: as she passed the dingy I heard the interpreter hail her to lower her sail several times, and as no notice seemed to be taken of the hail I gave the order "load:" at that moment the dhow altered course, and steered straight for the pinnace. I at once gave the order to trip the anchor and make sail, at the same time hailing the dhow to keep clear of us. At that moment the dhow exchanged several shots with the punt, and continued to bear down on us. Observing that we could not gather weigh in time to avoid the dhow, I went forward at once to the starboard bow, where I saw the dhow would strike us, calling on the men "to repel boarders." Just before collision a number of Arabs, armed with rifles and swords, sprang up from the fore part of the dhow where they had lain concealed, and also from under the roofing, and fired a volley into us; then drawing their swords as we collided they made a most determined attempt to carry us by the board, but not one succeeded in getting into the boat. After a most desperate hand to hand fight, during which the Arabs in the after-part of the dhow kept up a constant fire upon us, we drove them back, killed and wounded. As two of our men were by this time shot down and I was severely wounded, the dingy's crew being away, I did not consider it advisable to attempt to carry her by boarding, so I steered clear and hauled to the wind to obtain the weather gauge and cover the dingy, a heavy fire being kept up. Having taken the dingy in tow, I bore up in chase, the dhow being by this time in full flight; keeping a continual fire on the dhow from rifles, I mounted the 9-pounder, but before I could bring it into action the steersman of the dhow having been either shot or driven from his post, the dhow came to the wind, was taken aback, and foundered in about 2 fathoms water close to the beach. Seeing a number of men swimming towards the shore trying to escape, I pushed on to try and cut them off; most of them were drowned,

a few reaching the shore. Most of the surviving slaves were standing on the dhow keeping their heads above water. Observing Arabs collecting on the beach we drove them away with Shrapnel and case, and then anchored close to the dhow to save the slaves, many of whom were drowning. We saved fifty-three, and I saw twelve or fifteen dead.

The slaves state that there were thirteen Arabs in the dhow besides the crew, who were armed, and that of these only three Arabs got ashore, the remainder having been killed. I have since heard that of these three one has died of his wounds, but of these latter numbers I cannot be certain.

Having taken on board all the survivors I weighed, and shortly after obtained another dhow, which I hired to transport them to Funzi Island. I then proceeded to inform Mohamed Bin Juma, a neighbouring Chief, with a view to the apprehension of those who escaped, afterwards proceeding to Funzi, where I arrived at 9.30 P.M. that night.

Next day the wounded were landed, and the "Helena" dispatched to Zanzibar for assistance: Lieutenant Hardinge having joined me, I sent him to measure and destroy the dhow, which he did on the following day. Three days after I also sent the "Olga" for assistance, which arrived on the morning of the 10th June, the "Reindeer" having proceeded with despatch on receipt of intelligence.

The conduct of my crew in action, one and all, was most courageous and daring. In spite in our inferiority in numbers, and the heavy fire poured into them, they drove the Arabs back with great gallantry. It is difficult for me to mention one without naming all. My coxswain, F. Russell, though wounded early in the action and bleeding profusely, nevertheless fought gallantly to the end, when he fell exhausted from loss of blood; he is already known in the ship as one of the best and most trustworthy petty officers.

To Lieutenant Hardinge's care and attention the wounded owe great alleviation of their sufferings during the eleven days that elapsed before medical assistance arrived; he was ably assisted by F. Bailey and Charles Medden, able scamen, who were unremitting in their care and attention to the wounded.

In conclusion, I beg to draw your attention to the able and skilful manner in which Dr. Norman, of Her Majesty's ship "Reindeer," performed under adverse circumstances operations of a complicated character. Even to our unprofessional eyes the manner in which he performed amputation of the thigh with rapidity and without loss of blood to the patient shows him a bold and skilful surgeon; his care and attention have been unremitting.

I inclose herewith a list of the wounded furnished me by Dr. Norman.

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

Inclosure 4 in No. 58.

List of Wounded with Injuries.

Name.	Rank or Rating.	Nature of Wound or Hurt.
Frederick F. Fegen ..	Lieutenant ..	Severe sword wound of right shoulder and arm. One finger also partially separated; also several small wounds of no importance. Doing well.
Benjamin Stone ..	Able seaman ..	Very severe gunshot wound of right thigh. Bone much shattered, rendering amputation necessary. Died a few hours after operation.
Thomas Hall ..	Able seaman ..	Gunshot wounds of left hand, right thumb, and also of right arm, bone fractured. Doing well.
James Blyth ..	Private, R.M.L.I. ..	Severe gunshot wound of left thigh; bullet extracted. Doing well.
Frederick J. Russell ..	2nd Captain Mizen-top ..	Severe gunshot wound of ankle. Doing well.
		Two slaves wounded slightly.

(Signed) W. H. NORMAN, Surgeon.
"Reindeer," at Funzi, June 11, 1887.

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Inclosure 5 in No. 58.

List of Wounded with their Injuries.

Names.	Rank or Rating.	Nature of Wound or Hurt.
Frederick F. Fegen ..	Lieutenant	<p>This officer received a severe sword wound, the wound being about 12 inches long and reaching from just above shoulder joint to just above elbow joint on outer side of arm. This, owing to want of medical attendance, gaped very much, and he must have lost much blood.</p> <p>The wound at the time of my arrival was fairly healthy, although there were some maggots in it. Dressed it with carbolic oil, and brought the edges as near together as I could with strapping, and it has since progressed very favourably.</p> <p>On the 13th June he was sent to the French Hospital at Zanzibar. In addition to the above wound, Mr. Fegen had several minor ones, one of his fingers being almost separated. Since Mr. Fegen has been in hospital he has had an attack of fever.</p>
Benjamin Stone ..	Able seaman	<p>This man had a compound comminuted fracture of right thigh caused by a rifle bullet. The bone was shattered in every direction. The wounds, especially that of rut, were sloughy and unhealthy.</p> <p>I amputated thigh in upper third by lateral flaps. The patient lost very little blood, but died shortly after the operation.</p>
Thomas Hall ..	Able seaman	<p>Severe gunshot wounds of fingers of left hand. Thumb and first metacarpi bone of right hand destroyed, also compound fracture of right upper arm, the bullet going right through.</p> <p>I amputated three outer fingers of left hand, and cut the unhealthy tissue from the thumb of right hand, and set the fracture.</p> <p>This man is at present doing very well.</p>
James Blyth ..	Private, R.M.L.I. ..	<p>Severe gunshot wound of left thigh. The bullet ricocheted from the mast and entered the inner side of left thigh, and remained in wound. No important structures wounded.</p> <p>I extracted the bullet from the outer side of thigh by incision, and at the same time evacuated a large quantity of pus which had collected in the vicinity of the bullet. At the present time the wound is doing well, but some large sloughs have come away from time to time.</p> <p>Bullet was a Snider rifle one.</p>
Frederick J. Russell ..	Captain, Mizen-top ..	<p>Severe gunshot wound of left ankle. On outer side some swelling of joint. No important structures seem to be wounded. Wound at present doing well.</p> <p>At the time of my arrival the wounds had been ten days without any medical attendance, and in some cases were infested with maggots, and in the case of Stone the wound was very sloughy and unhealthy.</p>

(Signed)

W. H. NORMAN, *Surgeon.*

"Reindeer," at Zanzibar, June 12, 1887.

Inclosure 6 in No. 58.

Statement of Joseph Greep, Leading Seaman.

ABOUT 5.30 A.M. on the 30th May we were lying at anchor in the pinnace inside Fundu Gap, and Blyth, Private, R.M.L.I., who was on watch, reported a dhow coming through the Gap. Mr. Fegen gave orders for the awning to be

furled, anchor to be got up and down, and all arms to be loaded and ready. The punt was sent away to board with Russell, 2nd Captain Mizen-top, Blanchard, A.B., and the Interpreter. The latter hailed the dhow to lower her sail, but she refused to do so, and several Arabs rushed out from behind the dhow's canoe that was on deck and fired rifles at the punt.

Lieutenant Fegen immediately ordered the anchor to be got up and the fore-staysail hoisted, and when this was done the dhow tried to run over us; her bowsprit caught in our fore-staysail, and the pinnace swung alongside of her to leeward.

Lieutenant Fegen rushed forward with his revolver, and seeing the Arabs lying down in the fore part of the vessel ready for an attack he fired at them. The Arabs tried to board, but we resisted them, and several of them were shot. When Lieutenant Fegen had discharged all the chambers of his revolver he fought with his sword and told us to use cutlasses, and with these we drove the Arabs back.

Stone, able seaman, was severely wounded at the commencement of the fight, and was unable to give any help; Lieutenant Fegen and Blyth, private, were also severely wounded. Blyth was knocked into the bottom of the boat by a bullet through the leg, and he had to remain there. Lieutenant Fegen, although he had a frightful sword-cut the whole way down the upper right arm, continued fighting with great bravery. Hall, able seaman, had fingers from both hands shot away and his arm broken by a rifle shot, and he could render no assistance after he received the wounds.

The dhow's jibboom was cleared by Pearson, able seaman, after about five minutes' fighting, and we then picked up the punt, which had rendered great assistance by attacking the dhow to windward. Russell had been shot through the ankle.

The pinnace chased the dhow, firing at her with rifles. The steersman of the dhow was at last shot, and she then came up in the wind and capsized. Two Arabs then swam on shore, and we fired three shots at them with the nine-pounder.

We picked up fifty-three slaves, and saw the dead bodies of nine Arabs lying on the bottom. All the crew of the pinnace behaved in a splendid manner, and Mr. Fegen will, I am sure, speak highly in their favour.

I was wounded slightly by a bullet, and the remaining three of us were unhurt.

I should say that the crew of the dhow numbered about twenty.

(Signed) JOSEPH EDWIN GREEP.

Inclosure 7 in No. 58.

Statement of Frederick J. Russell, Captain Mizen-top, doing duty as Coxswain of Pinnace.

ABOUT 5:30 A.M. on the 30th May, I was ordered by Lieutenant Fegen to board a dhow that was coming through Fundu Gap. Blanchard, able seaman, and the Interpreter went with me in the punt, and the dhow on being hailed to lower her sail refused to do so, and all of a sudden several Arabs jumped up from behind a canoe that was on the dhow's deck and fired their rifles at us. I was struck by a bullet in the ankle, and the shock made me fall overboard. The dhow then ran straight at the pinnace and tried to run over her.

As soon as the punt had picked me up, we pulled as fast as we could to the assistance of the crew of the pinnace, as we saw that they were alongside of each other, and that severe fighting was going on. The pinnace was to leeward of the dhow, so we went to windward and fired at the Arabs with our revolvers. The pinnace picked us up as soon as she was clear of the dhow, and Blanchard and I joined in the running fight that was kept up until the dhow capsized.

When I came on board the pinnace I found Stone, able seaman, Blyth, private, and Hall, able seaman, so seriously wounded that they could give no help. Lieutenant Fegen was streaming with blood, but he behaved throughout as if he was unhurt; his bravery and that of the men could not be excelled.

When the dhow capsized three Arabs, as far as I could see, struck out for the shore, which I believe they reached.

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I should say that the Arabs and crew of the dhow amounted to twenty men, and out of these seventeen must have been either killed or drowned. The mainsail of the pinnace had as many as thirty rifle-shots through it. The eleven days' waiting for medical assistance in our wounded state will never be forgotten by any of us.

(Signed) FREDERICK J. RUSSELL.

Inclosure 8 in No. 58.

Captain Woodward to Admiralty.

Sir, *"Turquoise," at Zanzibar, July 4, 1887.*
I HAVE the honour to report, for the information of their Lordships, that as soon as I could possibly leave Zanzibar on the return of Her Majesty's ship "Reindeer" from Mombasa I proceeded to visit Pemba, arriving there on the 26th June. Before I left Mr. Holmwood, Consul-General, gave me two letters from His Highness the Sultan, one to the Jemadar of Kish-Kash, and one to the Liwali of Chaki-Chaki, with orders therein to render me all assistance in trying to get further details of the action between the pinnace of this ship and an Arab dhow.

2. I took this opportunity of visiting the whole of the cruising ground at Pemba and putting all boats in good order.

3. By visiting Kish-Kash, the small village close to the scene of the action, and from information received from Lieutenant Jerran, of Her Majesty's ship "Reindeer," I gather as follows:—

The dhow was said to contain 150 slaves, and was manned by Muscat Arabs and an armed crew. The sole surviving Arab is supposed to have escaped to the mainland. Nothing has been heard of the balance of the slaves; probably the majority were drowned. His Highness the Sultan is taking every step in his power to apprehend the Arab who has escaped, as he is a notorious slave-dealer.

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

No. 59.

Foreign Office to Admiralty.

Sir, *Foreign Office, August 23, 1887.*
I AM directed by the Marquis of Salisbury to acknowledge the receipt of your letter of the 15th instant relative to an engagement with and capture of a slave dhow at Pemba on the 30th May last, and I am to state to you, for the information of the Lords Commissioners of the Admiralty, that his Lordship has read the Report with much satisfaction, and entirely concurs in the propriety of the rewards bestowed on Lieutenant Fegen and his boat's crew for their gallant conduct in the affair.

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

No. 60.

Admiralty to Foreign Office.—(Received August 25.)

Sir, *Admiralty, August 23, 1887.*
I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of the Marquis of Salisbury, copy of letters from the Captain of Her Majesty's ship "Turquoise," addressed to Rear-Admiral Sir F. Richards, dated the 21st April and 25th May, 1887, reporting the capture and condemnation of two slave dhows, names unknown, on the 13th April and the 4th May last.

I am, &c.
(Signed) R. D. AWDRY.

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Inclosure 1 in No. 60.

Captain Woodward to Rear-Admiral Sir F. Richards.

Sir,

"Turquoise," at Zanzibar, April 21, 1887.

I HAVE the honour to report the capture of a slave dhow by Lieutenant Preedy under the following circumstances:—

2. When cruising off Sinda Island in the steam-cutter on the 13th instant, he observed a dhow standing out from under the land: on sighting the steam-cutter she put about and ran back under the point. By the time he reached her he found her abandoned, adrift, and driving on a reef, on which she shortly afterwards grounded. He remained by her till she floated in the evening, when, having gained no tidings of the crew, and if left in her present position she would have become a total wreck, he towed her to Dar-es-Salaam, and left her in charge of the Governor. The dhow measured 13 tons, and was placed in Court and condemned accordingly.

I have, &c.

(Signed) R. WOODWARD.

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Inclosure 2 in No. 60.

RETURN of Vessels detained as being engaged in the Slave Trade, and sent into Port for Adjudication.

Date of Detention.	Where, If at Sea, state the Latitude and Longitude.	Name of—			Under what Colours.	How rigged.	Number of—			Where—			Date of sailing from last Port.	Nature of Cargo.	To whom consigned.	If with Slaves on board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; stating the Number of Deaths before Adjudication, and the Number emancipated.
		Vessel.	Master.	Owners, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where shipped.
1887 April 13	Off Sinda Island, Zanzibar Channel	Not known	Not known	Not known	Nil	Dhow	Not known	13	Not known	Not known	Not known	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Zanzibar	Condition of vessel— Fair. No slaves on board when captured.	

"Turquoise," at Zanzibar, April 21, 1887.

(Signed)

R. WOODWARD, Captain.

AFRICA (EAST COAST) AND ARABIA.

Inclosure 3 in No. 60.

Captain Woodward to Rear-Admiral Sir F. Richards.

Sir,

"Turquoise," at Zanzibar, May 25, 1887.

I HAVE the honour to report the capture of a slave dhow under the following circumstances :—

2. On the 4th May, Thomas Carnell, gunner's mate, who was in charge of the steam-cutter, was entering Tanga Bay, when he observed a small dhow, which he boarded, and found to contain goats and one native concealed amongst them, who stated he was a slave and being conveyed to Pemba against his will, and that he wished to be set free.

The dhow was accordingly brought alongside the ship, where, after being surveyed, she was found to be leaky and unfit for the voyage to Zanzibar, and consequently was destroyed. On being placed in the Vice-Admiralty Court she has been condemned.

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

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Inclosure 4 in No. 60.

RETURN of Vessels detained as being engaged in the Slave Trade, and sent into Port for Adjudication.

Date of Detention.	Where. If at Sea, state the Latitude and Longitude.	Name of—			Under what Colours.	How rigged.	Number of—			Where—			Date of sailing from last Port.	Nature of Cargo.	To whom consigned.	If with Slaves on board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; the Number of Deaths before and the Number emancipated.
		Vessel.	Master.	Owners, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where shipped.
1887 May 4	Tanga Bay ...	None ...	Saadi ...	Saadi ...	Arab ...	Dhow ...	8	Nil	18½	Pangani	Pemba	Pangani	(Qy.)	Goats ...	Not known	1	...	...	...	Zanzibar	Dhow rotten and sunk. Slave healthy.

"Turquoise," at Zanzibar, June 1, 1887.

(Signed)

R. WOODWARD, Captain.

No. 61.

Admiralty to Foreign Office.—(Received September 26.)

Sir,

Admiralty, September 23, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a letter, dated the 8th July (with inclosure), from the Commanding Officer of Her Majesty's ship "Ranger," reporting the reception of a fugitive slave off Suweik on the 4th July, and his subsequent release.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure 1 in 61.

Commander Johnson to Commander Gissing.

Sir,

"Ranger," at Muscat, July 8, 1887.

I HAVE the honour to report that at 12 P.M. on the night of the 4th instant, whilst anchored off the town of Surveik on the Batineh coast, a slave named Sungoor came alongside the ship in a small boat and claimed protection as a fugitive: he had heavy iron rings on his ankles, and complained of being ill-treated by his master, Hamid-bin-Salasin: the marks and scars on his person, some of which were very recent, fully bore out his statement. Consequently I received him on board, and as I had to return to Muscat the following morning, took him with me and turned him over to the British Consul, that the matter might be further investigated by him. I inclose a copy of a letter received from the Consul, informing me that the slave has been freed.

I have, &c.
(Signed) S. A. JOHNSON.

Forwarded for the information of the Commander-in-chief.
(Signed) C. E. GISSING, *Commander and Senior Officer,*
Persian Gulf Division.

"Osprey," at Kurrachee, July 23, 1887.

Inclosure 2 in No. 61.

Surgeon-Major Jayakar to Commander Johnson.

Sir,

Muscat, July 7, 1887.

WITH reference to paragraph 3 of your letter, dated the 5th instant, regarding the fugitive slave Sungoor, I have the honour to inform you that I have made the necessary inquiry into the matter, and that I consider him entitled to his liberty.

2. I have further the honour to inform you that on my representation, His Highness the Sultan, who quite agrees with me in my opinion, has this day declared him free, and that accordingly a deed of liberty has been now given to him.

I have, &c.
(Signed) A. S. G. JAYAKAR.

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No. 62.

Admiralty to Foreign Office.—(Received September 28.)

Sir, *Admiralty, September 26, 1887.*
 WITH reference to Admiralty letter of the 15th ultimo, I am commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a letter, dated the 30th June, from the Commanding Officer of Her Majesty's ship "Turquoise," relative to the capture of a slave dhow and fifty-three slaves on the 30th May last.

I am, &c.
 (Signed) EVAN MACGREGOR.

Inclosure 1 in No. 62.

Captain Woodward to Rear-Admiral Sir F. Richards.

Sir, *"Turquoise," at Zanzibar, June 30, 1887.*
 I HAVE the honour to inform you of the capture of a slave dhow by Lieutenant Fegen on the 30th May.

On the early morning of that day, being anchored near the Fundu Gap, he observed a dhow standing through it which, on being hailed, opened fire upon the pinnace's dingy, and subsequently collided with the pinnace. A hand-to-hand encounter then took place, Lieutenant Fegen and four men (one of whom has since died) being wounded; after some moments, the dhow cleared the pinnace and made off, but her steersman being killed, she broached to and capsized.

Fifty-three slaves were rescued, who were liberated at Zanzibar, by order of the Vice-Admiralty Court, the dhow being condemned.

The dhow being in shallow water, her measurements were obtainable.

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

Inclosure 2 in No. 62.

RETURN of Vessels detained as being engaged in the Slave Trade, and sent into Port for Adjudication.

Date of Detention.	Where. If at Sea, state the Latitude and Longitude.	Name of—			Under what Colours.	How rigged.	Number of—			Where—			Date of sailing from last Port.	Nature of Cargo.	To whom consigned.	If with Slaves on board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; stating the Number of Deaths before Adjudication, and the Number emancipated.
		Vessel.	Master.	Owners, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where shipped.
1847 May 30	Funda Gap, Pemba!	Not known ...	Not known ...	Not known ...	None ...	Dhow .	About 80		100-9		Near Dar-es-Salaam	Pemba ...	Not known.	Not known	Not known		38 females 90 males		Near Dar-es-Salaam	Zanzibar ...	Condition of the Slaves.—Such as survived were in good condition. Condition of the Vessel.—Not ascertained; dhow sank. Deaths before Adjudication.—None amongst survivors. Number Emancipated—53.

"Turquoise," June 30, 1887.

(Signed)

R. WOODWARD, Captain.

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No. 63.

Consul O'Neill to the Marquis of Salisbury.—(Received October 24.)

(Extract.)

Mozambique, September 10, 1887.

ALTHOUGH fifteen months have now elapsed since my return to Mozambique, I have not felt able to draw up my annual Report upon the Slave Trade on this coast. Had I attempted to frame one it could but have been based on hearsay evidence, and have consisted mainly in a summing up of Reports of Slave Trade, the reliability of which I have been unable to test, that have reached me chiefly from native sources.

It is not necessary for me to point out to your Lordship the caution with which hearsay evidence on Slave Trade must be received; the conflicting reports that have reached Her Majesty's Government sufficiently prove the imperative necessity for careful personal inquiry. This has been felt on all sides, and by none more strongly than by the trusted adviser of Her Majesty's Government in all East African matters, Sir John Kirk.

The purely Consular duties at Mozambique being comparatively light, Her Majesty's Government have always strongly encouraged me, as well as my predecessors, in efforts to gain by travel and personal inquiry trusty evidence upon this point, and also upon the many others that open themselves in a new country, and upon which information is of direct value to British commerce, which is now beginning to develop the resources of the Zambesi and Nyassa regions.

As the season for travelling this year is now well advanced, I have determined to take the more rapid water route into the interior, and, by passing up the Zambesi and Shire, to escape the delays and fatigue of a land journey.

My state of health, which is not so good as it was four or five years ago, also compels me to select the easier water route.

In the interior and upon the Nyassa, should I reach it, I shall be able to learn more upon the matters I have mentioned in two or three months than I can do by twelve months' residence upon this islet.

I trust your Lordship will approve of this journey, upon which I propose starting by the next mail leaving for Quilimane on the 20th instant.

I do not anticipate being outside the limits of my Consular district more than four or five weeks, that is, if the Ruo River be still considered its boundary-line.

No. 64.

Major Macdonald to the Marquis of Salisbury.—(Received October 24.)

My Lord,

Zanzibar, September 26, 1887.

I HAVE the honour to forward herewith Admiralty Decrees in Cases Nos. 8 and 9 of this year, the first condemning a native vessel, and the second a dhow with seven slaves, taken respectively on the 20th and 23rd August last off Pemba by the boats of Her Majesty's ship "Turquoise."

I have, &c.

(Signed) C. M. MACDONALD.

Inclosure 1 in No. 64.

*Case No. 8 of 1887.**Decree.*

In the Court of Her Majesty's Consulate-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel, name "Frasí," having no papers or colours, whereof the owner is unknown, her tackle, apparel, and furniture, seized as liable to forfeiture by R. Woodward, Esquire, C.B., a Captain in the Royal Navy, in command of Her Majesty's ship "Turquoise." Before Ernest Berkeley, Esquire, Her Majesty's Vice-Consul at Zanzibar.

APPEARED personally Lieutenant the Honourable George A. Hardinge, R.N., of Her Majesty's ship "Turquoise," and produced his sworn declaration, setting

out the circumstances under which the native vessel, name "Frasí," having no papers or colours, whereof the owner is unknown, of the description and dimensions specified in the annexed certificate of admeasurement taken by the captors, was seized by him off Pemba Island on the 20th day of August, 1887. I, the said Judge, having heard the evidence produced by the captors, and in default of any person appearing for the defence having found sufficient proof that the vessel, at the time of her capture, 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 destruction of the vessel on the spot as inevitable under the circumstances set forth in the captor's certificate of destruction.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 30th day of August, 1887.

(Signed) **ERNEST BERKELEY,**
Her Majesty's Vice-Consul and Judge.

Certificate of Admeasurement.

We, the undersigned officers of Her Majesty's ship "Turquoise," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule 2 of the 22nd section of "The Merchant Shipping Act, 1854," the dhow or native vessel called "Frasí," detained by Her Majesty's ship "Turquoise," on the 20th day of August, 1887, 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	49
2. Main breadth to outside of plank	12
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	30
4. Depth of hold	7·8

Tonnage.

	No. of Tons.
1. Tonnage under tonnage deck	36·7
2. Closed-in spaces above the tonnage deck, if any, naming them poop or round-house, &c.	Nil
Total No. of tons	36·7

Signed this 30th day of August, 1887.

(Signed) **G. A. HARDINGE, Lieutenant.**
BENJAMIN PILKINGTON, Second Captain Foretop.

Approved by me, this 30th day of August, 1887.

(Signed) **R. WOODWARD, Captain,**
Commanding Her Majesty's ship "Turquoise."

Report of Survey.

We, the Undersigned, hereby certify that after careful examination of the dhow or native vessel called the "Frasí," captured by Her Majesty's ship "Turquoise" on the 20th day of August, 1887, we found her to be unseaworthy.

Given under our hands, this 30th day of August, 1887.

(Signed) **G. A. HARDINGE, Lieutenant.**
BENJAMIN PILKINGTON, Second Captain Foretop.

Approved by me, this 30th day of August, 1887.

(Signed) **R. WOODWARD, Captain,**
Commanding Her Majesty's ship "Turquoise."

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Certificate as to Destruction.

I, the undersigned George Arthur Hardinge, holding the rank of Lieutenant in Her Britannic Majesty's Navy, and belonging to Her Majesty's ship "Turquoise," do hereby certify that, on the 20th day of August, 1887, I directed a survey to be held on the dhow or native vessel called the "Frasí," detained by me on the 20th day of August, 1887, on the ground that she was engaged in the Slave Trade, and that the result of such survey was that the said dhow was found unseaworthy, and was consequently burnt, and the said dhow has therefore been destroyed by my orders.

Given under my hand, this 30th day of August, 1887.

(Signed) G. A. HARDINGE, *Lieutenant.*

Approved by me, this 30th day of August, 1887.

(Signed) R. WOODWARD, *Captain,*
Commanding Her Majesty's ship "Turquoise."

Inclosure 2 in No. 64.

Case No. 9 of 1887.

Decree.

In the Court of Her Majesty's Consulate-General, Zanzibar, Admiralty Jurisdiction.

Our Sovereign Lady the Queen against the native vessel, name unknown, having no colours or papers, whereof the owner is unknown, her tackle, apparel, and furniture, and also against four male and three female slaves, seized as liable to forfeiture by R. Woodward, Esquire, C.B., a Captain in the Royal Navy, in command of Her Majesty's ship "Turquoise." Before Ernest Berkeley, Esquire, Her Majesty's Vice-Consul at Zanzibar, on the 30th day of August, 1887.

APPEARED personally John Whittle, holding the rank of Captain of the Forecastle in Her Majesty's Navy, and belonging to Her Majesty's ship "Turquoise," and produced his sworn declaration, setting out the circumstances under which the said native vessel, name unknown, having no colours or papers, whereof the owner is unknown, of the description and dimensions specified in the annexed certificate of admeasurement taken by the captors, was seized by him, with four male and three female slaves, off Pemba Island, on the 23rd day of August, 1887. I, the said Judge, having heard the evidence and examined the witnesses produced by the captors, and in default of any person appearing for the defence having found sufficient proof that the said vessel at the time of her capture was engaged in the Slave Trade in contravention of Treaties existing between Great Britain and Zanzibar, to adjudge the said vessel, her tackle, apparel, and furniture, and also the said four male and three female slaves, to have been lawfully seized and to be forfeited to our Sovereign Lady the Queen, and do condemn the same accordingly, hereby approving of the destruction of the vessel on the spot as inevitable under the circumstances set forth in the captor's certificate of survey.

In testimony whereof I have signed the present Decree, and have caused my seal of office to be affixed thereto, this 30th day of August, 1887.

(Signed) ERNEST BERKELEY,
Her Majesty's Vice-Consul and Judge.

Certificate of Admeasurement.

We, the undersigned petty officers of Her Majesty's ship "Turquoise," do hereby certify that we have carefully admeasured, in the manner prescribed by Rule 2 of the 22nd section of "The Merchant Shipping Act, 1854," the dhow or native vessel, name unknown, detained by Her Majesty's ship "Turquoise" on the 23rd day of August, 1887, 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	52
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	36
4. Depth of hold	8.3

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	<i>Tonnage.</i>						<i>No. of Tons.</i>
1. Tonnage under tonnage deck	55·25
2. Closed-in spaces above the tonnage deck, if any, naming them poop or round-house, &c.	Nil.
Total No. of tons	55·25

Signed this 30th day of August, 1887.

(Signed)

J. WHITTLE, *Captain Forecastle.*

ARTHUR ASKEW, *Captain's Coxswain.*

Approved by me, this 30th day of August, 1887.

(Signed)

R. WOODWARD, *Captain,*

Commanding Her Majesty's ship "Turquoise."

Report of Survey.

We, the Undersigned, hereby certify that, after careful examination of the dhow or native vessel, name unknown, captured by Her Majesty's ship "Turquoise" on the 23rd day of August, 1887, we find that she was much shaken and very leaky, and unfit to undergo the passage to Zanzibar, in consequence of her having been ran on a coral reef.

Given under our hands, this 30th day of August, 1887.

(Signed)

J. WHITTLE, *Captain Forecastle.*

ARTHUR ASKEW, *Captain's Coxswain.*

Approved by me, this 30th day of August, 1887.

(Signed)

R. WOODWARD, *Captain,*

Commanding Her Majesty's ship "Turquoise."

Certificate as to Destruction.

I, the undersigned John Whittle, holding the rank of Captain of the Forecastle in Her Britannic Majesty's Navy, and belonging to Her Majesty's ship "Turquoise," do hereby certify that on the 23rd day of August, 1887, I directed a survey to be held on the dhow or native vessel, name unknown, detained by me on the 23rd day of August, 1887, on the ground that she was engaged in the Slave Trade, and that the result of such survey was that the said dhow was much shaken and very leaky, and unfit for passage to Zanzibar, and was thereupon destroyed by sinking in deep water, and the said dhow has therefore been destroyed by my orders.

Given under my hand, this 30th day of August, 1887.

(Signed)

J. WHITTLE, *Captain Forecastle.*

Approved by me, this 30th day of August, 1887.

(Signed)

R. WOODWARD, *Captain,*

Commanding Her Majesty's ship "Turquoise."

Receipt for Slaves.

Received from Captain R. Woodward, R.N., C.B., commanding Her Majesty's ship "Turquoise," four male and three female slaves, condemned in this Court in Case No. 9 of 1887.

(Signed)

ERNEST BERKELEY,

Her Majesty's Vice-Consul, Zanzibar.

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No. 65.

Admiralty to Foreign Office.—(Received October 27.)

Sir,

Admiralty, October 25, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copies of two letters, dated the 2nd ultimo, from the Commanding Officer of Her Majesty's ship "Turquoise," reporting the capture of two slave dhows and slaves at Pemba.

I am, &c.

(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 65.

Captain Woodward to Rear-Admiral Sir F. Richards.

Sir,

"Turquoise," at Zanzibar, September 2, 1887.

I HAVE the honour to report the capture of a slave dhow by Lieutenant the Honourable G. A. Hardinge, of Her Majesty's ship under my command, under the following circumstances:—

On Saturday, the 20th August, being then off Brisk Island, he observed a dhow standing in from the mainland, and she made the land at Solomon Point. He then saw twenty or thirty persons get out of her and walk round the island. He gave chase with his crew, but finding the coral cutting their feet, he decided to give up chase and board the dhow. He found there three men, who admitted they had just landed slaves: on examining the dhow he found her hold to be strewn with sand on mats, and human excrement and other traces of slaves were plainly visible. Finding her after survey to be unfit for passage to Zanzibar, he took her to Funzi Island and burnt her. She has since been condemned in the Vice-Admiralty Court at this place.

I have, &c.

(Signed) R. WOODWARD.

Inclosure 2 in No. 65.
RETURN of Vessels detained as being engaged in the Slave Trade, and sent into Port for Adjudication.

Date of Detention.	Where. If at Sea, state the Latitude and Longitude.	Name of—			Under what Colours.	How rigged.	Number of—			Where—			Date of sailing from last Port.	Nature of Cargo.	To whom consigned.	If with Slaves on Board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel; stating the Number of Deaths before Adjudication, and the Number emancipated.	
		Vessel.	Master.	Owners, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where shipped.
1887 Aug. 30	Pemba	Fraai	Unknown	Unknown	Nil	Dhow	Men. Not known	Guns. Nil	Tons. 36.7	From. Not known	Bound. Pemba	Belonging. Not known	Date of sailing from last Port. Not known	Nature of Cargo. Nil	To whom consigned. (?)	Men. Not known	Women. Not known	Boys. Not known	Girls. Not known	Where shipped. Not known	To what Port sent for Adjudication. Zanzibar	Condition of the Slaves and Vessel; stating the Number of Deaths before Adjudication, and the Number emancipated. Vessel unseaworthy.

“Turquoise,” September 1, 1887.

(Signed)

R. WOODWARD, Captain.

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Inclosure 3 in No. 65.

Captain Woodward to Rear-Admiral Sir F. Richards.

Sir,

“Turquoise,” at Zanzibar, September 2, 1887.

I HAVE the honour to acquaint you of the capture of a slave dhow, name unknown, by John Whittle, Captain of the Forecastle in the cruising launch “Olga,” under the following circumstances:—

On Monday, the 23rd August, having anchored off Fundu Gap, he sent two hands in the dingy outside the Gap to reconnoitre, and on returning they reported a dhow standing in towards Njao Gap. He at once made sail, and proceeded there inside the island, and then sent the dingy to look if she was still coming in, and found that she was making for Boot Rock, where she ran on shore, and a number of slaves leaving her. On coming up he found her empty, and at once landed and rescued seven slaves from the bush. On towing the dhow off he discovered her to be making a great deal of water, and decided to sink her, which he accordingly did.

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

Inclosure 4 in No. 65.

RETURN of Vessels detained as being engaged in the Slave Trade, and sent into Port for Adjudication.

Date of Detention.	Where. If at Sea, state the Latitude and Longitude.	Name of—			Under what Colours.	How rigged.	Number of—			Where—			Date of sailing from last Port.	Nature of Cargo.	To whom consigned.	If with Slaves on board.				To what Port sent for Adjudication.	Condition of the Slaves and Vessel, stating the Number of Deaths before Adjudication, and the Number emancipated.	
		Vessel.	Master.	Owners, and of what Place.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where shipped.
1887 Aug. 28 ...	Pemba ...	Not known	Not known	Not known	Nil...	Dhow ...	Not known	Not known	55-25	Tonga ...	Pemba ...	Not known	Not known	Nil...	Nil...	4	3	1	...	Tonga ...	Zanzibar	Slaves healthy. Vessel unseaworthy.

“Turquoise,” September 1, 1887.

(Signed) R. WOODWARD, Captain.

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Inclosure 5 in No. 65.

Captain Woodward to Rear-Admiral Sir F. Richards.

Sir, "Turquoise," at Zanzibar, September 24, 1887.
 WITH reference to my letter acquainting you of the capture of a slave dhow by John Whittle, Captain of the Forecastle, I have the honour to inform you that this dhow and slaves have been condemned in the Vice-Admiralty Court here.

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

No. 66.

Major Macdonald to the Marquis of Salisbury.—(Received November 21.)

My Lord, Zanzibar, October 1, 1887.
 I HAVE the honour to forward the inclosed Quarterly Return of the disposal of freed slaves taken by our ships of war and condemned as forfeited in this Court.

I have, &c.
 (Signed) C. M. MACDONALD.

Inclosure in No. 66.

RETURN of Slaves captured and forfeited to Her Majesty during the Quarter ended September 30, 1887.

Date of Discharge.	Number of Decree.	How disposed of.	Remarks.
August 30, 1887 ..	No. 9 of 1887 ..	To the Church Mission Society, Mombasa (7)	

(Signed) C. M. MACDONALD,
Her Majesty's Acting Agent and Consul-General.

Zanzibar, October 1, 1887.

No. 67.

Admiralty to Foreign Office.—(Received November 29.)

(Extract.)

Admiralty, November 24, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to forward herewith, for the information of the Secretary of State for Foreign Affairs, copy of a letter (with inclosures), dated the 19th ultimo, from the Commander-in-chief of the East Indies, having reference to the Slave Trade in the station under his command during the year ending the 30th June last.

Inclosure 1 in No. 67.

Rear-Admiral Sir F. Richards to Admiralty.

Sir, "Bacchante," at Seychelles, October 19, 1887.
 I FORWARD herewith, for the information of my Lords Commissioners of the Admiralty, a Return of vessels captured upon the East Indies Station on the ground of being engaged in the Slave Trade during the year ending the 30th June, 1887.

2. The total of vessels taken into the Vice-Admiralty Courts at Zanzibar and Muscat during the period amounted to sixteen, of which number fourteen, with an aggregate tonnage of 678 tons, were condemned as slavers, and two were released. The total number of slaves emancipated during the period is 128.

3. From this it will be seen that the captures during the year amounted to only about half the number of vessels taken during the previous year, and the slaves liberated to half the number also. This is due not to any decrease in the Slave Trade, which is without doubt in full activity, but to the fact that the "Turquoise" and the "Reindeer," the only two vessels I have been able to spare for the service of the East Coast of Africa division of the station, have, in consequence of the political situation, passed a great part of their time in the harbour of Zanzibar.

4. An important capture was effected off Funder Gap, Island of Pemba, by Lieutenant Frederick F. Fegen, in the pinnace of the "Turquoise" at the latter end of May 1887, when a dhow with a cargo of slaves on board, running through the Gap in the early morning, saw the boat at anchor, and it being too late to escape, endeavoured to run her down; at the same time, the crew of twelve well-armed Arabs, all being armed with rifles, tried to board. A desperate fight ensued, in which Lieutenant Fegen and four of the "Turquoise's" men were badly wounded, one since dead, notwithstanding which the dhow having bore up for Pemba was followed, and eventually, the helmsman having been shot, broached to and capsized. In this engagement eleven Arabs are reported to have been killed; 53 slaves, all children, were saved from the wreck, and subsequently taken to Zanzibar and liberated; some were drowned when the vessel capsized.

Mozambique and Madagascar.

5. No captures were effected on this part of the division, there having been no vessel available to watch the Slave Trade to Madagascar.

Aden.

6. The vessels employed upon the Aden division have been as usual engaged in political duties, and no captures have been effected. The Traffic in the gulf has practically ceased, though occasional slave dhows from the African coast are said to land their slaves in the neighbourhood of Maculla.

Persian Gulf.

7. On the Persian Gulf division much good work has been done by officers and men, though but one capture has been effected. This has not been for want of zeal and energy on the part of the officers and crews of the vessels employed upon the service, as will be seen from the Reports of the Senior Officers who have had charge of the division during the year, which I inclose for their Lordships' information, as they give a clear and intelligent account of the manner in which the work is carried on during the running months September and October, and April to June. I agree entirely with Commander Gissing, that the strict blockade which has been established on the Arabian coast during the past two seasons has to a great extent stopped the transport of cargoes of slaves in large numbers from Africa to the Arabian coast and Persian Gulf.

I have, &c.
(Signed) FREDK. W RICHARDS.

AFRICA (EAST COAST) AND ARABIA.

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Inclosure 2 in No. 67.

List of Vessels detained as being engaged in the Slave Trade by Ships of the East India Squadron between July 1, 1886, and June 30, 1887.

Ship making Capture.	Where, and Date.	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, and whether Condemned or not.	1. Condition of Slaves. 2. Condition of Vessel. 3. Number of Deaths before adjudication. 4. Number emancipated.	
		Vessel.	Master.	Owner.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where shipped.
Briton	Tondoni Grp, Pemba, July 2, 1886	Unknown	Unknown	Unknown	...	Bond	...	90 approx.	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	6	10	4	2	Unknown	Zanzibar; condemned	1. In a weak and helpless condition from want of food. 2. Vessel went to pieces on rocks. 3. Six slaves escaped previous to adjudication. 4. Sixteen emancipated.
Ditto	Pemba, July 17, 1886	Ditto	Ditto	Ditto	...	Dhow	3	49	Tanga	Pemba	...	Tanga, July 16	Ditto	...	...	2	3	1	1	Tanga	Ditto	1. Slaves captured after landing; total number carried not known. 2. Vessel destroyed as unseaworthy. 3. Nil. 4. Seven.
Ditto	Pemba, July 18, 1886	Ditto	Ditto	Ditto	...	Ditto	Not known	61	Unknown	Unknown	Unknown	July 16	Ditto	...	...	...	...	...	...	Ditto	Ditto	1. Run on reef and destroyed. 2. Nil. 3. Nil. 4. Captured on shore after dhow had been run on reef.
Beindex	Sadawa, Pemba, Oct. 14, 1886	Yatal Kheir	Juma	Yusuf Ben Ali, Pemba	...	Ditto	2	26-27	Kinduchee.	Pemba	Pemba	Unknown	Ditto	Yusuf Ben Ali	Yusuf Ben Ali	2	1	...	...	Kinduchee	Zanzibar; not condemned	1. Fair. 2. Lanky. 3. Nil. 4. Not stated.
Ditto	Chaoni, Oct. 19, 1886	Kundar or Mkundoo	Salim Ben Hamed	Salim Basaf, Pemba	Arab	Ditto	...	15-23	Maryani	Ditto	Ditto	Ditto	Ditto	Salim Basaf	Salim Basaf	2	2	...	...	Maryani	Zanzibar; condemned	1. Fair. 2. Lanky. 3. Nil. 4. Five.
Turquoise	Off Pemba, Oct. 13, 1886	Unknown	Unknown	Unknown	None	Ditto	...	26	Tanga	Ditto	Unknown	Ditto	Nil	...	...	None on board	...	...	...	Ditto	Ditto	2. Unseaworthy and destroyed.
Beindex	Off Cohani, Nov. 1, 1886	Mali	Shaha Tom-bata	Mahomed Ben Amulla, of Pemba	Ditto	Ditto	5	42-98	Kinduchee.	Cohani	Pemba	Oct. 31, 1886	Slaves	...	...	1	6	3	1	Kinduchee	Ditto	1. Good, but dirty. 2. Good. 3. Nil. 4. Ten.
Ditto	Kuawa Creek, Nov. 13, 1886	Unknown	Bakhasi Bin Combo	Adi Bin Todi, of Finja	Ditto	Dhow, Botaka	5	14-9	Ditto	Finja	Finja	Unknown	Nil	...	...	...	...	...	...	Zanzibar; not condemned	Zanzibar; not condemned	No slaves; vessel rotted.
Ditto	Kwali Island, Jan. 17, 1887	Ditto	Jamesha	Jamesha	Ditto	...	3	8-44	Ditto	Zanzibar.	Jamecha	Jan. 16, 1887	Ditto	...	...	...	...	...	...	Zanzibar	Zanzibar; condemned	1 and 2. Good. 3. Nil. 4. Two.

AFRICA (EAST COAST) AND ARABIA.

Ship making Capture.	Where, and Date.	Name of—			How rigged.	Number of—			Where—			Date of sailing from last Port.	Nature of Cargo.	To whom consigned.	If with Slaves on Board.					To what Port sent for Adjudication, and whether Condemned or not.	1. Condition of Slaves. 2. Condition of Vessel. 3. Number of Deaths before adjudication. 4. Number emancipated.								
		Vessel.	Master.	Owner.		Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.	Where shipped.										
Turquoise ...	Off Pembo, Feb. 18, 1887	Unknown ...	Unknown ...	Unknown ...	Dhow ...	...	29.5	Utumbivi ...	Pemba ...	Unknown ...	...	Feb. 6, 1887	Nil ...	...	...	4	...	Utumbivi ...	Zanzibar; condemned	1. Good. 2. Unseaworthy; destroyed. 3. Nil. 4. Four.					
Ditto ...	Off Brick Island, April 9, 1887	Ditto ...	Ditto ...	Ditto ...	Dhow, 2-masted	...	109 approx.	Pangani ...	Ditto ...	Ditto ...	...	Unknown ...	Slaves ...	...	...	2	...	Near Kwala Island and Pangani	Ditto ...	1. Good. 2. Old and rotten. 3. Nil. 4. Six.						
Ditto ...	Off Ras Kurioge, April 15, 1887	Mutashah ...	Mahomed ...	(?)	Dhow ...	...	55	Coast near Kwala Island	Ditto ...	Zanzibar ...	...	Ditto ...	Ditto ...	Unknown ...	...	3	...	In neighbour- hood of Kwala Island	Ditto ...	1. Good. 2. Nearly new. 3. Nil. 4. Four.						
Ditto ...	Suida Island, Zanzibar Channel, April 18, 1887	Unknown ...	Unknown ...	Unknown ...	Ditto ...	...	13	Unknown ...	Unknown ...	Unknown ...	...	Ditto ...	Nil ...	...	...	...	...	...	Ditto ...	1. None on board. 2. Fair.		
Ditto ...	Tango Bay, May 4, 1887	None ...	Saadi ...	Saadi ...	Ditto ...	8	13.26	Pangani ...	Pemba ...	Pangani ...	...	Ditto ...	Cattle ...	...	...	1	...	...	Ditto ...	1. Healthy. 2. Old, rotten; sunk. 3. Nil. 4. One.				
Ditto ...	Funda Gap, Pembo, May 30, 1887	Unknown ...	Unknown ...	Unknown ...	Ditto ...	about 20	100.9	Near Dar-es-Salaam	Ditto ...	Unknown ...	...	Ditto ...	Slaves ...	...	...	33	...	Near Dar-es-Salaam	Ditto ...	1. Such as surveyed good, sunk. 2. Not ascertained; show 40. 3. Nil amongst survivors. 4. Fifty-three.						
Kingfisher ...	Off Muscat, May 22, 1887	Fatal Kheir Auri	Hadeib Bin Nasseib	Hadeib Bin Nasseib	Ditto ...	7	70	Zanzibar and Socotra	Bunder Abbas	Bunder Abbas	...	May 10, 1887	Rafters ...	...	...	...	...	...	Muscat; condemned	Four slaves from Melindi landed at Karyat, May 22.				
												720.16		41.87		678.29													
																								
												Not condemned													
												Tonnage of vessels condemned														

(Signed)

FREDK. W. RICHARDS, Rear-Admiral,
Commander-in-chief.

Inclosure 3 in No. 67.

Commander Rainier to Rear-Admiral Sir F. Richards.

(Extract.)

"Kingfisher," at Busrah, January 1, 1887.

DURING July Her Majesty's ship "Kingfisher" went to Bombay and the "Sphinx" to Bushire to convey the Resident to and from Muscat to invest the Sultan with the "G.C.S.I.," and then visited the Pearl Fisheries and Batinah coast. The "Woodlark" cruized between Ras-al-Hadd, Muscat, Jask, and on Batinah coast.

2. In August the "Kingfisher" was at Bombay and "Sphinx" at Karachi; "Woodlark" between Ras-al-Hadd, Muscat, Jask, and on Batinah coast.

3. On the 31st August, Her Majesty's ships "Sphinx" and "Woodlark" left Muscat, the former to cruize from Masirah Island to Ras Madraka, visiting Beni-bu-Ali for mails occasionally. The latter formed a depôt at Khor Hajarah, and left two boats to watch that place and Sur, the ship proceeding to Beni-bu-Ali and visiting Muscat occasionally for mails.

4. While the "Woodlark" was at Muscat at the end of September an attack of Bedouins on that place was threatened, in consequence of which she remained there, and a message was sent to the "Sphinx" by the Sultan's steamer "Sultany" to go to Muscat, which she did, taking the "Woodlark's" boats with her, and arriving on the 2nd October.

5. The "Kingfisher" left Bombay for Bushire on the 7th September owing to some disturbance at Al Bidaa, and did not reach Muscat till the 4th October, having visited the Batinah coast *en route*.

6. The "Woodlark" returned to her cruising ground the 7th October, so that part was only unwatched seven days. The "Kingfisher" left Muscat the 11th October, visited Ras-al-Hadd the 12th and Masirah Island the 13th October, leaving two boats there to cruize between Om Rasas and Ras Half. She then proceeded to Ras Madraka, arriving the 14th October and leaving the 15th for Ras Ye Masirah Island, where she arrived on the 16th, picked up her two boats off Ras Jiduf on the 18th, and proceeded to Ras-al-Hadd, where she relieved the "Woodlark" to allow her to go to Muscat and coal before going to Bombay.

7. Having placed boats to watch Sur and Ras-al-Hadd the "Kingfisher" cruized between Beni-bu-Ali, Muscat, and Ras-al-Hadd till the 28th, when she finally withdrew her boats and returned to Muscat.

8. The number of dhows boarded was by the "Kingfisher" 22, of which 2 probably originally came from Africa; by the "Sphinx" 19, and several fishing-boats, of which 2 also probably came from Africa originally; by the "Woodlark" 55, of which 6 probably came from Africa in the first instance. All these 10 dhows had come last from Makallah, Ras Fartak, or Socotra, but had most probably gone to these places from Africa, as they were very reticent as to their previous movements, and were all in ballast.

9. From information obtained by the "Kingfisher" boats, inside Masirah Island several small dhows were reported to have run slaves in August and September, some being landed at Ghubbet Hashish, some at Om Rasas, others on the mainland opposite, and also about Ras Shebali, and just to the north of it, and it is unfortunate that Her Majesty's ship "Kingfisher" was required elsewhere during September, as the "Sphinx's" complement will not allow of her detaching boats to cruize, and I had intended to make Masirah Island my head-quarters with boats between it and the mainland, the "Woodlark" being quite unsuitable, as she could barely steam down to Masirah Island against the monsoon.

10. Good water can be obtained by the boats at Dittah, and good anchorage for them on the west side of the small Sand Island off that place, as there is a split in the reef (not shown on the Chart) on the north-west side of the Sand Island, which allows boats to get close to it.

11. It is probable that if slaves are run in large dhows they are transhipped into small ones between Makallah and Ras Seger, or even further east, for they do not care to risk the capture of large and valuable dhows, and know that for two years the coast from Ras Madraka northward has been closely watched.

I mentioned in my previous Report that the theory of dhows not passing inside Masirah Island was a fallacy.

12. The small dhows that were reported to have run slaves in August and September to Masirah Island and its vicinity all left again in October for Zanzibar

and other southern places for slaves next season, so it was reported to our boats and the crews were inclined to chaff our people for being too late.

The "Osprey" and "Philomel" captured dhows in October, but I am inclined to think these were exceptional cases, owing to their having left Africa much later than they intended.

13. From the end of October to the date of this Report nothing further occurred as regards slave trading.

Inclosure 4 in No. 67.

Commander Gissing to Sir F. Richards.

Sir,

"Osprey," at Kurrachee, July 10, 1887.

HER Majesty's ships "Osprey," "Ranger," "Sphinx," and "Kingfisher" were employed cruising for the suppression of the Slave Trade between the 6th April and the 30th June, 1887.

2. The cruising ground of the ships and the stations of their boats are shown in the attached plan.

3. Her Majesty's ship "Kingfisher" commenced cruising on the 6th April between Muscat and Al Ashkarah, having boats at Ras-al-Hadd and Sur. During the early part of the season she saw but few dhows, and those were mostly engaged in fishing, or were pearl divers returning from the Red Sea to the Persian Gulf.

4. On the night of the 15th April her boats were fired at from the shore when at anchor off Sur; no one was hit; the boats put out their lights and got under way when the firing ceased.

From inquiries made, it appears to have been the act of Bedouins outside the town, who come from the interior to rob and plunder the coast people. The Sultan of Muscat, in whose dominions Sur is, sent at once to make inquiries, and did all he could to find out who fired the shots, but without result. Having since on two occasions been obliged to send boats to Sur, they have always been treated by the Arabs with every civility; also, my boats have been off Sur every night, and no further firing has taken place.

5. On the 28th April Her Majesty's ship "Osprey" commenced her cruising, having been previously detained by the Resident in the Gulf for political purposes. I directed Commander Needham, of the "Kingfisher," to establish a depôt with boats at the Suadi Islands, in addition to her depôt at Ras-al-Hadd.

6. As my information told me, the dhows coming up from the south make the Mekram coast, and then stand over for the Suadi Islands for water and to land their slaves; it was to intercept them that the station was placed there. The "Osprey" left Muscat on the 28th April for Ras Madraka to establish a depôt there, the ship herself cruising from Ras Jidul Masirah Island to the Kuryian Muryian Group. Many dhows were boarded both by the boats off Madraka and by the ship 5 to 20 miles from the land. On the 5th May the first dhow from Zanzibar was met with.

7. On the 8th May Her Majesty's ship "Sphinx" commenced her cruising. She had previously to this been detained at Bombay recommissioning; her station was between Muscat and Jashk, from there running across to Khor Faka, and from thence down the El Batinah coast; this was to cut off those dhows which avoid Ras-al-Hadd and the south coast of Arabia, and which might try to run up the Gulf or land their slaves on the El Batinah coast. She was employed continuously on this run until the 22nd June, when she left for the Persian Gulf, being required for political work. During that time she stopped and boarded 107 dhows, none of which were suspicious cases.

8. On the 22nd May Her Majesty's ship "Kingfisher" was detached from the Gulf division. Up to that date she had stopped and examined 175 dhows, out of which one was suspicious, and was taken before the Consul at Muscat, who released her, and one boarded outside Muscat, on information supplied by a fishing-boat that she was sending slaves on shore in a boat, was brought in and condemned in Court. She had landed six slaves in a fishing-boat just previous to her capture. The informing fishing-boat was rewarded, as in this case the information turned out to be true, which it so rarely does with natives. On the 24th May the "Kingfisher" left for Colombo.

9. On the 9th June Her Majesty's ship "Ranger" arrived at Muscat, and on

the 10th proceeded to cruise in the neighbourhood of the Suadi Islands and coast of El Batinah. She was given this station on account of a letter received by me from the Resident, stating that the native agents reported that several dhows were expected in that neighbourhood from Zanzibar bringing a cargo of slaves. The "Ranger," from the 10th to the 30th June, boarded and examined forty dhows, out of which one case only was suspicious, but on being taken to Muscat the Consul considered it should not be taken into Court. The dhow was therefore towed by "Ranger" to the place where she had originally been detained, and there released.

10. The "Osprey" placed boats inside Masirah Island to cruise between it and the mainland in addition to her boats at Madraka. On the 26th May I withdrew my boats from Ras Madraka, the swell being too heavy. On the 1st June withdrew the boats from inside the Masirah Channel and took up the Ras-al-Hadd station, having boats night and day off the head, and steam cutter and whaler every night off Sur; the ship herself was generally anchored off Khor Hajarah. The "Osprey" has stopped and examined 174 dhows, out of which there have been no suspicious cases.

11. As regards the general results, it may be said to be unsatisfactory that more dhows were not captured; but from all the information that I have received, there have not been many slaves landed this season. Accounts on this subject differ so much that it is hard to say where truth exists, but one test that many do not arrive is that the price of slaves is continually going up, showing that they are more difficult to obtain. I feel sure that many that find their way to the Gulf are landed in the neighbourhood of Makullah, or at any rate to the westward of the Kuryian Muryian Group; from there are brought on camels to Sur and other places.

I have received from the slaves themselves circumstantial accounts of being landed and brought to Sur in this way. From Sur they have no occasion whatever to embark to reach the Gulf, they can be marched along the coast with perfect safety; there is water fresh enough for them to drink in numberless places on the way. It is one of the curious features of Southern Arabia that quite close to the sea there are wells with fresh water in so many places along the coast. A good many of the dhows that were boarded were in ballast, having landed their cargoes at Makullah. Many of these were from Zanzibar, and had probably brought slaves up from there. I feel quite sure, in my own mind, that there could not have been many dhows which could have escaped boarding by one of the ships or the boats, and of course many of them were boarded several times.

Though the actual result in release has been so small, still I think the moral effect of our presence on the coast acts as a strong deterrent sufficient to prevent any fairly rich Arab or owner of a good dhow embarking in it; at any rate, at present, it is not a trade as it used to be, but merely a smuggling business at the best, carried on by Arabs who enjoy the spice of danger which a possible encounter with our boats or ships give to it; and were our cruisers withdrawn I feel sure it would revive again, as all the Arabs I have ever talked to not only see no harm in it, but consider that God gave the Africans for servants, and resent our preventing their getting them for that purpose.

The coast here to be protected is very large, and landing-places almost everywhere. Also the population inhabiting the country is against us in this matter to a man; therefore it is no wonder if some get through the watch we keep.

I have, &c.

(Signed) C. E. GISSING.

No. 68.

Major Macdonald to the Marquis of Salisbury.—(Received December 19.)

(Extract.)

Zanzibar, November 16, 1887.

I HAVE the honour to inform your Lordship that during Mr. Berkeley's last visit to Mombasa, a complaint was made to him by an Arab to the effect that one of his slaves had run away and taken refuge at the station of the Church Mission Society at Rabai.

This has been for some time a standing grievance of the subjects of His Highness the Sultan, and has led to much ill-feeling on all sides. Mr. Berkeley inquired into the subject as well as the very short time at his disposal permitted, and also, owing to the absence of Mr. Shaw, Secretary of the Church Mission

Society, was unable to do more than to write to him, at the request of the Arab, informing him of his complaint, and requesting him to be good enough, should it prove correct, to assist the Arab in finding the slave as much as lay in his power.

Previous to the departure of Mr. Berkeley for Mombasa I had heard from Mr. Shaw.

The following is an extract from his letter:—

“The runaway slave question is a real and trying difficulty, and one which we would if we could shake ourselves free from. Enlarged experience has shown me what at first I could not understand, that our hands are bound and our work on the coast impeded by our connection with these runaways.”

As the result of Mr. Berkeley's visit to Mombasa in June last, it had been settled between the Wali of Mombasa and Mr. Shaw that Arabs whose slaves had run away should be allowed a pass to visit Rabai, to see whether they had sought refuge there.

I have subsequently heard on good authority that upwards of seventy slaves have been identified in this manner, but that the Wali, not wishing to stir up more bad feeling, had refrained from taking action in the matter. This state of affairs renders it expedient that I should visit Mombasa as soon as an opportunity occurs. I will do so, and endeavour to arrange matters there.

(99)

AFRICA (WEST COAST).

No. 69.

Colonial Office to Foreign Office.—(Received January 27.)

Sir,

Downing Street, January 26, 1887.

I AM directed by the Secretary of State for the Colonies to transmit to you, for the information of the Marquis of Salisbury, the usual annual Return of escaped slaves at Sierra Leone for 1886.

I am, &c.

(Signed) **ROBERT G. W. HERBERT.**

AFRICA (WEST COAST).

Inclosure in No. 69.

RETURN of escaped Slaves from the adjacent Countries to the Settlement of Sierra Leone, from January 8 to December 31, 1886.

No.	Date of Arrival.	Name.	Sex.	Age.	Nationality or Tribe.	Where from.	Former Master.	With whom or where located.	Remarks.
1	1886 Jan. 8	Pillah, <i>et</i> ies Hannah...	Female ..	Years. About 10 or 11	Timmanee	Medina, North Bullom ..	Anaumanah Casary Fette ..	Freetown, with Abigail Williams.	Came with her master for trading purposes, and from constant ill-treatment refuses to return with him. Wishes to remain here under the care of Abigail Williams, wife of Thomas Williams, Mountain Cut, Third Street. The child being under age, she has to be registered under the care of Mrs. Williams, 12th January, 1886. (Signed) J. J. LAMPREY, Acting Police Magistrate. January 13, 1886.
2	Feb. 12	Bannah Bome ..	Male ..	30	Sherbro	Bullom Shore	Sogo	Freetown	Made his escape from slavery to the Settlement for freedom. Brought to Freetown by the Government Collector's boat. (Signed) J. J. LAMPREY, Acting Police Magistrate. February 13, 1886.
3	Feb. 20	Tambah Korankoh ..	" ..	18	Korankoh	Berie Erie	Mamuda Yellie	Recommended to be registered under the care of Miss Letitia Hardesty, of Charlotte-street, Freetown. This lad had been decoyed from the Settlement to Roseat, Bullom Shore, and there sold into slavery; was recovered, and the offender tried in the Sessions held in September last, sentenced for three years with hard labour.	Came with his master and others with india-rubber for sale; from advice he had from an old slave, coupled with the ill-treatment of his master, refuses to return; desires to remain here for freedom. When a suitable person is obtained, he will be recommended to be registered. (Signed) J. J. LAMPREY, Acting Police Magistrate. February 23, 1886.
4	Feb. 25	John Zis	" ..	About 15	Timmanee, native of Mabyfoo, native Quiah.	Bompehtook, Bompeh River	Frederick Ziser	Freetown	This boy is said to have been a slave to one Frederick Ziser, a trader (British subject), residing at Bompehtook, in the Bompeh River, the branch leading to Sennehoo; from ill-treatment and threat of being resold, made his escape to the Settlement 25th February, 1886. (Signed) J. J. LAMPREY, Acting Police Magistrate. February 23, 1886.

AFRICA (WEST COAST).

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No.	Date of Arrival.	Name.	Sex.	Age.	Nationality or Tribe.	Where from.	Former Master.	With whom or where located.	Remarks.
5	1886 Feb. 23	Faingray Yehgbeh	Female	Years. About 30	Timmanee	Berte Erie	Ebrihema Sorie (a Foulah man).	Freetown	This woman came with her master, who takes her as his wife; she refuses now to return with him, as she complains of being ill-treated. The husband is cast down in mind and weeping; he beseeches her to go with him, as she is pregnant for him. At Futahe he resides with Momodoo Parteh, son of late Almany Omaroo; he was here with Alpha Cham, messenger from Agiboo, Chief of Dingareway, some years ago. (Signed) M. V. D. STEWART, J.P. D. P. ROSS, J.P. March 4, 1886.
6	Feb. 27	Momodoo Koombey	Male	45	Sangarah	Kabah, Canea country	Sarrah, an interior Soosoo man.	"	Came here with his master, with some oxen, to trade, and refuses to return, because his master took away a woman from him whom he had given him to wife. (Signed) M. V. D. STEWART, J.P. D. P. ROSS, J.P. March 4, 1886.
7	Mar. 6	Cappa	"	25	Sherbro	Douteh, Bullom Shore	Cabbah Modoo	"	[Made their escape to the Settlement for freedom on account of ill-treatment. (Signed) J. J. LAMPREY, Acting Police Magistrate. March 8, 1886.
8	Mar. 6	Yeerah	"	25	Konoh	"	"	"	
9	Mar. 5	Pharyemah	"	27	Vie, Gallinas	"	"	"	
10	Mar. 6	Alla Meetah	"	27	Mendi	"	"	"	
11	Apr. 5	Bintah Masahiah	Female	9	Timmanee	Msgbosie, Yonnie country.	Yah Boye, wife of Pa Kehrah.	Freetown, with her cousin Malliggy Cannon, of Port Lökkoh.	
12	May 26	Tambah	Male	11	Saffrokkoh, Timmanee	Port Lökkoh	Pa Kabbie, a Timmanee	Desires to be under the care of Eliza Williams, of Cline's Town, Freetown.	Came with his master with some rics to Freetown to sell; his master stole some clothes from their land-lady; the landlady asked for her clothes, he (the master) denied having taken them. The lad was asked, and he spoke the truth, he saw when his master took the clothes. He (the master) therefore threatened to resell the boy into slavery on their return home, and the boy having heard this was afraid to return with him, and desires to remain with Miss Eliza Williams. The child is to register under her care. (Signed) EDWIN ADOLPHUS, Police Magistrate. August 2, 1886.
13	June 11	Ghoghboh	Female	About 25	Mendi	Rotoombah, ceded Quah	Pa Sannah, a Timmanee man.	Freetown	Made her escape from her master to the Settlement for freedom, as he threatened to resell her into slavery. (Signed) EDWIN ADOLPHUS, Police Magistrate. June 12, 1886.

AFRICA (WEST COAST).

No.	Date of Arrival.	Name.	Sex.	Age.	Nationality or Tribe.	Where from.	Former Master.	With whom or where located.	Remarks.
14	1886 July 12	Alpha Omaroo	Male	Years. 30	Suilmah	Mayaryah, Bullom Shore	Simence Foday	Freetown	Made his escape to the Settlement for freedom on account of ill-treatment.
15	July 12	Musah Mendi	"	21	Mendi	"	Fatmatah Taghyee	"	Ditto. (Signed) EDWIN ADOLPHUS, Police Magistrate. July 12, 1886.
16	Aug. 2	Yah Gooloo	Female	17	"	Gundamah, Mendi country.	Murri Sogbek	Freetown, with George Easmon.	This young woman came with the wife of her master (Chelgyeh) of Gundamah, Mendi country; refuses to return, knowing that she is a slave to her husband. Arrived here June ultimo. (Signed) EDWIN ADOLPHUS, Police Magistrate. August 3, 1886.
17	Aug. 11	Saidoo Cammarah	Male	20	Timmance	Medina, Bullom Shore	Bocary Toorsy, a Saracoulse	Freetown	This young man is a home-born slave; made his escape to the Settlement for freedom on account of ill-treatment and threat of being sold into slavery. Arrived on the 9th August instant.
18	Sept. 12	Musoo Cammarah	Female	14	"	Magbelle	Yah Narkah, of Magbelle.	"	Arrived here on the 12th September instant, with her mistress, knowing herself to be a slave; declines to return with her; wishes to be placed in the care of Mr. J. H. Johnson, of Little East, Freetown. (Signed) EDWIN ADOLPHUS, Police Magistrate. September 14, 1886.
19	Sept. 23	Laminah Coasay	Male	About 23	"	Ro Mangay, in ceded Quiah	Late Dorah Bias, of Gbabyte, native Quiah.	"	Made his escape to the Settlement for freedom because he is a slave and wished to be free. (Signed) EDWIN ADOLPHUS, Police Magistrate. September 28, 1886.
20	Oct. 3	Bannah Sogo	"	22	"	Yongoro, Bullom Shore	Kantah Foday, a Mandingo	"	Made their escape to the Settlement for freedom, being threatened to be resold into slavery, 4th October, 1886.
21	Oct. 3	Racca Porroh	"	16	"	"	Bey Sherbro, King of Kafiwe Bullom.	"	(Signed) EDWIN ADOLPHUS, Police Magistrate. October 4, 1886.
22	Nov. 8	Barrakkah	"	14	"	"	Sallifoo Carpenter, of Beggs shore.	Henry Coker, of Percival street.	Came here with others to sell firewood; refused to return because of the threats had from his master to sell him for oxen, and from ill-treatment. (Signed) EDWIN ADOLPHUS, Police Magistrate. November 15, 1886.
23	Nov. 14	Tarroo Rammy	Female	About 30	Sherbro	Medina, Bullom Shore	Bocary Maniga	"	These persons made their escape to Freetown for freedom on account of ill-treatment. (Signed) EDWIN ADOLPHUS, Police Magistrate. November 16, 1886.
24	Nov. 14	Mangro Quamah	Male	"	Mendi or Kosoh	"	"	Freetown	
25	Nov. 14	Murjeh	"	"	"	"	Vandoo, a Gallinas man	"	
26	Nov. 14	Kattah Raka	"	35	"	"	Momo Bayah	"	

AFRICA (WEST COAST).

No.	Date of Arrival.	Name.	Sex.	Age.	Nationality or Tribe.	Where from.	Former Master.	With whom or where located.	Remarks.
27	1886 Dec. 14	Jesu Momoru .	Male ..	Years. 25	Mendi or Kossoh ..	Medina, Bullom Shore ..	Banba Karamokoh, a Mandingo.	Freetown	Made his escape to the Settlement for freedom on account of ill-treatment.
28	Dec. 14	Momoh Raks .	" ..	27	" ..	" ..	" ..	" ..	Ditto. (Signed) EDWIN ADOLPHUS, November 15, 1886. Police Magistrate.
29	Dec. 15	Gbomah ..	Female ..	17	Timmanee ..	" ..	Yallamba Modoo ..	With one Nancy, former fellow-slave, Little East Street.	Made her escape to Freetown for freedom from ill-treatment. (Signed) EDWIN ADOLPHUS, December 22, 1886. Police Magistrate.

Male	..	..	..	..	..	..	..	..	Persons.
Female	..	..	..	..	..	..	..	..	21
									8
									—
									29

December 31, 1886.

(Signed)

THOS. GEO. LAWSON, Government Interpreter.

BRAZIL.

No. 70.

Mr. Macdonell to the Marquis of Salisbury.—(Received August 3.)

My Lord,

Rio de Janeiro, June 13, 1887.

AS I have all along anticipated, the short-sighted policy of the Brazilian Government in dealing with the question of emancipation is now beginning to bear fruit.

On the 10th instant a number of slaves—about 2,000—deserted their plantations in the Province of São Paulo, and have since congregated in and around the town of Santos.

Up to the present they have behaved in an orderly manner; but it is impossible to say what excesses they may commit if driven to extremities by want or strong measures to reduce them to submission.

The Government have already dispatched a war-vessel and troops to Santos—more are to follow, if necessary.

This wholesale desertion has, no doubt, been brought about by the late measures of the Government (to which I shall have occasion to refer in a subsequent Report) as also by the agitation lately set on foot by the abolitionist party.

I have, &c.

(Signed) H. G. MACDONELL.

No. 71.

Mr. Macdonell to the Marquis of Salisbury.—(Received November 1.)

My Lord,

Rio de Janeiro, October 1, 1887.

AN important discussion took place in the Senate on the 13th ultimo.

Two counter-Petitions had been received from the Province of São Paulo with regard to a question of emancipation. This led Senator Prado, the late Minister of Agriculture, to deny a statement made in one of the said Petitions, that the recent emancipation movement in the above province had been caused by fear of the abolitionist party.

Senhor Prado, a slave-owner and ex-Minister of a pro-slavery Government, claimed that planters were becoming convinced of the necessity of settling the slave question without delay, the more so, as they now see that better results can be obtained from free labour.

He then announced that he would withdraw his support from the Ministry unless a more liberal measure than the Act of 1885 were introduced.

The Prime Minister, Baron de Cotegipe, at first declined to entertain the suggestion of any change in the existing law, but on Senhor d'Antas, the leader of the Opposition, taking up the matter and warmly supporting the views of Senhor Prado on the necessity of immediate emancipation, and having promised his support if the Government introduced such a measure, the Prime Minister then promised to take the matter into consideration during the recess.

I have, &c.

(Signed) H. G. MACDONELL.

BRAZIL.

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No. 72.

Mr. Macdonell to the Marquis of Salisbury.—(Received November 14.)

My Lord,

Rio de Janeiro, October 19, 1887.

SEVERAL discussions have lately taken place in the Brazilian Parliament on the subject of the abolition of slavery, and the question is now within measurable distance of being settled.

The fact that some of the Senators and Deputies, supporters of the Government, have declared themselves abolitionists one day and refused to support an abolition measure the next, has, no doubt, weakened and discredited the pro-Slavery party; but it is likewise evident that the planters are making every effort to postpone the inevitable crisis which is in store for them.

Meanwhile, the slaves in various, if not in all, the rural districts, are either deserting the plantations, or are showing the most stubborn determination to strike work, notwithstanding the most revolting ill-usage at the hands, not only of their masters, but also of the local authorities. The only means, therefore, left to slave-masters for maintaining a hold on their slaves after their liberation is evidently to strike terror amongst them in co-operation with the police, impressing them with the fact that freedom does not mean emancipation.

In order that your Lordship may realize the cruelties which are being practised, I may state the following, which occurred on the 4th instant:—

Two slaves escaped from a plantation at Santa Maria Magdalena went to the nearest police authority, and denounced their owner for having murdered four of their companions. On inquiry it was discovered that the four slaves in question, though free, were working out their contract time, but the ill-treatment and privations to which they had been subjected induced them to escape to a neighbouring plantation, the owner of which offered to give them up on the generally accepted condition that they should not be punished or molested. He agreed, and no sooner were the men in his possession than he placed them in the stocks, and daily administered to each of them six dozen blows on the soles of their feet. When he thought that mortification was about to set in, he had them conveyed and strapped to stakes erected for the purpose, and there flogged until they were insensible. On the following day these wretches were still alive, and he caused them to be again beaten on the soles of their feet until three of them died, the fourth not being expected to live.

He declares his victims succumbed to lung disease. He is at present absent from his plantation, but will, no doubt, be allowed to resume possession after a short absence.

I have, &c.

(Signed) H. G. MACDONELL.

No. 73.

Mr. Macdonell to the Marquis of Salisbury.—(Received November 14.)

My Lord,

Rio de Janeiro, October 19, 1887.

WITH reference to my preceding despatch, I have the honour to inform your Lordship that on the 17th instant a party of about 150 slaves deserted the plantation of Capivary, in the Province of São Paulo. On the fact becoming known to the authorities of the neighbouring town of Itu a small detachment of police was sent out to drive them back. A conflict ensued, and the police were defeated and disarmed; several slaves and policemen were killed and wounded.

In referring to this occurrence, the official journal of this date publishes the following telegram from the Governor of the province:—

“São Paulo, October 19.

“The detachment of cavalry sent in pursuit of the criminal slaves met them in a mountain pass near Sant-Amaro, but did not succeed in dislodging them. One slave and one soldier killed (the slaves are well armed), several wounded. Have sent a reinforcement of sixty men. Shall not fail to take most energetic measures.”

On receipt of the above telegram, the Government decided to dispatch a force of 350 infantry by express train to re-establish order.

The Minister of War has called for a return of the disposable troops in the capital, and has given orders that they be held in readiness in the event of the movement assuming greater proportions.

I have, &c.
(Signed) H. G. MACDONELL.

No. 74.

Mr. Macdonell to the Marquis of Salisbury.—(Received November 28.)

My Lord,

Rio de Janeiro, November 3, 1887.

THE military club of Rio, a semi-political institution, held a general meeting a few days since, when a Petition was drawn up and signed by all its members, praying the Regent to exempt the army from the degrading task of hunting fugitive slaves.

This Petition has no doubt been brought about by the general outcry raised in the abolitionist press against the dispatch of a military force to the Province of São Paulo, as mentioned in my despatch of the 19th ultimo.

No reply has yet been vouchsafed to the Petition in question, but if this somewhat insubordinate step on the part of the corps of officers has not met with the approval of the Regent or her Ministers, it has in any case tempered the action of the local authorities in the treatment of absconding slaves.

I have, &c.
(Signed) H. G. MACDONELL.

No. 75.

Mr. Macdonell to the Marquis of Salisbury.—(Received November 28.)

My Lord,

Rio de Janeiro, November 3, 1887.

THE Province of São Paulo appears to be in a state of agitation, which promises, I fear, to take more serious proportions.

After having unsuccessfully devoted their attention to fugitive slaves, the police of that district have now turned their animosity, perhaps with reason, against the promoters of negro desertion and revolt.

In the town of Campos, Province of Rio de Janeiro, the police lately attacked the office of a local Abolitionist and Republican paper, and successfully wrecked it. Several deaths occurred.

The police report having discovered a depôt of arms and dynamite on the premises.

I have, &c.
(Signed) H. G. MACDONELL.

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EGYPT.

No. 76.

Sir E. Baring to the Earl of Iddesleigh.—(Received January 3, 1887.)

(Extract.)

Cairo, December 23, 1886.

I TELEGRAPHED to Mr. Cameron, Her Majesty's Consul at Suakin, and requested him to obtain for me a Report from Colonel Kitchener respecting the case of the slave-girl Fadh-el-Kerim, and respecting the conduct in the matter of the Egyptian Sub-Governor; at the same time I instructed him to inform Mr. Simons that I approved his action in the matter, as reported by him.

I have now the honour to inclose herewith copy of a despatch which I have received to-day from Mr. Consul Cameron, reporting that the incident is now closed, and that the Sub-Governor, Ibrahim Effendi, has been severely reprimanded by Colonel Kitchener. The girl was given her proper papers of manumission, and has been sent, as a freed woman, to Cairo.

Inclosure in No. 76.

Consul Cameron to Sir E. Baring.

(Extract.)

Suakin, December 11, 1886.

IN answer to your telegrams of this day, I have the honour to report that the incident of the freed woman, Fadh-el-Kerim, is at an end; that she has been sent by Kitchener Pasha to Suez; and that the Sub-Governor, Ibrahim Effendi, has been severely reprimanded by him for his unlawful action in the matter. Kitchener Pasha is as anxious as any English officer can be to put down the Slave Trade in the Red Sea.

He has given a written assurance to this Consulate on the subject, and I most respectfully suggest that the case of Fadh-el-Kerim be not reopened. I beg to express my thanks for your agreeing to this suggestion. The problem of the emancipation of female slaves is a difficult one to deal with, even in Cairo; it is more difficult here.

During the last eighteen months at Suakin I have succeeded in getting a series of important Decrees signed by the Local Government, condemning several slave-dhows and cargoes in favour of Royal Naval captors.

I have also obtained in the same way the freedom of certain male slaves who have taken refuge on board Her Majesty's ships in port, and who have been consigned to my care by the Senior Naval Officer.

No. 77.

Admiralty to Foreign Office.—(Received January 7.)

Sir,

Admiralty, January 5, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to transmit, for the information of the Secretary of State for Foreign Affairs, copy of a letter from the Commanding Officer of Her Majesty's ship "Dolphin," reporting his proceedings in the Red Sea in connection with the Slave Trade.

I am, &c.

(Signed) EVAN MACGREGOR.

Inclosure in No. 77.

Commander Lambton to Admiral His Royal Highness the Duke of Edinburgh.

(Extract.)

"Dolphin," at Suakin, December 1, 1886.

I HAVE the honour to report that nothing of importance has occurred on this division since my last Report of Proceedings, dated the 18th November, 1886. Suakin and its neighbourhood are quiet.

2. The "Cygnet" returned here on the 26th from her cruize to the northward, having seen no suspicious dhows.

3. According to Mr. Simons, the Acting Vice-Consul here, the friendlies at the capture of Tamai took a great many more prisoners than they reported having done, and he having informed me that there was an intention of attempting to ship them as slaves to the Arabian coast, I have twice had the boats of this ship away all night watching the coast at the points where the embarkation was supposed to be effected, but without seeing anything. On the second occasion I took the "Dolphin" out at daylight to assist, but, nothing occurring, anchored at Sheikh Barud for the night, and expended part of the quarter's ammunition the following day, returning to this port the same evening. Kitchener Pasha does not credit any of these slave stories, and I cannot be certain whether his information or Mr. Simons' is the most accurate.

No. 78.

Admiralty to Foreign Office.—(Received January 28.)

Sir,

Admiralty, January 26, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a Return of vessels captured on the ground of being engaged in the Slave Trade, by Her Majesty's ship "Cygnet," during the past year.

I am, &c.

(Signed) EVAN MACGREGOR.

EGYPT.

Inclosure in No. 78.

RETURN of Vessels captured on the ground of Slave Trade by this Vessel between the 1st January, 1886, and 31st December, 1886.

Name and Description of captured Vessel.	Flag under which captured Vessel was sailing.	Names of Master and Owner of captured Vessel.	Number of Crew.	Date of Seizure.	Where captured.		Name and Rank of Captor and of capturing Vessel.	Number of Slaves—			Tonnage of captured Vessel.	(1) Before what Court Adjudicated, and (2) On what Charge.	Decretal part of Sentence: whether Forfeiture or Restitution.	How captured Vessel was disposed of.
					Latitude.	Longitude.		Captured.	Died before Adjudication.	Emancipated.				
"Nasr," dhow	Ottoman	Master— Abdel Khoir Owner— Mubarak Bakshwan	Not known. Vessel was deserted on being captured.	1886 April 21	21° 25½' N.	37° 00' E. Off Khor Dhur'l Lawn, in the Red Sea	Lieutenant and Commander A. H. Lindesay, H.M.S. "Cygnet."	Nil	Nil	Nil	Tons. 64	(1) Egyptian court-martial, Suakin. (2) Being engaged in, or equipped for, the Slave Trade, in contravention of Treaty existing between Great Britain and Egypt, dated 4th August, 1877.	Forfeiture. To be handed over to the Governor of Suakin to be sold for the benefit of the captors.	Sold for benefit of captors.

(Signed) A. H. LINDESAY, Lieutenant and Commander.

"Cygnet," at Port Said, December 31, 1886.

Sir E. Baring to the Marquis of Salisbury.—(Received February 14.)

My Lord,

Cairo, February 4, 1887.

I HAVE the honour to transmit to your Lordship herewith copy of a despatch which I have received from Her Majesty's Consul at Suakin respecting the capture of two slave-dhows on the Red Sea coast, near Cape Elba and Mersa Shab.

I have, &c.
(Signed) E. BARING.

Inclosure in No. 79.

Consul Cameron to Sir E. Baring.

Sir,

Suakin, January 24 1887.

I HAVE the honour to report as follows:—

On the 16th instant Her Majesty's ship "Starling," Lieutenant-Commander R. Y. Smith, brought two dhows into Suakin which she had recently captured on the coast near Cape Elba and Mersa Shab.

At Captain Smith's request, I asked Kitchener Pasha for a court-martial to try the dhows on the charge of being "fairly suspected" of Slave Traffic, under Anglo-Egyptian Convention of 1877.

A court-martial was at once assembled; Major MacMurdo President, and five Moslem officers as members. The decision, as confirmed by the Governor-General, is to the following effect:—

1. Dhow "Hashimieh." Master and owner unknown. No papers. Crew fled, excepting one slave, who confessed that the vessel was engaged in buying and bartering slaves.

Condemned as a slaver. Dhow and cargo to be sold for benefit of naval captors. Slave to be enfranchised.

2. Dhow "Marzooka." Master, Hameed Fadlallah. Irregular papers. Crew of fourteen, and seven slaves. No cargo.

Condemned as a slaver. Dhow to be sold for benefit of naval captors. Master sentenced to five months' imprisonment. Seven slaves to be enfranchised.

I have already sold the cargo of the "Hashimieh" for 200*l.* The dhows are worth from 30*l.* to 50*l.* each, and will be disposed of shortly.

From the slaves' testimony it appears that trade is still being carried on between Jeddah and Berber through the Bishareen country.

I propose to keep you informed of all slave-dhow cases tried at Suakin by court-martial under the Anglo-Egyptian Convention.

I have, &c.
(Signed) D. A. CAMERON.

No. 80.

The Marquis of Salisbury to Sir E. Baring.

Sir,

Foreign Office, February 23, 1887.

I AM in receipt of your despatch of the 6th instant,* in which you recorded a conversation which you held with His Highness the Khedive on the subject of the importation of slaves into Egypt by the Mecca caravans; and I have to request you to express to His Highness the appreciation of Her Majesty's Government as regards the action which His Highness has subsequently taken in this matter.

I am, &c.
(Signed) SALISBURY.

* See "Africa No. 4 (1887)."

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No. 81.

Sir E. Baring to the Marquis of Salisbury.—(Received March 28.)

My Lord,

Cairo, March 15, 1887.

I HAVE recently been in correspondence both with Mr. Cameron and Colonel Kitchener on the subject of certain statements respecting Slave Trade in the Red Sea which have been brought to my notice.

It was alleged that slaves were being occasionally smuggled over in the Khedivial line of steamers, at the rate of two or three at a time, from Suakin to Jeddah, and also that Shenawi Bey, who is agent for the Khedivial boats, had taken the Rowayah salt contract as a sort of cover to his alleged illicit Traffic in Slaves.

I inclose herewith, for your Lordship's information, extracts from a letter which I have received from Colonel Kitchener on this subject, from which your Lordship will perceive that he does not attach great importance to the charges which have been made against Shenawi Bey.

I am, however, now in communication with the proper authorities, with a view to causing the agency of the Khedivial line to be transferred from Shenawi Bey to some other person, as the former does not appear to me to be entirely above suspicion.

As regards the general measures respecting the Slave Trade, I have informed Colonel Kitchener that I approve of his proposals, but that he must, at the same time, keep a careful watch, and if he should find that they are insufficient he should take steps towards making them more stringent.

I have, &c.
(Signed) E. BARING.

Inclosure in No. 81.

Colonel Kitchener to Sir E. Baring.

(Extract.)

Suakin, March 4, 1887.

I HAVE received your telegram of yesterday on the subject of the measures taken to prevent slaves passing by the Khedivial post steamers. The following are the Regulations in force here.

Every one taking a ticket from the agent must personally produce a passport from the Government, and the number on the passport must be recorded on the ticket; in case of foreign subjects their passports are *visé* free of charge at the Passport Office.

No black person of any description, or the master of any black, is allowed a ticket without, in addition to the passport, a special certificate or pass in English signed by me.

Captains of steamers are warned that no one is allowed on board without above papers, and that they are not to receive any passage-money on board. From arrival of steamer until departure two of the police remain 'on board, and examine all papers of passengers. I have also recently ordered a boat to patrol round the ship.

I believe these measures are effective, and I can imagine no more stringent measures possible except an order that no blacks may go on board at all.

As to Shenawi Bey using Rowayah for Slave Trade, not a single boat of his has been there since he has had the contract, and he has no agent there. Every one in Suakin knows that the salt works cannot begin till about the end of April. Such charges I cannot help thinking show a certain amount of animus, a charge of slave-dealing is so easily made by any rival merchant who through his nationality need not fear counter-charges of the same sort.

I have let it be known that I shall punish to the utmost of my power all cases of slavery contrary to the law; but I am not prepared to act on suspicions which may possibly be started and kept alive by persons having a pecuniary interest in the matter.

I shall see that the final examination of the ship is made strictly, and do my best to prevent any slaves going to Jeddah for sale. If Shenawi Bey appears to me to aid such Traffic I will at once inform you. I believe there was some truth in reports of slaves passing, as, since I have been more strictly into the matter, I have caught two Jeddah men attempting it, both of whom are in prison.

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No. 82.

The Marquis of Salisbury to Sir E. Baring.

Sir,

Foreign Office, March 31, 1887.

I HAVE received your despatch of the 15th instant, reporting the steps taken by you with a view to prevent the alleged smuggling of slaves by the Khedivial line of steamers between Suakin and Jeddah; and I have to state to you, in reply, that your action in the matter is approved.

I am, &c.
(Signed) SALISBURY.

No. 83.

Sir E. Baring to the Marquis of Salisbury.—(Received April 11.)

My Lord,

Cairo, March 31, 1887.

I HAVE the honour to inclose herewith copy of a despatch which I have received from Her Majesty's Consul at Suakin, forwarding a letter from the Senior Naval Officer there reporting the capture of two slave-dhows and fifty-nine slaves by the crews of Her Majesty's ships "Dolphin" and "Albacore."

These captures reflect considerable credit on the vigilance of Captain Lambton and Her Majesty's naval officers by whom they were effected.

I have, &c.
(Signed) E. BARING.

Inclosure 1 in No. 83.

Consul Cameron to Sir E. Baring.

Sir,

Suakin, March 23, 1887.

I HAVE the honour to forward herewith a despatch received from Captain Lambton, Senior Naval Officer, relative to the capture this day of fifty-nine slaves by Her Majesty's ships "Dolphin" and "Albacore" in the immediate vicinity of Suakin.

It was entirely due to the secret information received from Mr. A. Wylde that Captain Lambton went out with him on his midnight excursion in a steam-launch 10 miles up the coast and succeeded in capturing the twenty-six slave-children of the "Teir-el-Nil." The "Albacore" by a stroke of good fortune came across another dhow, the "Saadoon," containing thirty-three slaves. The two captures are quite distinct.

Both the dhows are Suakin dhows, and cleared from here in ballast on the 18th and 22nd respectively, with regular papers signed by the Governor-General.

Ata is a creek about 8 or 10 miles north of Suakin. Towartit Reef is further to the north.

Kitchener Pasha left suddenly this morning for Agig. During his absence Colonel Shakespeare has called a court-martial to-morrow to hear the two cases.

By next mail I shall forward full particulars of the proceedings of the court-martial.

I have, &c.
(Signed) D. A. CAMERON.

Inclosure 2 in No. 83.

Commander Lambton to Consul Cameron.

Sir,

"Dolphin," at Suakin, March 23, 1887.

I HAVE the honour to inform you that, acting on information yesterday supplied me by Mr. A. B. Wylde, I last night took the "Dolphin's" boats up inside the reefs, and ordered the "Albacore" to start at daylight to cruize outside.

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2. At daybreak a large dhow was sighted in Mersa Ata. On observing the man-of-war's boat she disembarked her slaves (about eighty), hiding them in the mangrove swamp.

3. They were tracked, and after a long chase twenty-six were taken, mostly children, and, together with the dhow, brought in here.

4. Her Majesty's ship "Albacore" also captured a dhow off Towartit Reef with thirty-three slaves on board. They and the dhow have been brought into harbour.

I have, &c.
(Signed) H. LAMBTON.

No. 84.

The Marquis of Salisbury to Sir E. Baring.

Sir, *Foreign Office, April 22, 1887.*

WITH reference to your despatch of the 16th February last,* I transmit to you herewith, for such observations as you may have to offer thereupon, copy of a despatch from Her Majesty's Consul at Jeddah on the subject of the alleged transport of slaves through the Suez Canal by pilgrims on their return from Mecca.†

Mr. Jago states that the slaves in possession of papers of freedom, referred to in Colonel Schaefer's Memorandum, are the attendants of public functionaries, who accompany their masters of their own free will, and receive wages as domestic servants.

Mr. Jago further states that he has arranged with the Governor of Jeddah for additional precautions to be taken in verifying the papers of freedom of the attendants in question, and I propose, should you have no objection, to approve the arrangements made by Mr. Jago in the matter.

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

No. 85.

Sir E. Baring to the Marquis of Salisbury.—(Received April 25.)

My Lord, *Cairo, April 16, 1887.*

I HAVE the honour to inclose the following documents bearing on the recent capture of slavers made by Her Majesty's ship "Dolphin" in the neighbourhood of Suakin:—

1. A Report from Consul Cameron dated the 1st April.
2. A Report from Captain Lambton dated the 5th April.
3. A Report from Colonel Kitchener dated the 1st April.

Your Lordship will observe that Colonel Kitchener requests instructions as to the mode of dealing with the guarantors of the captured dhows.

The matter has been referred to the Law Officers of the Egyptian Government.

I shall have the honour of communicating with your Lordship further on the subject.

I have, &c.
(Signed) E. BARING

Inclosure 1 in No. 85.

Consul Cameron to Sir E. Baring.

Sir, *Suakin, April 1, 1887.*

IN continuation of my despatch of the 23rd March, I have the honour to report as follows:—

The court-martial, of which Major Judge was President, was reassembled by Brigade Order on the 24th March, and began the trial of the slaving Suakin dhows "Teir-el-Nil" and "Saadoon."

* See "Africa No. 4 (1887)."

† No. 170.

The prosecution was based on the IIInd Article of the Anglo-Egyptian Convention of 1877.

Captain Lambton, the Senior Naval Officer, on behalf of Her Majesty's ship "Dolphin," opened the case against the "Teir-el-Nil."

Captain G. F. Jones, on behalf of Her Majesty's ship "Albacore," opened the case against the "Saadoon."

I was present at the sittings of the Court.

1. The "Teir-el-Nil" cleared from Suakin in ballast, with regular papers, bound for Jeddah, on the 22nd March. At dawn on the 23rd she was caught at Mersa Ata, a creek 10 miles north of Suakin.

From the evidence of Lieutenant Pearson, R.N., who first came up, it appears that a large number of people were hastily disembarked from the dhow. This was done either in consequence of news sent at night by land from slave dealers at Suakin that the "Dolphin's" boats had gone in chase, or else in consequence of seeing Mr. Pearson approaching at dawn. The slaves having been landed were driven some distance along shore behind the mangrove bushes.

When Captain Lambton came up he found only the dhow's crew, but learning from Mr. Pearson that the children had just been disembarked, and his attention being attracted to the numerous fresh prints of small feet, he followed up these traces, and after a long chase through the swamp and sand overtook and rescued twenty-four children and two young women.

The dhow-master, Ayad, totally denied any knowledge of the slaves, or that they had ever been on board. He had merely put into Ata for the night.

Against him is the evidence of Mr. Pearson, who saw slaves being landed, the evidence of the eldest slaves that they had only been aboard a short time when they were hastily disembarked, the presence of fresh-strewn sand in the dhow, and, lastly, the small footprints on the shore leading to and from the dhow.

The guarantor of the dhow is Seyyam, a son-in-law of Shenawi, and a present member of the Tribunal of Commerce. He is a merchant and native of Jeddah.

This man was arrested as an accomplice in the crime of "vol avec meurtre," but has been released on bail in two sureties, each for 100*l.*, given by Shenawi's son and by an ex-member of the Tribunal, the whole being guaranteed by Shenawi himself. I look upon Seyyam as the most guilty accomplice, and as the one who would have derived most profit from the venture had it proved successful.

2. The "Saadoon" cleared from Suakin with regular papers about the 18th March, for the declared purpose of gathering firewood at Barghoot and of returning here in fifteen days.

On the 23rd she was sighted near Towartit Reef by Her Majesty's ship "Albacore," which fired a blank charge and made her lower sail. Thirty-three slaves, including several children, were found on board.

The dhow-master says in defence that he saw these poor creatures starving on the desert coast, and took them on board merely out of pity.

Some three or four of these slaves had only recently been taken out of Suakin, and identified their masters and horses. One boy was detained seven days in the "friendly" camp just outside these walls. Their masters have been arrested as accomplices.

The guarantor and owner of this dhow is the Nakeeb-el-Ashraf, a man who recently frustrated my attempt to convict Awadi Harti of Jeddah of having purchased slaves here for the purpose of smuggling them to Jeddah by the Khedivieh steamers.

The Nakeeb was arrested as an accomplice in "vol avec meurtre," but released on bail in two sureties, each for 100*l.*, given by a present and a former member of the Tribunal, the whole being guaranteed by Abdullah Shereef.

I look upon the Nakeeb as the most guilty accomplice in this case. Not only was he guarantor like Seyyam, but he is also owner of the "Saadoon," and as such the principal in the crime.

The sentence of the Court was confirmed by Acting Governor Colonel Shakespear Bey.

By Brigade Order of the 27th March the sentence of flogging inflicted was carried out on the eighteen men forming the crews of the two dhows. Some of the eighteen men have been awarded five years' penal servitude, others a shorter term, and two or three have been let off with the flogging. The dhows were adjudged as prizes to the naval captors.

I have the honour to call your attention to the energy and promptitude shown

by Colonel Shakespear, Major Judge, and the two native Egyptian officers, members of the court-martial.

Some of the eighteen men are natives of Jeddah. Their fate may have a wholesome effect in that town as a warning against being captured and condemned at Suakin.

The fifty-nine slaves were taken to Aden by the "Albacore."

The two captures are unprecedented, and completely bear out my own and Mr. Vice-Consul Simons' suspicions for some time past. The evil exists, and it is impossible to check it without making examples of the rich accomplices in the crime, the guarantors and owners of the boats, and others.

Colonel Kitchener returned from Agig on the 30th March, and we agreed that great caution and deliberation was requisite in the prosecution and trial of the two men Seyyam and the Nakeeb.

I have shown the Pasha this despatch, and leave the matter entirely in his hands. I am confident that he will see that the rich accomplices shall not escape justice through any haste or negligence in the prosecution.

I have, &c.

(Signed) D. A. CAMERON.

Inclosure 2 in No. 85.

Commander Lambton to Admiral His Royal Highness the Duke of Edinburgh.

Sir, "Dolphin," at Suakin, April 5, 1887.
I HAVE the honour to report that on Tuesday, the 22nd March, having received information from Mr. Wylde that the dhow "Teir-el-Nil" was leaving Suakin in ballast for the purpose of embarking a large cargo of slaves the following morning from one of the boat harbours to the northward of this town, I took out that night the boats of Her Majesty's ship "Dolphin," stationing them off the coast at intervals, and ordered the "Albacore" to proceed by the eastern entrance at daybreak to cruize round the outer reefs, returning by the northward passage.

2. At dawn Lieutenant Pearson in the "Dolphin" cutter observed a dhow in Mersa Ata (10 miles north of Suakin), and noticed much movement of people between her and the shore. She made sail, but a blank charge being fired from the cutter, anchored, and was boarded by Lieutenant Pearson.

I came up in the steam-cutter in about half-an-hour's time, and found that the dhow was the one we wanted. Her papers were all correct, but she had three large casks of water on board and a new flooring of sand.

On landing with Mr. Wylde, an interpreter, and two or three blue-jackets, we soon discovered footprints, and on hitting off the back trail leading to an extensive mangrove swamp, suddenly at least a hundred people broke cover out of a large bush about half-a-mile ahead of us, and rushed across the lagoon towards the mainland, a mile or two distant from them.

Owing to their long start and the fatiguing nature of the going, the water being knee-deep and the bottom muddy, all the slave-dealers (about twenty) and most of the slaves escaped. We only succeeded in overtaking twenty-six of them, mostly children, and if it had not been for the courageous conduct of Ahmed Warsama, the interpreter, who, being a very active man and unencumbered with boots, outstripped the remainder of the party, and by himself separated some of the slaves from the armed dealers, this small number would have been considerably reduced.

These slaves informed me that they had been embarked on board the dhow very early in the morning, and bundled ashore again on the man-of-war's boat being sighted.

3. The same afternoon Her Majesty's ship "Albacore," on returning by North Towartit Reef, captured the dhow "Saadoon," with thirty-three slaves on board.

4. Colonel Shakespear Bey, the Acting Governor, ordered courts-martial for the 24th and 25th, by which the dhows were condemned, and the crews and passengers awarded heavy punishments, varying from five years' hard labour and fifty lashes to less, according to the degree of responsibility of the prisoners.

Two or three of the slaves taken in the "Saadoon" had actually been kept for some weeks in Suakin, this coming out in the evidence. The persons implicated were at once arrested by the Government.

5. Having taken all things into consideration, I decided, in the interests of the fifty-nine slaves, that the best and least expensive mode of disposing of them would be for Her Majesty's ship "Albacore" to take them to Aden. She left here on the 30th March, and arrived there on the 3rd April, all well.

6. The most important question that has arisen out of these captures is the degree of guilt of the guarantors.

Every dhow clearing from Suakin has to be guaranteed by some merchant or well-known inhabitant of the town.

The guarantor of the "Teir-el-Nil" is Mahomet Seyid Seyyam, son-in-law to Shenawi Bey, the principal native merchant of the town.

The guarantor of the "Saadoon" is the Nakeeb-el-Ashraf (Agent or Consul for the Ashrafs), a rather important and very fat and pompous Shiekh.

These men were arrested by order of the President of the courts-martial, and released on heavy bail.

By the guarantees it appears that the guarantors render themselves liable to all penalties and punishment for acts committed by the dhows the same as if they were actually on board. They, however, contend that their responsibility only exists in the event of the crews escaping.

In the case of Mahomet Seyid Seyyam it is just possible that he may be innocent, as there does not appear to be any direct evidence against him, and he declares that he became guarantor solely as a matter of form and out of good nature.

The Nakeeb-el-Ashraf, besides being the guarantor, is also the owner of the "Saadoon," and in spite of his assertions that the captain of the dhow was slave-trading on his own account, there can be no doubt whatever of his absolute guilt.

7. However, in the present peculiar political position, as he is an influential man among the Ashrafs (who throughout the rebellion have always remained loyal to the Government, and are necessary for the pacification of the Soudan, being now actively engaged in negotiating the speedy submission of Tokar), I fully concur with the Governor-General, Colonel Kitchener, that the wisest course is for the Government here to refer the cases of the guarantors to Cairo, there to be settled as to how, when, and where they are to be tried.

8. Mr. D. A. Cameron, the British Consul, has afforded me every assistance at the court-martial.

In accordance with Article 83 of the Slave Trade Instructions, I have the honour to offer the following remarks on the above subject:—

1. That in spite of the unceasing cruising of Her Majesty's gun-vessels in the Red Sea, this is the only occasion (entirely owing to the accuracy of Mr. Wyld's information) on which dhows clearing from Suakin have been captured red-handed, and an opportunity which may possibly never occur again obtained for punishing the principal profitters by this iniquitous practice.

2. It is superfluous for me to point out that the higher the rank and influence of these guarantors, the greater the temporary inconvenience their adequate punishment and disgrace will cause the Government here, but the heavier and more lasting will be the blow inflicted on the Slave Trade.

I have, &c.

(Signed) HEDWORTH LAMBTON.

Inclosure 3 in No. 85.

Colonel Kitchener to the Sirdar.

(Extract.)

Suakin, April 1, 1887.

I HAVE the honour to report that, from information received on the 21st March, I sent out a party of Bashi-Bazouks to patrol along the coast as far as Mersa Abdallah, 6 miles north of Mersa Ata, in order to try and arrest a convoy of slaves that it was believed were about to be brought down from the hills to the shore north of this port.

On the evening of the 22nd Her Majesty's ship "Dolphin" sent out her boats cruising. On the morning of the 23rd I left Suakin for Agig, at the same time as Her Majesty's ship "Albacore" went out cruising.

Her Majesty's ship "Dolphin's" boats captured a dhow and some slaves on shore. Her Majesty's ship "Albacore" also captured a dhow laden with slaves.

The party I had sent out failed to come across the slaves, who appear to have been moved at night.

A court-martial was assembled by Acting Governor-General Kaïmakam Shakespear Bey, and both dhows were condemned. All the prisoners taken were found guilty, and were sentenced to from fifty to twenty-five lashes and from five years' to six months' imprisonment with hard labour. The number of prisoners was eighteen. These courts-martial were confirmed by Shakespear Bey, and the flogging was publicly administered by the military authorities.

A question has been raised about the amount of responsibility of the guarantors of these dhows, which I desire to submit to you for a legal opinion.

Every dhow, before leaving the port, is obliged to have a paper of guarantee signed by a principal merchant or responsible person resident here.

In the case of these two dhows, the guarantors are Saïd Hussein, Nakeeb of the Ashraf tribe, and Seyid Seyyam, a principal merchant of the town.

These two persons were arrested and allowed out on bail for the amount of 200*l.* each.

Guarantee papers are very extensively used in police cases, and are generally supposed to bind the guarantor to produce the person guaranteed, or be liable to any penalty such person may be condemned to in case of non-production.

In the present case the guarantors claim that, as all the persons guaranteed have been given up, their liability ceases. They also, of course, declare their innocence and absolute ignorance of the abuse that was about to be made of the guarantee they had given.

I inclose the Arabic form of guarantee, with translation.

A Court of Inquiry has been held on the guarantors and others implicated in Slave Trade. I have thought it best to postpone a court-martial on the guarantors until I am informed of the legal aspect of the question raised.

I have reason to believe that in the case of Seyid Seyyam, the guarantee paper was signed in good faith; there is, however, decided suspicion that the Nakeeb-el-Ashraf was implicated, as the dhow was his own property.

I beg to point out that if it be decided that the fact of these persons having guaranteed the dhows in question should be considered sufficient proof of implication in slave-dealing, under the Convention, by the court-martial that will try them, then it will be excessively difficult, if not impossible, to get any one to guarantee ordinary dhows leaving this port for legitimate trade.

Already the fact that guarantors can be supposed to be liable has made it very difficult for dhows to obtain the necessary guarantee.

I consider that these two Notables should be tried by court-martial on suspicion of slave-trading, but that further and more direct proof than the guarantee paper alone should be required by the Court before condemning them. I beg, however, to submit the question for a legal opinion upon it.

I have warned both the Notables that they will be tried by court-martial.

Inclosure 4 in No. 85.

Form of Guarantee.

(Translation.)

I, THE Undersigned, &c., sealed, hereby guarantee the dhow " _____,"
owner _____, master _____, which goes out to sea
for _____, with _____ seamen, &c.

This is a guarantee which implies liability to a fine of money, that is to say, if, after the dhow sails, she proceeds to any other destination, or loads anything prohibited, I am liable to an action being tried against me, and am liable to any penalty or penalties that may be awarded thereon.

(Signed)

Suakin,

No. 86.

Sir E. Baring to the Marquis of Salisbury.—(Received April 25.)

My Lord,

Cairo, April 18, 1887.

WITH reference to my immediately preceding despatch of the 16th, I have the honour to inclose herewith to your Lordship copy of a note embodying a legal opinion with respect to the question raised by Colonel Kitchener in connec-

tion with the recent capture of slaves by Her Majesty's ship "Dolphin." in the vicinity of Suakin.

I also beg to inclose copy of a telegram based on the opinion, which I have this day addressed to Colonel Kitchener.

No instructions as to the mode of dealing with the guarantors of the captured dhows will be sent to Colonel Kitchener until his reply to the telegram shall have been received.

I have, &c.
(Signed) E. BARING.

Inclosure 1 in No. 86.

Memorandum.

LES dhows ou barques ne sont autorisés à quitter le port de Suakim que tout autant que des Notables se portent personnellement garants que ces barques n'ont pas d'autre destination que celle qui est déclarée, et qu'elles ne se livreront à aucun acte prohibé.

S'il est établi qu'au mépris de cet engagement les dhows se sont livrés à la contrebande ou à la Traite des Esclaves, quels sont les devoirs de l'Administration contre les garants ?

Les actes de garantie portent, il est vrai, que les garants déclarent formellement qu'ils seront passibles des peines mêmes prononcées contre les délinquants.

Une pareille déclaration, quels qu'en soient les termes d'ailleurs, ne saurait jamais donner au Gouvernement le droit d'infliger aux garants les peines répressives prononcées contre les auteurs du délit.

Les délits ou crimes sont essentiellement personnels : la répression doit également en être personnelle, c'est-à-dire qu'elle ne doit et ne peut être infligée qu'au coupable lui-même.

Le fait d'avoir garanti un ou plusieurs individus qui plus tard ont pu commettre des délits ne sauraient rendre le garant complice de ces délits. Certes si comme dans l'espèce, le garant se trouve être en réalité le propriétaire du navire qui se livre à la Traite, il est à présumer que c'est avec son consentement sinon par son ordre que le délit a été commis. Mais cette présomption si grave qu'elle soit, ne suffirait encore pas pour justifier une peine personnelle ; elle constitue un commencement de preuve : elle doit être complétée par une instruction ouverte régulièrement contre l'inculpé, et c'est seulement au cas où la preuve de la culpabilité serait établie, qu'il y aurait lieu de prononcer contre le garant les peines prévues.

Le fait de la garantie ne saurait en aucun cas autoriser une poursuite pénale contre le garant, à moins qu'il ne soit prouvé que le garant est coauteur ou complice du délit ou crime dont on poursuit la répression. Et dans ce cas il est absolument indifférent qu'il y ait ou non un acte de garantie, l'individu étant tenu personnellement de ses propres actes.

Mais s'il n'est pas possible d'étendre aux garants (alors que leur bonne foi est établie) les peines prononcées contre les coupables, il y a cependant une responsabilité pécuniaire à laquelle ils ne sauraient se soustraire.

Si en conformité des Lois et Règlements ces barques ont été condamnées au paiement de doubles droits ou d'amendes, l'Administration peut en poursuivre le recouvrement contre les garants.

Toutefois, il serait utile de modifier ou plutôt de compléter l'acte de garantie, en insérant et stipulant formellement qu'en cas d'infraction les garants seront passibles d'une amende de £ E. , sans préjudice des condamnations pécuniaires qui pourraient être prononcées contre les garantis et pour le recouvrement desquelles les garants seront solidairement tenus.

Le Caire, le 16 Avril, 1887.

(Translation.)

DHOWS or vessels are only allowed to leave the port of Suakin on the personal guarantee of the Notables that the vessels have no other destination than that which is declared, and that they will not be used for any forbidden purpose.

If it is proved that, in spite of this promise the dhows have been used for

smuggling or for Slave Trade, what is the duty of the Government as against the guarantors ?

It is true that on the deeds of guarantee the guarantors formally acknowledge their liability to the same sentence as is pronounced against the offenders.

Such a declaration, whatever its terms, could never give the Government the right of inflicting on the guarantors the deterrent punishment to which the actual offenders are sentenced.

Misdemeanours or crimes are committed by an individual, and the punishment for them should fall on the individual; that is, it only should and can be inflicted on the guilty party himself.

The fact of having guaranteed one or several persons who later may have committed misdemeanours cannot make the guarantor accomplice thereto. Certainly, if the guarantor be found really, as well as formally, the owner of the vessel engaged in Slave Trade, the presumption is that the offence was committed with his consent, if not by his order. But, though important, this presumption would not be enough to justify personal punishment; it is only the beginning of a proof, which must be completed by regular process against the accused, and only when he is proved guilty should the penalties which are provided be pronounced against the guarantor.

The fact of guarantee could never justify a prosecution of the guarantor unless the complicity of the guarantor is proved. And in that case, it does not signify whether or not there was a deed of guarantee; the individual is held responsible for his own acts.

But if it is impossible to include the guarantors (when their good faith is established) in the sentences pronounced against the guilty parties, there is, nevertheless, a money responsibility which they cannot escape.

If according to the Laws and Regulations these vessels are condemned to payment of double dues or of fines, the Government can recover them from the guarantors.

At all events, it would be well to modify, or rather to make complete, the act of guarantee by inserting a formal stipulation, that in case of infringement the guarantors will be liable to a fine of £ E. , which will not relieve them of their joint responsibility for such fines as may be inflicted on those whom they guarantee.

Cairo, April 16, 1887.

Inclosure 2 in No. 86.

Sir E. Baring to Colonel Kitchener.

(Telegraphic.)

Cairo, April 18, 1887, 12:15 P.M.

YOUR despatch to the Sirdar of the 1st.

Can you say what probability there is of obtaining further evidence against the guarantors which would show complicity ?

Law Officers are of opinion that the guarantee paper alone is not sufficient to prove criminality, but so far as the guarantor who is also the proprietor is concerned, the signature of the guarantor would justify recovering from him any fine imposed on the boat.

No. 87.

Sir E. Baring to the Marquis of Salisbury.—(Received May 2.)

My Lord,

Cairo, April 20, 1887.

WITH reference to my despatch of the 18th instant, I have the honour to transmit herewith copy of a telegram which I have received from Colonel Kitchener, stating the proceedings which will be taken with respect to the guarantors of the recently captured slaving-dhows.

I would also inform your Lordship that, with reference to the suggestion contained in the last paragraph of the opinion, inclosed in the last-mentioned despatch, I have instructed Mr. Cameron to suggest to Colonel Kitchener that the form of guarantee should, for the future, be altered in the sense proposed.

I have, &c.

(Signed) E. BARING.

Inclosure in No. 87.

Colonel Kitchener to Sir E. Baring.

(Telegraphic.)

Suakin, April 20, 1887.

YOUR telegram of to-day.

I have told English Consul and Senior Naval Officer about legal opinion. Proceedings will be taken in case where guarantor and owner were one, but not in other case.

No. 88.

Admiralty to Foreign Office.—(Received May 2.)

Sir,

Admiralty, April 27, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to forward herewith, for the information of the Marquis of Salisbury, a copy of a letter received from Commander Hedworth Lambton, of Her Majesty's ship "Dolphin," dated at Suakin on the 5th instant, reporting the capture of a dhow "Teir-el-Nil" on the 23rd ultimo, at Mersa Ata, about 10 miles to the northward of Suakin.

2. It will be seen from this Report that the slave-owners and slaves escaped to the shore, but that twenty-six slaves, mostly children, were eventually taken.

3. I am also to inclose a Report of the capture of the dhow "Saadoon," of Suakin, with thirty-three slaves on board, in the afternoon of the same date; and my Lords desire me to draw particular attention to the remarks made by Commander Lambton, both in regard to the circumstances reported in connection with the dhow "Teir-el-Nil," and to the fact that some of the slaves taken in the "Saadoon" had actually been kept in Suakin for some weeks.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 88.

Commander Lambton to the Secretary to the Admiralty, dated April 5, 1887.

[See Inclosure 2 in No. 85.]

Inclosure 2 in No. 88.

Lieutenant-Commander Jones to Commander Lambton.

Sir,

"Albacore," at Suakin, March 24, 1887.

I HAVE the honour to report the capture of the sambouk "Saadoon," of Suakin, on the 23rd instant, under the following circumstances:—

2. On the 23rd instant, at daylight, in compliance with your orders, I proceeded to sea from Suakin in Her Majesty's ship under my command, and shaped course for Towartit Buoy. At about 10 A.M. a sambouk was sighted inside the reefs standing out to seaward. Shortly after she was observed to wear and make toward the land, but the breeze being light I was enabled at about noon to bring her to.

3. Upon being boarded thirty-three slaves and four passengers were discovered, in excess of the persons authorized by her papers to be on board. Her name was found to be the "Saadoon," Ibrahim Abdalla, master, of Suakin.

4. The presence of slaves on board justifying her detention, I took the sambouk in tow for Suakin, where I have placed her in Court for adjudication.

I have, &c.
(Signed) F. A. JONES.

EGYPT.

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No. 89.

Admiralty to Foreign Office.—(Received May 2.)

Sir, *Admiralty, April 28, 1887.*
 I AM commanded by my Lords Commissioners of the Admiralty to forward, for the information of the Marquis of Salisbury, a copy of a letter dated the 20th March, 1887, from Lieutenant and Commander Reginald Y. Smith, of Her Majesty's ship "Starling," reporting the capture of a dhow on the 4th ultimo to the north of Mersa Haileb.

2. This dhow was condemned as a slaver on the 12th March last.

I am, &c.

(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 89.

Lieutenant-Commander Smith to Admiral His Royal Highness the Duke of Edinburgh.

Sir, *"Starling," at Suakin, March 20, 1887.*
 I HAVE the honour to report, for the information of your Royal Highness, that on the 1st March I left Jeddah, arriving off Khor Shinab next morning, searching the coast up to the north of Mersa Haileb, where on the 4th March a dhow was observed sunk, and having reason to suppose that this dhow was one seen standing in for the land the evening before, I landed, and being informed by the natives that she was waiting a cargo of slaves, I raised her and brought her into Suakin, where she was condemned by an Egyptian court-martial as a slaver on the 12th March, being subsequently sold to the Egyptian Government for 27*l.*, which money is now on charge, and will be remitted to Messrs. Hallett, to whom also have been sent the documents required by paragraph 91 of the Slave Trade Regulations.

I have, &c.

(Signed) R. Y. SMITH.

Inclosure 2 in No. 89.

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—			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.	
1887 March 4	Off Mensa Halleb ...	Unknown. Found sunk.	Unknown	Unknown...	Unknown	Two-masted dhow	Nil	Nil	Nil	10-024	Jeddah ...	Mensa Halleb.	Not known	Nil	Not known	Nil	Nil	Nil	Nil	Not known	Suakin ...	Slaves.—Nil. Condition of dhow.— Very good. Condemned as a slaver on March 12, 1887.

“Starting,” at Suakin, March 13, 1887.

(Signed)

R. Y. SMITH, Lieutenant and Commander.

EGYPT.

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No. 90.

The Marquis of Salisbury to Sir E. Baring.

Sir, *Foreign Office, May 7, 1887.*
 I TRANSMIT to you herewith a copy of a letter, as marked in the margin,* received from the Lords Commissioners of the Admiralty, forwarding Reports from Commander Hedworth Lambton, of Her Majesty's ship "Dolphin," and Commander F. W. Jones, of Her Majesty's ship "Albacore," announcing the capture of the dhows "Teir-el-Nil" and "Saadoon."

Conclusive evidence is afforded that both these vessels were engaged in the Traffic of Slaves, and I have to request you to convey the thanks of Her Majesty's Government to Mr. A. B. Wylde for the information conveyed by him to Commander Hedworth Lambton which led up to these important captures.

I am, &c.
 (Signed) SALISBURY.

No. 91.

Sir E. Baring to the Marquis of Salisbury.—(Received May 9.)

My Lord, *Cairo, April 30, 1887.*
 I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 22nd instant, inclosing a copy of a despatch from Consul Jago on the subject of the transport of slaves through the Suez Canal by pilgrims on their return from Mecca, and asking for any observations which I may have to offer thereupon.

I have to state, in reply, that the arrangements made by Mr. Jago with the Governor of Jeddah, in the nature of additional precautions to be taken in verifying the manumission papers, appears to me to be satisfactory, and that I have no reasons to offer against your Lordship's approval of those arrangements.

I have, &c.
 (Signed) E. BARING.

No. 92.

The Marquis of Salisbury to Sir E. Baring.

Sir, *Foreign Office, May 16, 1887.*
 WITH reference to your despatch of the 30th ultimo on the subject of the transport of slaves through the Suez Canal by pilgrims on their return from Mecca, I have to inform you that the arrangements made by Mr. Jago, Her Majesty's Consul, with the Governor of Jeddah, for additional precautions in verifying manumission papers, have been approved.

I am, &c.
 (Signed) SALISBURY.

No. 93.

The Marquis of Salisbury to Sir E. Baring.

Sir, *Foreign Office, May 20, 1887.*
 I HAVE received your despatch of the 20th ultimo relative to the proceedings to be taken with respect to the guarantors of the recently captured slave-dhows; and I have to acquaint you that I approve the instructions given by you to Mr. Cameron relative to the alteration in the form of guarantee.

I am, &c.
 (Signed) SALISBURY.

* No. 88.

Sir E. Baring to the Marquis of Salisbury.—(Received May 30.)

My Lord,

Cairo, May 19, 1887.

WITH reference to my despatch of the 18th ultimo respecting the question of the guarantees for dhows trading in the Red Sea, I have the honour to transmit to your Lordship herewith copy of a despatch which Her Majesty's Consul at Suakin has addressed to me on the subject.

I have, &c.
(Signed) E. BARING.

Inclosure in No. 94.

Consul Cameron to Sir E. Baring.

Sir,

Suakin, May 2, 1887.

I HAVE the honour to acknowledge the receipt of your despatch of the 20th ultimo, and to state that I have forwarded it, with its inclosure, for the perusal of the Acting Governor.

Colonel Shakespear replies that the last paragraph of M. Rocca Serra's opinion, recommending a modification in the terms of the form of guarantee for dhows, "will receive the earnest attention of the local authorities."

During the whole of April some twenty or thirty dhows have been lying idle in harbour unable to put to sea for want of guarantees, so great has been the panic caused among the Notables of Suakin by the capture of the "Teir-el-Nil" and "Saadoon" by Her Majesty's ships "Dolphin" and "Albacore" on the 23rd March last.

I have, &c.
(Signed) D. A. CAMERON.

No. 95.

Sir E. Baring to the Marquis of Salisbury.—(Received June 6.)

My Lord,

Cairo, May 27, 1887.

I HAD the honour to inform your Lordship that Colonel Schaefer was about to proceed to Suakin in order to make a thorough investigation into the question of the Slave Trade in the Red Sea.

I now beg to transmit herewith copy of a letter addressed to me by Colonel Schaefer, together with a Report giving in full detail the result of his investigations.

I would venture to draw your Lordship's special attention to the open way in which the sale of slaves is now carried on at Jeddah. There can, I think, be no doubt that Jeddah is the centre of all the Slave Traffic in the Red Sea, and that no measures for the suppression of the trade will be of any avail until the Turkish authorities are themselves willing to put a stop to it. I would accordingly venture to suggest that some action be taken at the Porte with a view to the prevention of the Slave Traffic by the local authorities of Jeddah.

It is somewhat discouraging to find that the Slave Trade has of late greatly increased, more especially at Jeddah, but also at Suakin, notwithstanding the vigilance of the British cruizers there and the efforts of Colonel Kitchener to suppress it.

The chief reason for this increase is, as Colonel Schaefer justly remarks, the withdrawal of Egyptian authority from the Soudan, and the consequent want of control over the routes by which the caravans travel.

It must also be borne in mind that the coast is well adapted for the trade, both on account of its extent and of the succession of safe harbours in which it abounds.

Colonel Schaefer has shown great zeal and judgment in obtaining the necessary information for me.

I have, &c.
(Signed) E. BARING.

EGYPT.

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Inclosure 1 in No. 95.

*Colonel Schaefer to Sir E. Baring.*Sir, Cairo, May 24, 1857.

IN the annexed Report, I have stated that the Slave Trade in Jeddah was carried on openly, and had taken an extension which it never before had. This I have not stated simply from hearsay, but from a personal conviction acquired while in Jeddah.

When I arrived at Jeddah, as the steamer stops forty-eight hours there, I resolved to take this opportunity of seeing how matters stood there, and I sent an official of my Department to see if he could buy a slave. He asked in a casual way the boatman who was bringing him on shore where the best place was to buy a slave? The boatman at once offered to show him to the houses of the principal dealers. He accordingly went with this guide, and had no difficulty whatever in obtaining admission as an intending purchaser to the houses of the dealers. When it became known that he wanted a slave, several people in the streets came to him and offered to bring him to some more houses. Thus he entered into eighteen houses of dealers, where he found slaves, negroes, and Abyssinians, varying in number from six to fourteen in each house. To show how openly all this is done, I have only to mention that he was accompanied by an Egyptian officer in uniform, and by a Sergeant-Major in my Department also in uniform. It would have been very easy for me to enter myself into the houses, but I preferred not to do so, as in case it had been discovered who I was, a disturbance would probably have been created under the pretext that a Christian had entered a Mussulman house.

Anyhow, this shows that there is not even a pretence of secrecy being kept up. My delegate could not see any more houses on account of the short time, but he was told he had not seen a quarter of all the merchants get.

The slaves are brought in with the connivance of the authorities, who receive, I am told, a dollar a head. All the dealers said that they had any amount of slaves available, and that never before had there been such a glut of slaves in the Jeddah market. The prices also were good, running from 60 dollars upwards to 300 dollars and more in certain cases. The dealers had heard of the recent Regulations about the pilgrims at Suez, and saw that they would shut the door of Egypt to them. A certain number of the slaves remain in Jeddah, but most go to Mecca, from whence they travel with the pilgrim caravans to Persia, Bagdad, and Syria.

I cannot insist too much on the fact that, if this is allowed to go on, all measures taken by the Egyptian authorities on the Red Sea Littoral will be thrown away, and representations must absolutely be made at Constantinople in order to bring about a change in these scandalous proceedings.

Several times Turkish officials, newly arrived, have seized cargoes of slaves and arrested the dealers, but the Medjliss, principally composed of Jeddawis, released the dealers under the pretext that the slaves were Dacrouri pilgrims.

From my personal experience of Turks, I know that they are not personally interested in the question of Soudan Slave Trade. In Constantinople and the Turkish provinces of the Empire black slaves are seldom seen in the harems, and those who possess black slaves are mostly officials who have held appointments in the Hedjaz or Yemen, a very small minority in fact. It is always a great advantage to be able to treat with persons who, having no slaves to lose, and, therefore, not being interfered with in their domestic arrangements, are much more likely to show some impartiality in the discussion.

There can be no doubt that several Turkish officials in the Hedjaz would have dealt very energetically with the Slave Trade if they had had proper instructions, and had had a definite line of policy laid down for them.

I beg to make the following suggestions:—

In the first place, a set of Regulations should be drawn up for the guidance of the officials in the Hedjaz or Yemen, dealing only with the question of the importation of slaves from the African coast, including Harrar, which supplies a very important contingent of slaves. The actual question is only one of importation, and it must be well explained to the Turkish Government that it is the only question at stake, and that there is no intention to deal or interfere with the possession of slaves, which is an entirely different question, and need not be mentioned: these Regulations to provide that cases of importation of slaves are to be tried by a naval or military Court-martial. This would prevent the dealers being tried by the Medjliss composed of Jeddawis. There is a Slave Trade squadron in the Red Sea, consisting of two or three ships, and its officers may be called upon to try such cases of slave-trading. This squadron might also with

advantage be used in watching the coast near Jeddah and Hodeida. At present they never leave the Jeddah harbour, and are of no use.

Article 3 in the Anglo-Turkish Convention says:—

“Prenant en considération l'impossibilité de renvoyer dans leurs foyers les esclaves d'Afrique qui seraient capturés des marchands d'esclaves et affranchis, le Gouvernement Ottoman s'engage à veiller à ce qu'ils soient convenablement soignés.”

Would it not be possible to insert an Article in the Regulations to the effect that slaves seized in the hands of importers should, in order to be well provided for, be handed over only to Government officials, and as much as possible to officials of Turkish nationality, as such afford better guarantee for the future well-being of the slaves. If this were done, I have not the slightest doubt but that there would be a sudden outburst of zeal amongst all the officials in putting down slavery, as every one would be anxious to get a slave without payment. It is possible that some slaves may thus only be nominally liberated, and some even may be sold again; but in cases like this I think a few slaves will have to be sacrificed for the sake of spoiling the trade, and the result that must be looked for is not the condition of the slaves, but the harm done to the Slave Trade. Anyhow, if such Regulations for the suppression of the Slave Trade are issued, and their execution strongly recommended, I should confidently expect one of two things to happen. Either the officials would be honest and enforce the Regulations (perhaps with the idea of providing themselves or their friends with a slave or two), or they would look on the Regulations as a means of getting some backsheesh out of the dealers, and this, I hope, would occur to such an extent that slave-dealers would find that the trade no longer pays. In any case, to avoid detection, either from fear of punishment or pecuniary exactions, the dealers would have to use such precautions as would make the importation of slaves in any large numbers a matter of impossibility.

A reason which makes action necessary was pointed out to me by His Highness the Khedive. Talking the matter over with His Highness, when taking leave to come on this mission to Suakin, he informed me that he had heard from a very good source that in Constantinople Circassian slaves are getting very rare, for since the last war with Russia the few districts where Circassians were still under Turkish rule have been annexed by that Power. In consequence, black slaves are beginning to be looked for as domestic servants. This was never the case before, and I cannot help thinking that if ever an enterprising dealer brings a number of black slaves to Constantinople, which he can do very easily by land, the habit of employing blacks would spread very soon amongst people who are in want of domestic servants, and then the question, which is now a purely local one, and confined to Arabia, would soon take a totally different aspect.

I must apologize for introducing into this Report a question which does not directly concern me as an Egyptian official, but no steps taken by us would have any good effect if corresponding measures are not taken on the opposite side of the Red Sea.

I have, &c.

(Signed) CH. SCHAEFER, *Lieutenant-Colonel,*
Director of the Slavery Department.

Inclosure 2 in No. 95.

Memorandum by Colonel Schaefer.

ACTING on instructions I proceeded to Suakim on the 4th May.

On my arrival at Jeddah I was very soon able to convince myself that the Slave Trade there had increased to an alarming extent, and that quite recently.

The reason for this increase is not far to seek, and can be attributed with certainty to the withdrawal of the Egyptian authority from the Soudan.

At the time of the Egyptian domination the roads were controlled, and slave caravans could only pass along bye-roads and difficult passes. Therefore, slave-dealers could only travel with small caravans. This check has now disappeared, and slave caravans, however numerous they may be, can travel without being interfered with on all the principal routes in the Soudan.

As long as hostilities had not come practically to an end, and the tribes in Kordofan were under arms with the Mahdi or his successor, they had little time to devote to slave-raiding or dealing; but as now most of the tribes have returned to their own districts, they have turned their attention once more to the Slave Trade and its attendant profits.

Besides this, there were also a great number of slaves captured by the rebels in Khartoum and other places, and who were too numerous to be disposed of in the local markets.

Such being the case, it is not to be wondered at that there should be a great number of slaves ready for exportation. I have already mentioned the fact that, as the Egyptian market is now closed to slave-dealers, they are trying to get rid of their merchandize either through Jeddah or Tripoli. Jeddah being the best market, it follows that the majority of the trade should come to the Red Sea. I can safely say that never at any time has there been so large a number of slaves waiting to be sold in the Jeddah market as there are now. Respectable persons who have lived all their lives in Jeddah are of the same opinion.

I shall now try to give as clear a description of the manner the trade is carried on as it is possible for me to do.

Slave caravans, varying in numbers (I have heard of one 300 strong), now reach the coast either from Kassala, through the Khor Baraka, or from Berber through the Suakin-Berber route road. Generally, those from Kassala are shipped off south of Suakin, and those from Berber north of that place.

A caravan always sends a carrier beforehand, to get the dhows ready. This man, who is as a rule a guide, or one of the camel-drivers, is of course well acquainted with the country. He will, if he knows he can do so, enter Suakin and arrange with the "reis" (captain) of a dhow to meet him at a certain place on a certain day, or he crosses to Jeddah and makes these arrangements there. Sometimes he goes along the coast, and looks out for boats engaged in the shell-fishing trade. If he finds one that is empty, the "reis" will be only too glad to take as many on board as he can, and make the trip across; if he has his boat full of shells, he at once makes for Jeddah to sell his cargo, and comes back. The fare paid for each slave from the Egyptian coast to Jeddah is between 8 or 10 dollars a-head, so that it is a much better business than shell-fishing. At this rate, one cargo of slaves pays the cost of the boat in one trip, so that there is little or no difficulty in finding boats. The whole coast seems particularly adapted for the trade, as it affords a succession of safe harbours for dhows, though the said harbours are mostly too shallow to allow of a vessel of large or medium draught approaching them.

The best-known creeks are the following:—

North of Suakin.—Mersa Helalib, Elba, Abu Amara, Rowayah, Mersa Alah, Sheikh Barghud.

South of Svakin.—Rarat, Shubuk, Trinkitat, Agig, Mersa Mubarek, Ras Harb.

But dhows can go nearly everywhere, and are not tied to any particular place.

Since the last captures, and the severe control kept over dhows leaving the harbour of Suakin, the neighbourhood of that place has been abandoned, and slave-traders prefer to go a little more to the north or south. With a good wind the dhows can make the passage across in less than twenty-four hours, and many do it under eighteen hours. Once in Jeddah, traders, "reises," and slaves are safe, as nothing is done in Jeddah to check either the importation or the sale of slaves. Trade is very brisk, and slave-dealers make large profits.

The Egyptian Government is very badly situated with regard to means for checking this evil effectively. There are two ways of crushing the Slave Trade: one is to go to its source, and the other is to close the markets. For obvious reasons, the first is quite out of the question. The last one, although its effects are entirely local, is the only practicable one under the circumstances. But the Egyptian Government holds neither of these strategical points, if I may call them so. The only thing the Egyptian Government can do is to try and stop the caravans on their passage. But to do this effectively is a different thing, and I should say nearly impossible, on account of the geographical configuration both of the coast and the sea. The Egyptian Government hold only a very narrow strip of the coast, and this coast is nearly everywhere protected by a line of reefs which make navigation very difficult for vessels of a certain size; and as the sea itself is very narrow, there is not time or space enough to allow men-of-war to chase dhows, as they are able to do on the East Coast of Africa. As long, therefore, as no measures are taken by the Turkish authorities in Jeddah and other parts of the Arabian coast to prevent the landing of slave-dhows, all measures taken by the Egyptian Government will scarcely be of any avail. Slave-dealers now know that they have only to escape the vigilance of the Egyptian or English cruisers, and that they will be safe. They are always ready to run this risk, as it is not likely that when they arrive as far as the Red Sea coast they will return whence they came, or sell their slaves amongst the tribes, where they would certainly not get a paying price.

The measures taken now by the Egyptian Government are as follows:—

1. The export from Suakin to Jeddah of slaves freed or otherwise is entirely prohibited.

This order was given by Colonel Kitchener when it was reported to him that some people made an abuse of the manumission papers they obtained from the Government, under the pretext of taking the slaves with them as their domestic servants, and once in Jeddah selling them.

I attach a copy of Colonel Kitchener's orders to the local police, and to the agent of the Khedivial postal steamers.

2. A very strict control is kept over all dhows leaving Suakin harbour, leave being given only for a certain time, and for some specified object. Such a control must of course be exercised with a great deal of caution, as otherwise the Jeddah people, who are not hampered by any control, would monopolize the entire legitimate carrying trade, to the detriment of the Suakin seafaring population, whose interests must of course be taken into account.

3. The control kept over the coast by the English and Egyptian men-of-war.

As I have already stated, the coast of the Eastern Soudan is protected by a chain of reefs, rendering navigation extremely difficult. Therefore, I do not think that this control is of any great use. The dhows are always able to see a steamer a long distance off and the crew at once make for the shore and sink the boat, after having landed the slaves. The death of Lieutenant Stewart, of Her Majesty's ship "Gannet," shows that small boats cannot always do the work with safety, and though this may be only an exceptional occurrence, I do think that force is necessary, as a recurrence of such an accident would only make dealers bolder than they are. Colonel Kitchener, who is well aware that big ships are of little use, has lately rigged out three fast sailing dhows, which he intends sending along the coast as soon as he is able to get crews to man them.

These dhows, I am convinced, will render great service, as they can go everywhere, and cannot be seen from a distance.

Thirteen dhows have been captured by his Highness' ship "Jaffarieh" since November 1886.

I inclose herewith a list of them. Besides these, there were a few captures made by the British cruisers. Many of those captures were smuggling dhows, and no slaves were found on board; but one can almost certainly look on every smuggling dhow as ready to undertake slave carrying.

4. An arrangement has been arrived at by Colonel Kitchener with some Sheikhs of the Bishareen tribe, who have engaged themselves to prevent slave caravans passing through their territory. I attach a translation of this Agreement. This seems to have answered in this particular case, as Colonel Kitchener has been informed that recently a caravan has been turned back by this tribe. He told me that he intends to get other Sheikhs to enter into similar arrangements with him. But it must not be forgotten that such arrangements cannot be enforced for the moment. They may work or not, and can only be reckoned as possibilities.

I have now stated the arrangements which have already been made for the suppression of the Slave Trade. I would beg that the following measures be added to those already in force.

The one most important thing is that a certain sum of money should be at the Governor-General's disposal for secret service. It is only through precise information that it is possible to catch dhows with slaves on board, and this information can only be obtained if well paid for. I would recommend that 1*l.* for every slave should be given to persons who will give information leading to the capture of a dhow or caravan; minor Government officials also to be entitled to that reward. Such a sum would make it worth while for persons to bring information, and it would stimulate the zeal of the police and custom-house officials in such places as Rowayah and Agig.

As shell-fishing boats are always ready to take a cargo of slaves across to Jeddah, I am of opinion that the shell-fishing trade might be made a Government monopoly, and be given out as a Concession to persons giving a sufficient guarantee. In venturing such a proposal, I would suggest it only as a means of getting some sort of control over all the shell-fishing dhows along the coast. I do not venture an opinion on the financial advantages of such a scheme, neither about its practicability. But a monopoly of this kind would certainly help the Government a great deal, as the "cessionnaire" would, in his own interest, prevent any boats not belonging to him coming along the coast, and he, of course, would have to take the responsibility of his own boats. It is quite true that this would only be of use on certain parts of the coast, but it would afford some

help, and as such I think the idea is worth while taking into consideration, and ought to be submitted to the proper authorities.

The Governor-General is extending his authority further every day, and in course of time he will be able to take measures for watching the coast-line in a more effective manner. At the present time it would be premature to state how far one can reckon on future success.

I beg to point out that when the measures recommended by me have been added to those already in force, the Egyptian Government will have done everything that can be expected of them.

These measures will certainly make the embarking of slaves more difficult, but they will in no way stop the trade. As long as the slave-dealers find an open and safe market in Jeddah, as long as the only risk they run is in breaking through the very inefficient line of observation that the Egyptian Government are able to keep, there is not much hope that they will give up their trade.

The Turkish Government should be made to take proper measures to prevent the importation of slaves into Jeddah or Hodeida. This they can do quite easily. On one side the Egyptian Government has to watch a coast-line of over 1,000 miles, while the Turks, by keeping a watch over 30 or 40 miles, could easily prevent any slaves from getting into Jeddah or Hodeida.

Suakin, Rowayah, and Agig are the only three ports occupied by the Egyptian Government on the 1,000 miles of coast above mentioned. Dhows may start from any point on this coast, but their objective is either Jeddah or Hodeida.

The key of the whole situation is therefore in the hands of the Turkish authorities, and if they cannot be brought to execute their part of the Convention between the Sultan and Her Britannic Majesty's Government nothing will check the present trade (which is increasing every day) except the creation of a regular cordon of stations 20 miles apart on the Egyptian coast from Mersa Mubarek to Ras Benas, with all their attendant expenses and risks.

I regret to say that I do not entertain any very great hopes of the suppression of the Slave Trade in the Red Sea, for unless the authorities at Jeddah take some very serious steps to carry out their Convention with Her Majesty's Government, the importation of slaves into Jeddah will continue to increase daily. Both the source and the markets are entirely out of the reach of Egyptian Government influence.

(Signed) CH. SCHAEFER,

Cairo, May 24, 1887.

Director of the Slavery Department.

Inclosure 3 in No. 95.

Instructions given by the Local Government to the Mamour Zaptieh, March 2, 1887.

(Translation.)

FOR the better stamping out of slave-trading, and in order to facilitate the detection of, and the awardal of exemplary punishment to the offenders therein, the following Rules will be adhered to strictly:—

1. On the arrival into harbour of a Khedivial post-steamer from Suez or Massowah, Osman-Agha, the Beluk-bashi, accompanied by a zaptieh, will do sentry duty on board. They should be instructed in the clearest manner possible that—

(a.) Not to admit on board any black person whatever, unless accompanied by the usual paper of freedom, and by a special travelling pass in English; otherwise ejection is imperative.

(b.) Any person coming on board smuggled must be summarily arrested and brought to the Motsafiza with the necessary Report.

(c.) They must remain on board in their sentry duty from the time the ship arrives until her departure from harbour.

You are particularly desired to do all in your power for the enforcement of the proper surveillance, &c.

(Signed) KITCHENER, Governor-General.

Inclosure 4 in No. 95.

Colonel Kitchener to the Agent of the Khedivial Steamers.

Sir,

Suakin, March 2, 1887.

IT has been ascertained that persons have left Suakin by the mail-steamers without passports.

So far as regards free people.

As regards blacks, however, no passage will be granted them or their masters unless they produce, in addition to the two papers named above, a special certificate or pass written in English, and signed by me.

Captains of Khedivial boats must be notified by you to observe the above Rules most strictly, and not allow any blacks on board without seeing the special authority granted by me, and that they should refuse passage money on board.

(Signed) KITCHENER, *Governor-General.*

Inclosure 5 in No. 95.

Capture of Dhows by H.H.S. "Jaffarieh."

1. DHOW "Fath-el-Kheys," at Ras Rarat, October 18, 1886.
2. Dhow "Nequi-el-Saad," at Ras Rarat, October 18, 1886.
3. Dhow "Sehala," at Ras Rarat," October 18, 1886.
4. Dhow "Zarafa," at Ras Rarat, October 18, 1886.

The four above-named dhows were confiscated, but were afterwards returned to the owners, by favour, on the request of the Italian Government.

5. Dhow "Hadra," at Akik, October 18, 1886, confiscated.
 6. Dhow (name unknown), at Ras Rarat, October 18, 1886, confiscated.
- Twenty-three slaves were found on board these two dhows, and were liberated.
7. Dhow "Mahbula," at Akik, October 18, 1886, confiscated.
 8. Dhow "Rashida," at Ras Rawayia, February 18, 1887, confiscated.
 9. Dhow "Adam-el-Farah," at Ras Meknar, February 18, 1887, confiscated.
 10. Dhow (name unknown), at Ras Meknar, February 18, 1887, confiscated.
 11. Dhow "El Azlam," at Bela, February 18, 1887, confiscated.
 12. Dhow (name unknown), at Bela, February 18, 1887, confiscated.
 13. Dhow (name unknown), at Trinkitat, April 25, 1887, confiscated.

Fourteen slaves were found on board the above dhows, and were liberated.

Inclosure 6 in No. 95.

Agreement.

(Translation.)

UNDERSIGNED Sheikhs, having learned from the Pasha, at an interview this day, that dealing in slaves is strictly prohibited by law and Treaties, do by the present engage to do all in their power to stamp out slavery in their respective districts, and to formulate a strong Edict for promulgation among the tribes friendly to them, subject to heavy penalties.

(Signed)

MOHAMMED ALY TALYOOB, *Hom Dawrab tribe.*
 ISSA-OCOOD, *ditto.*
 ISSA MOHAMMED, *Shanteriab tribe.*

March 8, 1887.

No. 96.

Admiralty to Foreign Office.—(Received June 7.)

Sir,

Admiralty, June 4, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of the Secretary of State for Foreign Affairs, a copy of a letter from Captain Bradford, of Her Majesty's ship "Gannet," dated the 2nd

ultimo, reporting the attack on a boat's crew of that ship by a party of slavers, and death of Lieutenant W. G. Stewart.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 96.

Admiral His Royal Highness the Duke of Edinburgh to Admiralty.

May 26, 1887.

SUBMITTED for the information of the Lords Commissioners of the Admiralty, observing that the proceedings of Commander the Honourable Hedworth Lambton, on subsequently visiting the scene of this occurrence in Her Majesty's ship "Dolphin," have been reported by him direct for their Lordships' information.

(Signed) ALFRED.

Commander Bradford to Admiral His Royal Highness the Duke of Edinburgh.

Sir, "Gannet," at Suakin, May 2, 1887.
I HAVE the honour to report to your Royal Highness that, with reference to my telegram of the 25th April, the low-pressure cylinder cover having been rejoined, I left Suez on the morning of the 27th ultimo, arriving off Mersa Halaib at noon of the 30th.

2. At 12:20 P.M. a dhow was sighted running in for the land to the northward of Mersa Halaib, and I immediately gave chase, when she was run inside the reef and lost sight of (probably sunk by the crew). At 1:30 P.M. I stopped the engines, and sent the whaler manned and armed, under the command of Lieutenant William G. Stewart, to endeavour to find out if the dhow was sunk, and if not, to set fire to her if possible, whilst I remained with the ship off the place where the dhow was last seen. The whaler ran along the coast to the southward for about half-a-mile, passing the spot, and was directed by signal from the ship to return to the northward. When abreast of the place where the dhow was supposed to be, and from about 50 to 70 yards from the beach, a party of Arabs opened fire on the whaler with rifles. Lieutenant Stewart immediately headed for the ship, but both he and the stroke oarsman were at once wounded, the former mortally.

On being wounded Lieutenant Stewart directed Samuel Cole, A.B. (the bowman), to take charge of the boat, but he was also severely wounded, and another of the crew slightly.

3. Directly the Arabs opened fire I closed the whaler and picked her up in about eight or ten minutes, and then returned the fire with the port 5-inch breech-loading gun, using common and shrapnel shell, directing it at the party of natives who made off inland, and also at a small village of mat huts some distance inland.

4. At 3:40 P.M. I was compelled to proceed, it being impossible to anchor the ship in the vicinity, there being no bottom at 38 fathoms, and it was also necessary to have sufficient daylight to take the ship through the reefs, and I anchored at Mersa Halaib at 6 P.M.

5. It is with the deepest regret I have to report the death of Lieutenant William G. Stewart, who succumbed to his wound about one and a-half hours after arriving on board. He behaved with great courage on this occasion, possessed my fullest confidence, and was a most valuable and trustworthy officer. His death is greatly felt by the whole of the officers and ship's company. He was buried on a small sandy island at Mersa Halaib on Sunday morning, the 1st instant. The boat's crew also behaved with great courage and coolness.

6. The party of Arabs who fired on the whaler were concealed behind a canoe (bottom up on the beach) and some patches of scrub; they fired between forty and fifty shots, evidently from Remington rifles.

7. I have never before observed that the natives on this part of the coast were armed with rifles, though I had a considerable amount of cruising in the latter part of 1885 and 1886.

8. It being, in my opinion, impossible to inflict further punishment on the natives without landing, which I consider would have been highly imprudent with the small number of men available, also taking into consideration the difficulties of

navigation, I proceeded for Suakin on the morning of the 1st, arriving here at 4 P.M. this day.

9. I beg to inclose herewith a list of casualties.

I have, &c.

(Signed) BARTON R. BRADFORD.

Inclosure 2 in No. 96.

LIST of Casualties.

Name.	Rank.	Nature of Wound.	Remarks.
William Greenwood Stewart	Lieutenant..	Bullet-wound of chest. Bullet entered in front on right side, 2 inches outside the breast bone, at the level of third rib, and came out behind, below the tenth rib, just outside the angle.	Since dead.
Richard John Smart ..	A. B. ..	Bullet-wound of right temple and across the eye; flesh-wound only.	Doing well.
Samuel Wickham Cole.	A. B. ..	Bullet-wound of right leg, 4 inches above ankle, causing compound fracture of tibia. Bullet-wound of left foot from back of foot to little toe, perforating the flesh.	Doing well at present.
John Barber ..	A. B. ..	Bullet-wound in fleshy part of buttocks.	Doing well.

(Signed)

BARTON R. BRADFORD, *Commander.*

"Gannet," at Suakin.

No. 97.

Foreign Office to Mr. Portal.

Sir,

Foreign Office, July 6, 1887.

WITH reference to Sir E. Baring's despatch of the 27th May last respecting increase of the Slave Trade in the Red Sea and the measures which have been and may be taken for its suppression, I am directed by the Marquis of Salisbury to request you to draw the attention of Colonel Kitchener to the proposal of Colonel Schaefer, to make a Government monopoly of the shell-fishing trade, and to ask that officer to furnish you with any observations he may have to make on this suggestion.

A printed copy of the despatch is sent for convenience of reference.

I am, &c.

(Signed) T. V. LISTER.

No. 98.

Mr. Portal to the Marquis of Salisbury.—(Received July 11.)

My Lord,

Cairo, July 2, 1887.

IN Sir E. Baring's despatch of the 27th May was inclosed copy of a Report by Colonel Schaefer, the Head of the Egyptian Department for the suppression of Slave Trade, in which attention was drawn to the increasing number of black African slaves imported into Turkey.

That the importation of black slaves into Turkey is sensibly increasing is the opinion of many of those in this country who are best able to form an opinion; and a proof of this being the case has been brought to my notice by a gentleman who has for a long time been resident at Smyrna, and whose statements may, I believe, be considered trustworthy. He informs me that recently a whole cargo of black slaves were disembarked at Smyrna from a vessel sailing under the Turkish flag and coming from Tripoli.

Although it is probable that this case of a vessel discharging a cargo of slaves

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at Smyrna, if true, is known to the British Consular authorities there, I think it my duty to report the circumstance to your Lordship as a proof of the increasing demand in Turkey and its provinces for black slaves. My informant said that, although there had been cases before of a few slaves at a time being brought in by postal and other steamers, any such wholesale system of importation had been hitherto unknown at Smyrna.

I have, &c.
(Signed) G. H. PORTAL.

No. 99.

Foreign Office to Mr. Portal.

Sir, *Foreign Office, July 18, 1887.*
I AM directed by the Marquis of Salisbury to transmit to you, for your information, copy of a despatch from Her Majesty's Consul at Jeddah, commenting on Colonel Schaefer's Report on the increase of the Slave Trade in the Red Sea.*

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

No. 100.

Mr. Portal to the Marquis of Salisbury.—(Received August 1.)

My Lord, *Cairo, July 22, 1887.*
I HAVE the honour to inclose herewith translations of some letters which have been captured in slave dhows in the Red Sea.

I would submit that representations might with advantage be made to the authorities at Jeddah respecting the action of the slave-dealers whose names are attached to these letters.

I have, &c.
(Signed) G. H. PORTAL.

Inclosure 1 in No. 100.

Ali Ibn Omar Ibn Ali Ba Shnein to Mohamed Taher.

(Written at Jeddah.)

YOUR letter received and noted contents. The two Heads of Khamasieh, Ali and Mussa, received from "Masood" after payment of freight.

Mussa I sold for 73 dollars to a man from Medina, or else Jeddah, and Mecca men would not buy him even for 50 dollars. I sold the other for 74 dollars to an Eastern also, but the buyer is off, and an allowance is necessary; indeed, a reduction in price is imperative, for the lad's value is already half gone between expenses and food. I send you through brother Mohamed a "koraje" and quarter of cloth, for which you pay only for the trouble, and I will pay for the freight.

As soon as I sell the slave I will make the account and send you cloth against the balance, with the dhow of Derwish leaving after this. I need not recommend accord between yourself and brother Mohamed.

Please do your best in finding the runaway slave, and God will recompense you. Ramadan began in Jeddah on Wednesday, in Mecca and Egypt on Tuesday, and in Hudeidah on Monday.

Dated 11 Ramadan, 1304 (3rd June, 1887).

(Signed) ALI IBN OMAR IBN ALI BA SHNEIN.

Inclosure 2 in No. 100.

Ali Ibn Omar Ibn Ali Ba Shnein to Mohamed Ibn Omar Ba Shnein.

Jeddah, 11 Ramadan, 1304 (June 3, 1887).

I HOPE you are well. I am not at all myself, and had overflow of blood, which confined me to my room from 25th Shaban, the day on which "Masood" arrived, to 2nd Ramadan. Thanks to God anyhow. Received your letter per "Masood," as also the eight males and three females, which we disposed of as follows:—

- 2 bigs, at 110 dollars.
- 2 middle, at 95 dollars.
- 4 young, at 85 dollars.
- 3 females, at 75 dollars.

I likewise received per "Masood" two heads belonging to Mohamed Taher—one has the scurvy and one red—which I sold, the former for 70 dollars and the latter for 74 dollars, but the buyer off-and-on allowance is necessary. I am also in receipt of your letter with Mohamed Aid, and contents noted. The four sent with him are duly to hand, but please do not in the future send any one with him, even if you pay a dollar more freight to an outsider, because he is a bad man and plays me strange tricks, viz., of the first consignment of six heads he only delivered five, and kept the sixth for the freight; and this time also he delivered three and kept the fourth, and, of course, you know a man in business cannot always have ready cash, so if you do not give him up you must pay him the freight yourself in advance. I am sending you per "Masood" (articles enumerated), but of these deliver to Mohamed Taher (specified), and take from him the expenses, and I will account with him for the freight when I sell for him the slave Hani. Send me some butter without delay.

No. 101.

Mr. Portal to the Marquis of Salisbury.—(Received August 29.)

My Lord,

Cairo, August 18, 1887.

I HAVE the honour to report that I recently sent to Colonel Kitchener a copy of Sir E. Baring's despatch of the 27th May, inclosing Colonel Schaefer's Report on the Slave Trade in the Red Sea.

I have now the honour to inclose an extract from a despatch which I have received from Colonel Kitchener commenting on Colonel Schaefer's Report, with the substance of which he fully agrees.

Colonel Kitchener reports the steps he has taken with a view to the repression of the Slave Trade, and there can be no doubt that the energetic action taken by him in this matter has had a considerable effect in checking the export of slaves.

The incriminating letters from important Jeddah merchants alluded to by Colonel Kitchener were those of which I had the honour to inclose copies in my despatch of the 22nd ultimo.

I have, &c.
(Signed) G. H. PORTAL.

Inclosure in No. 101.

Colonel Kitchener to Mr. Portal.

(Extract.)

Suakin, July 31, 1887.

WITH reference to your despatch of the 15th instant, containing inclosure, referring to the Slave Trade in the Red Sea, I beg to inform you that I have read Colonel Schaefer's Report with great interest, and fully agree with his observations.

It may be of interest, before entering into the specific question of the pearl fishers, that I should make some observations on Colonel Schaefer's Report, to show what progress has lately been made in the suppression of the Slave Trade.

As Colonel Schaefer states, the coast of the Red Sea is most difficult to patrol owing to reefs and small inland harbours.

Formerly, one of the worst harbours for Slave Trade was Mersa Halaib, the first mentioned in the Report, to the north of Suakin, where a party of the Rashaida

Hetaima tribe were the principal slave-dealers. These men, as you are aware, fired on the boat of Her Majesty's ship "Gannet," and since then have been driven out of their country, and I have formed a post of twenty-five soldiers at Halaïb, which I hope soon to open as a port for the Bishareen Arabs. This will naturally prevent this port being used for slavery, and the officer in charge has my orders to keep a sharp look out, and obtain all the information he can for the coast north and south of his post. Mersa Halaïb is one of the best harbours on the coast.

At Elba and Abu Amara there are many small creeks. I have made agreements with the Sheikhs to stop slave caravans, and I know of one case in which these Shiekhs drove a caravan back out of their country.

From information, I believe there have not been nearly so many slaves run from this part of the coast as previously.

At Rowayah I have a Sub-Governor and two posts of soldiers. Slaves are sometimes shipped from the neighbouring harbour of Shenab, the same as they are from the neighbourhood of Suakin.

To the south of Rowayah is Darah, where I have a post of soldiers; then comes Alah and Sheikh Barghut in the neighbourhood of Suakin, where slaves are occasionally run. I from time to time send soldiers on shore from Suakin to visit these places.

I am doing my best to make the Arab Sheikhs help me to stop the Slave Trade through their country, and I believe with some success, but I have nothing to offer them if slaves are captured and brought in.

To the south of Suakin, Rarat, Mersa Mubarek, and Ras Harb are now under the Italian supervision.

At Akik I have a Sub-Governor who has shown some energy in catching slaves, and a post of soldiers.

Shubuk and Trinkitat are bordering on the rebel country, and it is impossible to land there.

The three dhows which I have rigged out for fast sailing have been cruising off these ports continually for the last three months. I have had to man them from the police and by hiring native boatmen. By some mistake my application for thirty additional Egyptian sailors was supposed to be for British sailors, which was refused. I hope before long to receive the additional sailors from the Soudan Bureau, but it is a question of finance unforeseen in the Budget, and may not be approved of. Since my application I have not heard anything further on the subject.

The three dhows have caught off Trinkitat two slave dhows, one of which had very incriminating letters from important Jeddah merchants. These I forwarded to the Governor of Jeddah, asking him to take prompt steps according to the Turkish Convention, and informing him that certified copies would be sent to the Sublime Porte, through either Her Britannic Majesty's Ambassador or the proper authorities. I also sent copies to the Sirdarieh. The merchants in question had to leave Jeddah suddenly, and no dhow has since been for slaves on the coast about Trinkitat.

I learn from very good authority coming from Tokar, that no dhow has been able to land there for the last three months owing to my three dhows cruising off the coast, and that the slave-dealers are very much annoyed in consequence, and some of their slaves are escaping.

Once the traders find the roads unsafe for them and their human merchandize, they would either give up this form of trade, or seek some other ways.

No. 102.

Mr. Portal to the Marquis of Salisbury.—(Received August 29.)

My Lord,

Cairo, August 18, 1887.

ON receipt of your Lordship's despatch of the 6th ultimo I communicated with Colonel Kitchener, asking him to furnish me with any observations he might have to offer respecting Colonel Schaefer's proposal to make a Government monopoly of the shell-fishing trade in the neighbourhood of Suakin.

I have now the honour to inclose an extract from a despatch from Colonel Kitchener, giving his reply on this question.

Although Colonel Kitchener agrees with Colonel Schaefer's views on the subject, he points out that recent events have caused the pearl-fishing industry at Suakin to diminish very seriously, while the open trade at Massowah has proportionately

encouraged its development near that port. Colonel Kitchener is, however, doing his best to induce the men engaged in the trade to return to Suakin, and hopes to make arrangements in conformity with Colonel Schaefer's views. The matter must, however, be treated with great caution for the present, as the slowly-reviving trade will not as yet bear much strain.

I have, &c.
(Signed) G. H. PORTAL.

Inclosure in No. 102.

Colonel Kitchener to Mr. Portal.

(Extract.)

Suakin, July 31, 1887.

WITH regard to the pearl fishers. In my predecessor's time, owing to the stringent measures against slavery taken here and the open trade at Massowah, all the pearl fishers deserted Suakin and went to Massowah; thus a valuable and profitable trade was lost to this place.

My predecessor made certain arrangements with a merchant here, Abdullah Messallim, who looks after this trade, in order to relieve, as far as possible, the pearl fishers, and induce them to return. A few have come back this year, and are now out at their trade; they are all under the control of the merchant, Abdullah Messallim, who is looked upon as the Sheikh of the pearl fishers; practically, he fills the place of Concessionnaire referred to by Colonel Schaefer.

Owing to there being a far greater supervision, as well as greater difficulties of obtaining guarantees for pearl fishers on this coast to that of the Italians at Massowah, the pearl fishers naturally prefer the latter stations. I do not, therefore, think that the trade will bear much strain. I hope, however, to make arrangements in conformity with Colonel Schaefer's views, with which I agree.

The matter is now under consideration, and I will inform you when I have been able to settle the matter and obtain a contract for the pearl fishers.

No. 103.

Foreign Office to Mr. Portal.

Sir,

Foreign Office, August 31, 1887.

I AM directed by the Marquis of Salisbury to transmit to you herewith copies of Memoranda, as marked in the margin,* by M. Marinitch, Second Dragoman to Her Majesty's Embassy at Constantinople, and Mr. Jago, Her Majesty's Consul at Jeddah, on the subject of Colonel Schaefer's Report, inclosed in Sir E. Baring's despatch of the 27th May last.

I am to direct you to communicate the accompanying papers to Colonel Schaefer, for any observations which he may have to make upon them.

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

No. 104.

Foreign Office to Mr. Portal.

Sir,

Foreign Office, August 31, 1887.

I AM directed by the Marquis of Salisbury to transmit to you herewith copy of a despatch which has been received by this Department from Her Majesty's Ambassador at Constantinople relative to the letters captured on board slave dhows in the Red Sea.†

I am also to ask you where the original letters now are, and to request you, should they be in your possession, to forward them to Dr. Razzack, the Acting British Consul at Jeddah.

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

* No. 184; Inclosure 2 in No. 192; and Inclosure in No. 204.

† No. 205.

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No. 105.

The Marquis of Salisbury to Mr. Portal.

Sir, *Foreign Office, September 3, 1887.*
 I HAVE to acknowledge the receipt of your despatch of the 18th ultimo, transmitting copy of a despatch from Colonel Kitchener on the subject of the Slave Trade in the Red Sea, and I have to request that you will inform that officer that I have read with approval the measures taken by him, as reported in his despatch, above referred to, for the suppression of this unlawful Traffic.

I am, &c.
 (Signed) SALISBURY.

No. 106.

Mr. Portal to the Marquis of Salisbury.—(Received September 5.)

(Extract.) *Cairo, August 27, 1887.*

I HAVE the honour to inclose herewith a précis of a letter from General Saletta, the Italian officer commanding at Massowah, to Colonel Kitchener.

Your Lordship will observe with pleasure that General Saletta announces the capture of a cargo of ninety-four slaves, and further explains his intention of dealing with all captured slaves and slave dhows in conformity with the terms of the Anglo-Egyptian Convention, to which Italy adhered in 1885.

Inclosure in No. 106.

Précis of a letter from Major-General Saletta to Colonel Kitchener, dated July 20, 1887.

INFORMS of the capture by the "Goëlette Calatafimi" of a cargo of ninety-four slaves near Taklai, ready for embarkation for Jeddah. The slaves were taken to Massowah, where they will be treated in conformity with the Anglo-Egyptian Convention. They were unable to capture the sambouk and the merchants and other persons implicated.

In the case of the capture of other ships engaged in the Slave Trade, he will hand them over with their cargoes and crews to the Egyptian authorities if they are under the Egyptian flag, while, if navigating under the Italian flag, they will be judged by the Tribunals at Massowah. Finally, in the case of the capture of a ship under the flag of any other nationality, he is not authorized to detain it, but will confine himself to seizing and liberating all the slaves found on board.

No. 107.

Foreign Office to Sir E. Baring.

Sir, *Foreign Office, October 7, 1887.*
 I AM directed by the Marquis of Salisbury to inform you that a note has been received from the Italian Chargé d'Affaires at this Court, stating that fourteen more slaves have been liberated by the officers of the Italian Government on the Red Sea Coast, and orders issued for them to be sent to Mgr. Sogaro's Mission in Egypt.

I am, &c.
 (Signed) P. CURRIE.

No. 108.

Admiralty to Foreign Office.—(Received November 5.)

Sir, *Admiralty, November 4, 1887.*
 I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the

inclosed copy of a letter, dated the 22nd September, from Her Majesty's ship "Falcon," reporting the reception on board of a fugitive slave and the steps taken for his subsequent disposal.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure in No. 108.

Commander E. Rooke to Admiral His Royal Highness the Duke of Edinburgh.

Sir,

"Falcon," Mersa Halaib, September 22, 1887.

I HAVE the honour to report to your Royal Highness, that whilst at anchor off Jubal Sereea, Straits of Ashrafi, on the 19th September, a negro slave came on board in a small canoe and asked for protection.

2. In accordance with Article 103, p. 27, Slave Trade Instructions, I received him on board provisionally, and sent an officer to bring on board the master of the dhow from which the slave had escaped.

3. The slave's statement in the presence of his master was as follows:—

"My name is Saïd. I have been with my master about ten years ever since I was a little boy. I came from beyond Dongola, eleven days' journey, and was sold at Kossier to my master. I am about 17 years old. I have no father or mother. My master wants me to dive where the water is too deep for me; sometimes I tell him it is too deep.

"He ties me up and flogs me when we go ashore, and he treats me badly and cuts me with a knife on board the dhow. I want to go away anywhere in the man-of-war."

4. The master named "Takeel," of the dhow "Raschadieh," of Wedgi on the Arabian coast, said he was an Egyptian. He swore by the "Prophet" and many oaths, that if the slave came back he would never flog him any more or strike him again (thereby admitting that he did ill-treat his slave), and that the slave being very hard of hearing did not always move when he was told, and then he perhaps struck him slightly or pushed him, but never flogged him. He said he would not make the slave dive any more, but would take him back to his mother at Wedgi if I allowed him to go back to the dhow.

5. The slave said he had never seen his father and mother since he was taken away from his native country ten years ago, and it was all a lie.

6. The slave showed a wound on his thigh, and said his master did it with a knife thirteen days ago. His master said it was caused by a fall on the reef, but the surgeon of this ship gives his opinion that it was a clean cut with a sharp instrument such as a knife, and not a jagged wound from a fall on the coral reef.

7. The Captain of the steam-ship "Ulysses," near which the natives were diving for jettisoned cargo, informed me that, two days ago, one of them, while attempting to dive in about 12 or 15 fathoms of water, close to the ship, burst a blood-vessel and died.

8. After hearing the statements and getting the evidence of the surgeon, I considered I was justified in retaining the slave on board, and forwarding him in Her Majesty's ship "Starling" to the Consul at Suez for disposal.

9. I have ordered Lieutenant and Commander Paget to endeavour to get further evidence from some of the other slaves on his arrival at Jubal Sereea.

I have, &c.
(Signed) E. ROOKE.

No. 109.

Foreign Office to Sir E. Baring.

Sir,

Foreign Office, November 10, 1887.

WITH reference to my despatch of the 3rd September last respecting the Slave Trade in the Red Sea, I am directed by the Marquis of Salisbury to transmit to you herewith, for your information, copy of a despatch which has been received on the subject from Her Majesty's Ambassador at Constantinople.*

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I am, at the same time, to draw your attention to the last paragraph but one of Sir W. White's despatch, in which mention is made of a letter which Colonel Kitchener addressed direct to the Kaïmakam of Jeddah; and I am to instruct you to point out to the officer in question the desirability of his sending through Her Majesty's Consul at Jeddah any communication he may wish to make to the local officials of that place, unless there should be special reasons for writing direct to the Turkish authorities.

Should he think it advisable to communicate with those authorities without the intervention of the Consul, it would be advisable that he should report the fact and his reasons.

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

No. 110.

The Marquis of Salisbury to Sir E. Baring.

Sir, *Foreign Office, November 30, 1887.*
WITH reference to my despatch of the 10th instant, I transmit to you herewith, for your information, copy of a despatch and of its inclosures from Mr. Jago, Her Majesty's Consul at Jeddah, on the subject of the capture of slaves brought to that port from Rowayah, Eastern Soudan, by an Austrian Lloyd's steamer.*
I have directed Her Majesty's Chargé d'Affaires at Vienna to communicate this information to the Austrian Government.

I am, &c.
(Signed) SALISBURY.

No. 111.

Foreign Office to Admiralty.

Sir, *Foreign Office, December 13, 1887.*
THE Marquis of Salisbury has had under his consideration your letter of the 4th ultimo respecting the reception of a fugitive slave on board Her Majesty's ship "Falcon," and I am to state to you, for the information of the Lords Commissioners of the Admiralty, that after consultation with the Lords Commissioners of Her Majesty's Treasury, his Lordship is of opinion that Commander Rooke's conduct in the matter should be approved.

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

FRANCE.

No. 112.

Consul Haggard to the Earl of Iddesleigh.—(Received January , 1887.)

My Lord,

Tamatave, November 18, 1886.

I HAVE the honour to report that lately the Slave Trade upon the south-west coast of Madagascar has largely increased in magnitude; and I beg to inclose a copy of a Petition from a Norwegian missionary and several traders residing in the neighbourhood of St. Augustine's Bay, on the south-west coast of Madagascar, upon the subject, and the injury it is causing British trade. I also inclose the copy of a letter from M. Rostvig, the Norwegian missionary, which explains the matter more fully.

The vessels and people employed in the Traffic are European, and chiefly French, and the cause of it is from the fact that lately the planters in the French Island of Réunion have found it impossible to obtain sufficient labour for their sugar estates, the Indian Government having stopped the immigration of coolies pending the settlement of some difference with the French Government.

Planters in Réunion are becoming utterly ruined; labour they must obtain, or become bankrupt; and from information I have received from various sources, I am of the opinion that, unless checked soon, this new Traffic in Slaves is destined to assume large proportions.

I have the honour to further report that I am communicating with the Hova Government upon the subject, a copy of which letter I inclose, and that I have also written to the English Admiral on the East Indian Station, and Mr. St. John, Her Majesty's Consul at Réunion, giving them the necessary information.

I have, &c.

(Signed) JOHN G. HAGGARD.

 Inclosure 1 in No. 112.

Petition of British Subjects of Tulleur, &c., to check Slave-dealing on South-west Coast of Madagascar.

Sir,

WE, the Undersigned, one missionary, the others traders on this coast, beg to state by this paper that slaves are being brought here by French traders from the Isle of Réunion and exported to that Colony not in small quantities. And as there is not yet any sign of their intentions on leaving off this degrading Trade, we sincerely ask you to use your important influence as Her Britannic Majesty's Consul on purpose to stop this shameful slave business.

In reality, it is a most humiliating experience to ourselves, as civilized people, to see the natives of this country are brought to a European trading-house, sold there, and kept prisoners until they are shipped like beasts, without any regard to the will of their own. In the interests both of humanity and legal commerce we are most anxious soon to have this depraving Traffic routed out.

With regard to humanity the matter does not require any explanation, and it is reasonably enough that the Sakalavas cannot understand why Christian teachers are striving so hard to induce them a new and better idea of human life when Europeans, who also declare themselves to be "civilized" at the same time are contradicting such endeavours in a most deplorable manner.

And in connection with legal commerce, we must note the fact that it is impossible for us other traders to compete for the produce of the country if the slave business shall continue, as those carrying on slavery will be enabled to monopolize the entire commerce, because it is of less importance for them, if they obtain profits on produce so long as they can have enormous benefits of the other trade. We English subjects and traders therefore ask for your assistance in this respect.

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Again hoping the due authority soon may look into this serious matter and enforce the stoppage of said Slave Trade, and thus deliver us from a very unpleasant situation, we subscribe ourselves,

(Signed)

L. ROSTVIG, *Norwegian Missionary.*
 R. D. NORDEN, *Manager for C. Arnold.*
 J. NEILSEN.
 ALEXR. EARLE.
 P. W. JHANSON, *Acting Agent here for*
Messrs. H. T. McCubbin, Port Natal.
 DANIEL ROBERTSON.
 EDWIN COVE, *Master of "Aurore."*
 B. ALLEN.
 F. WEEKS, *Master of "Gled."*

Tullear, St. Augustine Bay, and Nos Vey, West
Coast of Madagascar, September 1886.

Inclosure 2 in No. 112.

The Rev. L. Rostvig to Consul Haggard.

Sir, *Tullear, September 27, 1886.*
 SENDING a Petition signed by several English subjects to your Consular office, I beg to inform you more privately by this that Mr. Thomson, agent of H. and T. McCubbin, sent me some lines of yesterday from Nossivé (Nos Vey), asking me to write the following particulars and send you together with the signed Petition. At present is there a ship (brig) lying (anchored) at Nossivé named "Town of Liverpool," belonging to Mauritius and flying the British flag, French owners and chartered in Réunion, which will probably leave here about the end of October for the latter port (St. Denis) with a quantity of slaves on board, and another brigantine named "Venus," belonging to Réunion, is daily expected at Nossivé, and will probably leave for Réunion about same time with a quantity of slaves on board, as she usually does. Mr. Thomson expresses the opinion that this information may enable the Consul to act in the matter with some firmness. If a man-of-war should appear at the anchorage of St. Denis it would be necessary to have a good interpreter on board, or else the captains will say that the poor fellows are voluntary labourers for the Colony. Ten days ago these voluntary labourers murdered two Malagasies who were in charge of slaves; but these poor victims were cruelly knocked down as punishment for their strifes for liberty. When writing these lines at this moment some miserable people from the interior are dragged by ropes round their necks, passing just outside my fence, proceeding to the French trader. This is enough for you to know the facts. There must be something done soon to stop this deplorable undertakings.

Is not yet the Hova Government ready to send a garrison to this part of the island? Dear Sir, you must do all you can to restore Tihereenga to peace and order. At present we are in a perilous situation.

I am, &c.
 (Signed) L. ROSTVIG.

P.S.—On the 28th September. Yesterday and to-day more than twenty slaves are brought here in Tullear, and brought to the small Island of Nos Vey where a great number are prisoners in irons, until the departure of "Town of Liverpool" and "Venus" for Réunion.

L. R.

Inclosure 3 in No. 112.

Consul Haggard to the Hova Prime Minister.

Your Excellency,

Tamatave, November 18, 1886.

I HAVE the honour to inclose, for your information, the copy of a Petition I have received from a number of Europeans residing in the vicinity of Tullear, upon the

subject of a sudden and serious increase of the Slave Trade from that district to Réunion.

The vessels and persons engaged in the Traffic are European, and the cause of it is the inability of the planters in Réunion to obtain labour for their sugar estates through the stoppage of the immigration of coolies into that island by Her Majesty's Indian Government.

It is my duty to solicit the co-operation of Her Majesty the Queen of Madagascar's Government in at once checking this Traffic before it gets to such a head that it cannot easily be dealt with, and I am persuaded, from information received from various sources, that it is likely to assume large proportions if not speedily interfered with.

I am told, but I do not know how far my information is correct, that there is no Hova garrison in the vicinity of Tullear; if this is so, allow me to suggest to your Excellency that the placing of a suitable force there, with proper instructions, would go far to breaking up this inhuman Trade.

I have communicated with Her Majesty the Queen of England's Government upon the subject, and doubtless all that can be done to check the Traffic by sea will be done, but the best step to take is to attack it at its sources on shore, and that is in your Excellency's hands alone.

Therefore, I trust that the prompt and active interference of the Hova Government may be counted on in suppressing this new Slave Trade.

I have, &c.

(Signed) J. G. HAGGARD.

No. 113.

Consul St. John to the Earl of Iddeleigh.—(Received January 11, 1887.)

My Lord,

Réunion, December 8, 1886.

I HAVE the honour to inform your Lordship that I have received a despatch from Her Majesty's Consul at Tamatave, dated the 18th November, 1886, transmitting copy of a Petition from Europeans residing in the vicinity of St. Augustine's Bay, on the south-west coast of Madagascar, and also copy of a letter from M. Rostvig, a Norwegian missionary at Tullear, respecting slaves being shipped to this Colony in the schooner "Venus" from Réunion, and the "Town of Liverpool" from Mauritius.

I inclose copy of a letter, I have addressed to the Governor of Réunion on the subject, as well as his Excellency's reply.

I have, &c.

(Signed) C. L. ST. JOHN.

Inclosure 1 in No. 113.

Consul St. John to M. Richaud.

M. le Gouverneur,

St. Denis, November 22, 1886.

WITH reference to your announcement in the local journals to the effect that the importation of labourers from Madagascar is strictly forbidden, I have the honour to inform your Excellency that two vessels, said to be chartered for the purpose of conveying labourers to Réunion against their will, are expected here towards the end of this month.

One is the "Venus," from this Colony, and the other the "Town of Liverpool," from Mauritius, and flying the British flag.

I am assured that these labourers have been kidnapped, and treated like slaves.

What truth there is in such a statement it is impossible for me to say; but I would ask your Excellency to be so good as to have these two vessels, said to be engaged in an illegal traffic, watched on their arrival, and to take what steps you consider advisable in the matter.

I have, &c.

(Signed) C. L. ST. JOHN.

Inclosure 2 in No. 113.

M. Richaud to Consul St. John.

M. le Consul,

Saint-Denis, le 25 Novembre, 1886.

J'AI l'honneur de vous accuser réception de votre lettre du 22 Novembre courant, par laquelle vous m'informez qu'il vous est revenu que deux navires, la "Venus," et la "Ville de Liverpool," sont attendus dans la Colonie, avec des travailleurs, qui auraient été embarqués contre leur gré, et qui seraient conduits ici comme de véritables esclaves.

Vous me demandez, à cet effet, de faire surveiller ces deux bâtiments à leur arrivée, et de prendre à l'occasion telles mesures que je jugerai utiles.

Je m'empresse de vous faire savoir que je n'ai pas de dispositions spéciales à prescrire dans la circonstance; il existe dans la Colonie des lois ayant pour objet de réprimer la Traite; si les faits qui vous ont été signalés étaient établis, ces lois recevraient donc leur pleine et entière exécution.

Recevez, &c.
(Signé) RICHAUD.

(Translation.)

M. le Consul,

St. Denis, November 25, 1886.

I HAVE the honour to acknowledge the receipt of your letter of the 22nd instant, in which you inform me that you have heard that two vessels, the "Venus" and the "Town of Liverpool," are expected in the Colony with labourers on board, who are said to have been embarked against their will and brought here like actual slaves.

You request me to have these two vessels watched on their arrival, and to take such measures as I may judge suitable.

I hasten to inform you that there is no occasion to take any special steps in the matter. There are laws in the Colony the object of which is to suppress the Slave Trade, and if the facts which have been communicated to you are proved these laws would be carried into execution fully and entirely.

I have, &c.
(Signed) RICHAUD.

No. 114.

Consul St. John to the Earl of Iddesleigh.—(Received January 11, 1887.)

(Extract.)

Réunion, December 14, 1886.

I HAVE the honour to transmit copies of a correspondence that has taken place between myself and M. Richaud, the Governor of this Colony, relative to the reported Slave Trade that has lately sprung up in Madagascar, which I had to bring to the notice of the authorities at Réunion.

Since I first drew attention to it three vessels laden with slaves have anchored in the Roads of St. Denis: the "Venus," the "Bretagne," flying French flags, and the British brig the "Town of Liverpool."

The "Venus" was boarded a few days ago. The slaves at first declared that they had come of their own free will, but when they landed they gave a very different account.

On being asked the reason, they replied that while on board they feared the captain.

An inquiry was held on board the other two ships yesterday, by which it was ascertained that the slaves were captured in the interior, sold, and forced on board against their will.

Curiously enough, among the latter was one who had been fifteen years in this Colony. He spoke French fluently, and declared that on no account would he return to Madagascar, for, if so, he would again be captured and either sold or killed—a custom that has lately sprung up.

As I have started the question, and the authorities, fully realizing its gravity, are taking it in hand, further interference on my part would do more harm than good.

I shall therefore confine myself to watching and reporting what is going on.

Inclosure 1 in No. 114.

Consul St. John to M. Richaud.

M. le Gouverneur,

St. Denis, December 11, 1886.

I HAVE received a despatch from Her Majesty's Consul at Tamatave, inclosing two Petitions, one from Europeans residing in the vicinity of St. Augustine's Bay, on the south-west coast of Madagascar, to the effect that slaves are being brought there and exported to the Island of Réunion, and the other signed by a Norwegian missionary and traders, that a brig called the "Town of Liverpool," now anchored in the Roads of St. Denis, is employed in that illegal Traffic and has a number of slaves on board.

I must here remark that the above-named vessel is from Mauritius, and flies the British flag, but the consignees are French subjects resident in this Colony, and, moreover, that the vessel is now anchored in French waters.

As it is impossible for me to take any direct action in the matter unassisted by the local authorities, I would ask you, M. le Gouverneur, to have a full and searching inquiry instituted, with the view to ascertaining the liability of certain parties concerned in a Traffic declared illegal by all nations having any acknowledged claim to civilization.

I therefore propose that the immigrants on board the "Town of Liverpool," supposed to have been embarked and conveyed to this Colony against their will, may be landed and questioned by some competent person with the view to ascertaining, for the information of our respective Governments, the real facts of the case.

As witnesses may have to be called over whom I have no jurisdiction, it appears to me that the only way would be to co-operate in the matter, for which purpose I would be willing to give every assistance in my power.

I have, &c.

(Signed) C. L. ST. JOHN.

Inclosure 2 in No. 114.

M. Richaud to Consul St. John.

M. le Consul,

Saint-Denis, le 13 Décembre, 1886.

J'AI l'honneur de vous accuser réception de la lettre par laquelle vous m'informez que vous avez reçu du Consul de Sa Majesté Britannique à Tamatave une dépêche renfermant deux Pétitions, l'une des Européens résidant dans le voisinage de la Baie Saint-Augustin sur la côte sud-ouest de Madagascar, signalant que des esclaves sont amenés sur ce point et de là exportés à l'Île de la Réunion; l'autre d'un Norvégien missionnaire et Traitant, disant qu'un brick appelé "Town of Liverpool," actuellement sur la rade de Saint-Denis, est affecté à ce trafic illégal et a à son bord un certain nombre d'esclaves.

Vous ajoutez que ce navire est de Maurice, et bat pavillon Anglais, et vous me demandez de prescrire une enquête à laquelle vous me proposez de coopérer.

Dès l'arrivée du "Town of Liverpool" j'ai été informé de la présence à bord des quarante passagers dont vous me signalez l'existence, et j'ai prescrit—si ce navire opérant sur notre rade son déchargement—de ne laisser débarquer ces passagers qu'après s'être assuré des conditions dans lesquelles ils avaient été embarqués à Nos-vey. Cette enquête se poursuit et je regrette de ne pouvoir vous admettre à y coopérer.

Il s'agit dans la circonstance de rechercher si un crime de Traite puni par nos lois (Loi du 4 Mars, 1831) ou tout au moins de séquestration arbitraire puni par notre Code Pénal a été ou plutôt est actuellement commis par le capitaine Français du navire étranger "Town of Liverpool," avec ou sans la complicité des hommes de l'équipage.

Si le crime existe, on ne peut le considérer comme ayant été commis en pays étranger parce qu'il aurait eu lieu sur un navire battant pavillon Auglais, car aux termes de la Loi du 27 Juin, 1866, rendue exécutoire à la Colonie par Décret du 14 Novembre, 1876, tout Français qui a commis un crime à l'étranger peut, à son retour sur le territoire Français, être poursuivi et jugé par les Tribunaux Français.

Aujourd'hui le capitaine du "Town of Liverpool" est à Saint-Denis (à

terre ou en rade, c'est tout un) où il fait des opérations de débarquement et d'embarquement.

Mais il y a plus : les crimes de Traite et de séquestration arbitraire ne sont pas crimes instantanés, mais successifs. Si le capitaine du "Town of Liverpool" s'en est rendu coupable, le crime commencé à Madagascar (territoire sur lequel s'étend la protection de la France) achève de s'accomplir actuellement dans des eaux Françaises, en rade de Saint-Denis, dans un lieu qu'on peut justement considérer comme le prolongement d'un territoire Français.

Or, toute personne qui se trouve sur un point quelconque du territoire Français, quelle que soit sa nationalité, est soumise à nos lois de police et de sûreté et tombe sous l'application de nos lois pénales en vertu de notre Code Civil.

Tels sont les motifs qui me font penser que l'enquête regarde l'autorité Française.

Ils vous paraîtront, je n'en doute pas, trop légitimes, pour que je ne décline pas la proposition que vous m'avez fait de coopérer à l'enquête ordonnée.

Recevez, &c.

(Signé) RICHAUD.

(Translation.)

M. le Consul,

St. Denis, December 13, 1886.

I HAVE the honour to acknowledge the receipt of the letter in which you inform me that you have received from Her Britannic Majesty's Consul at Tamatave a despatch inclosing two Petitions, one from the Europeans residing in the neighbourhood of St. Augustin's Bay on the south-west coast of Madagascar, notifying that slaves are brought to that part (of the coast) and exported thence to Réunion, the other from a Norwegian missionary and trader, stating that a brig, called "Town of Liverpool," at the time lying in the roads of St. Denis, is engaged in this illicit traffic, and has a certain number of slaves on board her.

You add that this vessel belongs to Mauritius and flies the British flag, and you request me to order an investigation, in which you propose to take part.

Immediately on the arrival of the "Town of Liverpool" I received information of the presence of the forty passengers on board, whose existence you mention, and I gave orders, if the vessel began to discharge cargo in our roadstead, not to allow the passengers to be put on shore until satisfied as to the circumstances under which they had been taken on board at Nos Vey. This investigation is now proceeding, and I regret that I am unable to allow you to take part in it.

It is necessary in the present case to ascertain whether an act of Slave Trading punished by our laws (Law of the 4th March, 1831), or at least an act of kidnapping punished by our Penal Code, has been, or, rather, is at the present moment being, committed by the French captain of the foreign vessel "Town of Liverpool," with or without complicity on the part of the crew.

If the offence exists, it cannot be considered as having been committed in a foreign country, because it took place on board a vessel flying the English flag, for by the terms of the Law of the 27th June, 1866, made binding on the Colony by the Decree of the 14th November, 1876, every Frenchman who has committed a crime abroad is liable on his return to French territory to be prosecuted and tried by French Tribunals.

At the present moment the captain of the "Town of Liverpool" is at St. Denis (whether on shore or in harbour is immaterial), where he is engaged in disembarking and shipping.

But that is not all : the offences of Slave Trading and of kidnapping are not offences of momentary, but continued duration. If the captain of the "Town of Liverpool" is guilty the offence began at Madagascar (territory under French protection) is actually completed in French waters, in the roads of St. Denis, in a locality which may justly be considered as an extension of a French territory.

Every person, however, who may be on any portion of French territory, whatever may be his nationality, is subject to our Police Regulations, and becomes liable to our Penal Laws by virtue of our Civil Code.

Such are the grounds for my considering that the investigation concerns the French authorities.

I have no doubt that they will appear to you sufficiently valid to explain my refusal of your proposal to take part in the investigation which has been ordered.

Accept, &c.

(Signed) RICHAUD.

Consul St. John to the Earl of Iddesleigh.—(Received January 11, 1887.)

My Lord,

Réunion, December 14, 1886.

WITH reference to my despatch of this day's date, relative to the importation of slaves from Madagascar, I have the honour to report that six of the crew of the British brig the "Town of Liverpool" appeared this morning at the Consulate complaining that though, according to their agreement, the voyage was not to exceed a period of eight months, they had been more than a year on board without receiving any wages beyond one month's advance before starting.

I took their names down, and availed myself of the opportunity to cross-question them separately respecting the nature of their last voyage.

They were all unanimous in their statements to the effect that the slaves imported by the "Town of Liverpool" had been seen by them in irons, guarded by armed natives, while on shore, and that on being conveyed on board their irons had been taken off, but that they were accompanied by, and in charge of, natives armed with assagayes.

The arrangements for their barter were negotiated by a Frenchman, and the purchase effected not by money, but by muskets, powder, cloth, and various other articles, of which there appears to have been an ample supply on board.

Four of the above-named sailors are natives of Mauritius, consequently British subjects, the other two natives of Madagascar.

I have, &c.
(Signed) C. L. ST. JOHN.

No. 116.

Consul St. John to the Earl of Iddesleigh.—(Received January 11, 1887.)

My Lord,

Réunion, December 21, 1886.

I HAVE the honour to inclose copy of a note I have addressed to the Governor of this Colony relative to the importation of slaves from Madagascar.

All those brought by the "Town of Liverpool," "Venus," and "Bretagne" have been landed, and are placed in a dépôt until instructions arrive from France.

In the meantime, the vessels concerned in that Traffic are allowed to depart.

One, the "Venus," has already left for Nos Vey, an island on the south-west coast of Madagascar, where the slaves were embarked.

I have, &c.
(Signed) C. L. ST. JOHN.

Inclosure in No. 116.

Consul St. John to M. Richaud.

M. le Gouverneur,

St. Denis, December 13, 1886.

IN acknowledging with thanks your letter of this day's date, relative to the "Town of Liverpool," I beg to state that I have always maintained that it was the duty of the French authorities to interfere in the matter, for the very reasons your Excellency so clearly points out.

My offer of "co-operation" was the result of your short conversation with me on the subject the day I had the honour of dining at Government House, when you remarked that, "being a British ship, it devolved upon me to settle the affair, and that I had better tell the captain to leave St. Denis."

This it was impossible for me to do, for Slave Trade is considered by English law a serious crime, and is keenly watched by Her Majesty's Government.

As the local authorities appeared reluctant to take any steps in the matter of the English ship, my only alternative was to offer to co-operate with the view to having the guilty persons, if they can be proved so, brought to justice, and, if possible, to having an illegal Trade stamped out in its very infancy.

My motives for co-operation were actuated not from any desire to interfere, but to assist as far as I could; and this I was able to do by at once authorizing the

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Protector of Immigrants to visit the "Town of Liverpool," which, being an English ship, could not well be boarded with the object of holding an inquiry without at all events apprising the Representative of the British Government.

I have, &c.
(Signed) C. L. ST. JOHN.

No. 117.

Consul St. John to the Earl of Iddesleigh.—(Received January 11, 1887.)

My Lord,

Réunion, December 21, 1886.

WITH reference to my recent despatches on the Slave Trade to this island from Madagascar, I have the honour to report that I have convincing proof that the slaves in question, on being interrogated one by one by the local authorities, have given the same answer, namely, that they, whatever may be said to the contrary, had been captured in the interior, conducted to the sea-coast, and forced on board.

I have, &c.
(Signed) C. L. ST. JOHN.

No. 118.

Foreign Office to Consul Haggard.

Sir,

Foreign Office, January 21, 1887.

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your despatch of the 18th November, reporting matters connected with a Slave Trade that has sprung up between the south-west coast of Madagascar and the Island of Réunion.

I am to state to you that his Lordship approves the action that you have already taken in this matter, as reported in your despatch above referred to, and I am to instruct you to make a further representation to the Hova Government on the subject.

You should state to the Prime Minister that Her Majesty's Government have heard with much concern of the export of slaves which has recently taken place from the coasts of Madagascar territory, and express their earnest hope that the Malagasy Government will not lose a moment in taking active steps to effectually extirpate a trade which brings so much discredit on all concerned in it. You should add that Her Majesty's Government have at once adopted such measures as are open to them to suppress the Traffic in question, and that a ship of war will proceed with as little delay as possible to the localities implicated.

I am further to instruct you to continue to report fully on this question, which is of great interest to Her Majesty's Government.

Communications have been addressed to Her Majesty's Ambassador at Paris and to the Secretary of State for the Colonies.

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

No. 119.

Foreign Office to Consul St. John.

Sir,

Foreign Office, January 21, 1887.

I AM directed by the Marquis of Salisbury to state to you that his Lordship approves your action respecting the Slave Trade that has recently sprung up between the south-west coast of Madagascar and Réunion.

I am to acquaint you that Her Majesty's Government are taking active steps for the suppression of this evil, in which the French Government have been invited to co-operate through Her Majesty's Ambassador at Paris.

I am also to transmit to you herewith copies of two despatches received from

Mr. Haggard, Her Majesty's Consul at Madagascar,* containing information on this subject, and I am at the same time to impress upon you that you should not fail to report anything that may occur at Réunion concerning it.

I am, &c.
(Signed) P. CURRIE.

No. 120.

The Marquis of Salisbury to Viscount Lyons.

My Lord,

Foreign Office, January 22, 1887.

WITH reference to despatches from Mr. Haggard, Her Majesty's Consul at Madagascar, and Mr. St. John, Her Majesty's Consul at Réunion, relating to a Slave Trade that has sprung up between the south-west coast of Madagascar and the Island of Réunion, I now transmit to your Excellency herewith, for your information, copies of further despatches, as marked in the margin,† that have been received from the above-mentioned officers on this subject.

As there is every ground for believing that this Traffic is being carried on, accompanied by great abuses and cruelties, I have to request your Excellency to represent the matter to the French Government, who will doubtless have received Reports from the Governor of Réunion, who is said to be engaged in investigating the cases brought to his notice.

If the Reports received by us are correct, both British and French subjects have been, directly or indirectly, concerned in this nefarious Traffic. Her Majesty's Government have instructed their naval officers, and their Colonial and Consular officials, to take immediate steps with a view to investigation and suppression, and they do not doubt that the action of the French Government will be equally prompt and decisive.

I am, &c.
(Signed) SALISBURY.

No. 121.

Viscount Lyons to the Marquis of Salisbury.—(Received January 27.)

My Lord,

Paris, January 26, 1887.

I SPOKE to M. Flourens this afternoon in the terms of your Lordship's despatch of the 22nd instant, on the subject of the Slave Trade which appears to have sprung up between the south-west coast of Madagascar and the Island of Réunion.

M. Flourens answered that intelligence had before reached him that a ship in that part of the world had been supposed to be engaged in this abominable Traffic, and that he had immediately sent instructions in consequence. He would, he said, most certainly send stringent orders with a view to the detection and punishment of anything of the kind.

I left with his Excellency a Memorandum of the communication I had made to him.

I have, &c.
(Signed) LYONS.

No. 122.

Consul St. John to the Earl of Iddesleigh.—(Received February 8.)

My Lord,

Réunion, January 13, 1887.

WITH reference to my despatch of the 14th ultimo, relative to the importation of slaves from Madagascar, I have the honour to report that the three vessels, namely, the "Town of Liverpool," the "Vénus," and the "Bretagne," engaged in that Traffic, have been allowed to leave this harbour.

* No. 112.

† Nos. 113, 114, 115, 116, and 117

The slaves in question, about eighty in number, have been landed and distributed among the planters for the cultivation of sugar, pending the decision of the French Government as to what is to be done with them.

The conditions under which they are to be temporarily employed are the same as the Indians, except that no engagements have been contracted.

They will, therefore, be housed, and receive rations, medical attendance, and 12 fr. 50 c. a month as wages.

I have, &c.
(Signed) C. L. ST. JOHN.

No. 123.

Admiralty to Foreign Office.—(Received February 12.)

Sir, *Admiralty, February 10, 1887.*
I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a letter, dated the 11th January, with inclosures, that has been received from Rear-Admiral Sir Frederick Richards, Commander-in-chief, East Indies, having reference to the Traffic in Slaves which has recently sprung up between the south-west coast of Madagascar and the Island of Réunion.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 123.

Rear-Admiral Sir F. Richards to Admiralty.

“Bacchante,” at Bombay, January 11, 1887.

SUBMITTED for information, observing that I have directed Her Majesty's ship “Reindeer” to proceed to Nos Vey after the arrival of the mail due at Zanzibar about the 14th instant, and inquire into the Report made by Her Majesty's Consul at Tamatave, referred to in inclosure hereto.

(Signed) FREDK. W. RICHARDS.

Consul Haggard to Rear-Admiral Sir F. Richards.

Sir, *Tamatave, November 18, 1886.*
I have the honour to forward, for your information, the copy of a Petition from Europeans residing in the vicinity of St. Augustine's Bay, on the south-west coast of Madagascar, and also the copy of a letter from M. Rostvig, a Norwegian missionary at Tulleur, respecting a large and sudden increase of the Slave Trade from those districts.

The vessels and people employed in the Traffic are European, and occasionally British, the slaves being shipped to the French Island of Réunion, to which place, from the increasing difficulties of obtaining labour on the sugar estates, I am of opinion, from information received from various sources, that this new Traffic is likely to assume large proportions unless checked soon.

I have the honour to further inform you that I have reported the matter to Mr. St. John, Her Majesty's Consul at Réunion, who can possibly give you further information upon the subject.

I have, &c.
(Signed) JOHN G. HAGGARD.

Inclosure 2 in No. 123.

Consul St. John to Rear-Admiral Sir F. Richards.

Sir, *Réunion, December 21, 1886.*
YOUR Excellency will no doubt have received information from Her Majesty's Consul at Tamatave to the effect that a Slave Trade has been set on foot at

Nos Vey, an island on the south-west coast of Madagascar, for the benefit of this Colony.

Three schooners, the "Venus" and "Bretagne" flying the French flag, and the "Town of Liverpool" the English (the latter vessel being from Mauritius) have lately arrived here each with a cargo of what they call free labourers for Réunion, but in reality slaves captured, bought, and forced on board.

These slaves have all been landed at St. Denis, and placed in a dépôt awaiting the decision of the French Government,

The person who negotiated the barter, by means of muskets, gunpowder, and cloth, is a Frenchman, formerly a ship captain.

The nefarious trade—whatever construction may be put upon it—does exist, for I have examined the crew of the "Town of Liverpool" one by one, and they have all assured me that the slaves while on shore were in irons, and that they had been conducted on board by armed men. The "Venus" has returned to Nos Vey; it has not transpired for what purpose.

I have, &c.
(Signed) C. L. ST. JOHN.

No. 124.

Viscount Lyons to the Marquis of Salisbury.—(Received February 15.)

My Lord,

Paris, February 12, 1887.

IN my despatch of the 26th ultimo I had the honour to report to your Lordship that I had left with M. Flourens a Memorandum on the subject of the Slave Traffic which appears to have grown up between Madagascar and Réunion.

I have herewith the honour to transmit to your Lordship a copy of a *note verbale* which has been sent to me by M. Flourens in answer to the Memorandum in question.

It states that, in consequence of communications received from the French authorities in the two islands, the French Government repeated the stringent instructions it had given with a view to the suppression of the abuse referred to, and that there is every reason to suppose that the measures taken will have the result which the French and British Governments have in view.

I have, &c.
(Signed) LYONS.

Inclosure in No. 124.

Memorandum.

PAR une note en date du 26 Janvier dernier l'Ambassade d'Angleterre à Paris a signalé au Ministère des Affaires Étrangères des opérations poursuivies par des sujets Anglais et par des citoyens Français sur les côtes de Madagascar en vue d'embaucher des travailleurs indigènes et de les transporter dans les Colonies voisines de la Grande Ile Africaine.

Ces opérations ne seraient, dans la réalité, qu'un commerce d'esclaves déguisé et des actes nombreux de violence et de cruauté pourraient être reprochés aux personnes qui s'en occupent.

Ainsi que son Excellence Lord Lyons le suppose, le Gouvernement de la République a reçu, en effet, des autorités Françaises de Madagascar et de la Réunion des indications d'où il est permis d'inférer que des tentatives ont été faites tout récemment en vue d'établir dans cette région un Trafic semblable. Aussitôt qu'il en a eu connaissance, le Gouvernement Français s'est empressé de renouveler aux autorités compétentes les recommandations les plus expresses afin d'assurer la suppression de ces abus, et il y a tout lieu de penser que les mesures prises auront le résultat qu'ont en vue les deux Gouvernements.

Paris, le 10 Février, 1887.

(Translation.)

IN a note dated the 26th of January last, the British Embassy at Paris brought to the notice of the Minister for Foreign Affairs the methods employed by British

subjects and by French citizens on the coast of Madagascar with a view to entrapping native labourers and transporting them to the neighbouring Colonies of the great African island.

These proceedings cannot, in reality, be anything else than a disguised Slave Trade, and numerous acts of violence and cruelty may be laid to the charge of those engaged in them.

As his Excellency Lord Lyons rightly presumes, the Government of the Republic has, in fact, received from the French authorities in Madagascar and Réunion information from which it may be inferred that attempts have quite recently been made with the view to establishing a similar Traffic in this region. The moment the French Government were made aware of the fact, they lost no time in again enjoining on the competent authorities the most express recommendations with a view to the suppression of this abuse, and there is every reason to believe that the measures adopted will have the effect desired by the two Governments.

Paris, February 10, 1887.

No. 125.

Consul Sandwith to the Marquis of Salisbury.—(Received March 18.)

My Lord,

Tunis, March 11, 1887.

DURING the months of January and February last I obtained the freedom of three negresses, natives of the Soudan, who had taken refuge in the Consulate, for one of whom a husband has since been found, and for the others domestic service.

On the 6th instant, it having been intimated to me that a slave was cruelly treated in the house of a Tunisian subject, I applied to the Procureur of the Republic to authorize the police to enter his domicile and have her brought to the Consulate. The same day she was handed over to me.

On the 8th instant I made a second application for the rescue of four girls of tender age, who had been brought to Tunis ten days before, and were now in the house of a native. These were duly lodged in the Consulate.

On the following day another negress was brought here by the same means. She stated that a raid had been made on her village in the Soudan more than a year ago, and she was captured along with several others, but had only recently been brought to Tunis.

Yesterday another little girl, 7 years old, who had been brought with the four children mentioned above, was handed over to me by her master, who is a French-protected subject.

The same day I waited on the Resident-General, to whom I had already applied for papers of manumission for the captured slaves, and informed him that by the assistance of the police, who acted on orders from the Procureur, I had rescued the last seven negresses. M. Massicault was curious to learn why the British Consul specially interested himself in the liberation of slaves, and I explained that it was by virtue of a Convention made with the Bey of Tunis in 1846 that the interference of British Consuls with the Traffic in Slaves was acquiesced in, and that the same duty devolved on Her Majesty's Consuls in Turkey. I pointed out to the Resident that my recovering the slaves from their masters, instead of waiting for them to seek an asylum at the Consulate, was an innovation on the practice of my predecessors, but that I had acted in concurrence with the Tunisian authorities, and was willing to be led in this matter by his advice. The Resident said that the subject was of sufficient interest for him to advise his Government of it, for that France, being a civilized country, was naturally unwilling that slavery should exist in a country under her protection. He begged me, however, to continue to liberate slaves by the methods I had recently employed, until such time as he could receive instructions from his Government.

I have no difficulty in finding domestic service for freed slaves in respectable families. Those recovered during the present week belonged to a batch of seventeen who had come up from the south, but it is by no means easy to discover their places of concealment. There can be little doubt that a brisk Trade in Slaves is carried on across the southern frontier, and Sheikhs of Tunisian tribes are supposed to be interested in it.

I have, &c.
(Signed) THOMAS B. SANDWITH.

FRANCE.

No. 126.

The Marquis of Salisbury to Viscount Lyons.

My Lord,

Foreign Office, March 22, 1887.

HEREWITH I transmit, for your Excellency's information, a copy of a despatch, as marked in the margin,* which has been received from Mr. Sandwith, Her Majesty's Consul at Tunis, reporting the steps he has taken, in conjunction with the Tunisian authorities, to obtain the liberation of several slaves.

Mr. Sandwith's proceedings in this matter have been approved.

I am, &c.

(Signed) SALISBURY.

No. 127.

Foreign Office to Consul Sandwith.

Sir,

Foreign Office, March 22, 1887.

WITH reference to your despatch of the 11th instant, reporting the steps you have taken, in conjunction with the Tunisian authorities, to obtain the liberation of several slaves, I am directed by the Marquis of Salisbury to inform you that your proceedings, as reported therein, are approved.

I am, &c.

(Signed) T. V. LISTER.

No. 128.

Colonial Office to Foreign Office.—(Received April 19.)

Sir,

Downing Street, April 19, 1887.

I AM directed by the Secretary of State for the Colonies to request you to inform the Marquis of Salisbury that the following telegram was received yesterday from the Officer administering the Government of Mauritius:—

“Taking legal proceedings against master and ship ‘Town of Liverpool,’ implicated in Slave Trade. Despatch by mail.”

I am, &c.

(Signed) ROBERT G. W. HERBERT.

No. 129.

Admiralty to Foreign Office.—(Received April 21.)

Sir,

Admiralty, April 16, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you herewith, for the information of the Secretary of State for Foreign Affairs, copies of correspondence relative to the Traffic in Slaves between Madagascar and Réunion.

I am, &c.

(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 129.

*Bear-Admiral Sir F. Richards to Admiralty.**“Bacchante,” at Bombay, March 24, 1887.*

SUBMITTED for information.

Commander Lang appears to have conducted this duty with promptitude and intelligence, and the visit of the “Reindeer” will doubtless have a salutary effect in

checking for the moment the nefarious proceedings of the traders in slaves in the neighbourhood, but it will be necessary to cause a visit to be made to the locality again as soon as the service will admit.

(Signed) FREDK. W. RICHARDS.

Memo.

"Bacchante," at Bombay, December 28, 1886.

I forward herewith, for your information, a letter from Her Majesty's Consul at Tamatave, with its inclosures, respecting an alleged sudden increase in the Slave Trade from the west coast of Madagascar to the Island of Réunion; and with reference thereto you are to take an early opportunity of either proceeding yourself or directing Commander Lang to proceed in the "Reindeer" to the places named in the correspondence, and inquire into statements made therein.

(Signed) FREDK. W. RICHARDS, *Rear-Admiral.*

Captain Woodward, C.B., H.M.S. "Turquoise,"
Senior Officer, East Coast of Africa.

Memo.

"Bacchante," at Bombay, January 11, 1887.

With reference to my Memorandum of the 28th ultimo, covering copy of a Report, with inclosures, from Her Majesty's Consul at Tamatave, respecting alleged Traffic in Slaves from the neighbourhood of St. Augustine's Bay to Réunion, I forward herewith, for your information, copy of a despatch from Her Majesty's Consul at Réunion, dated the 21st December, from which it appears that the schooners "Venus" and "Bretagne," flying the French flag, and the "Town of Liverpool," a vessel flying British colours and belonging to Mauritius, have lately arrived at St. Denis, each with a cargo of so-called "free labourers," but in reality slaves, captured, bought, and forced on board.

And with reference thereto, I have to direct you, should the "Reindeer" not yet have sailed for Nos Vey, to hold the investigation ordered in my letter above quoted, to furnish a copy of the despatch of Mr. St. John to Commander Lang, who is to be directed to institute as searching an inquiry into the whole matter as may be possible.

With reference to vessels flying French colours, it will be necessary to observe the greatest discretion, and in any dealing with such vessels Commander Lang must be guided by the "Instructions for the Suppression of the Slave Trade, 1882," and by Article 180 of the Station Order Book.

Should the "Town of Liverpool," or any other vessel under the British flag, be fallen in with under suspicious circumstances, the strictest investigation is to be made into the nature of the trade they are engaged in on the coast of Madagascar before such vessels are released.

It is desirable that, in the execution of his orders, Commander Lang should use all convenient dispatch in making passages in the "Reindeer."

(Signed) FREDK. W. RICHARDS, *Rear-Admiral.*

Inclosure 2 in No. 129.

Captain Woodward to Rear-Admiral Sir F. Richards.

Sir,

"Turquoise," at Zanzibar, February 22, 1887.

IN forwarding Commander Lang's proceedings of his cruize, I beg to make the following observations.

He reports to me verbally that the unexpected visit of his ship, together with a rumour that a French man-of-war was also expected, had produced a salutary effect from Mourondava southwards to Nos Vey, and Captain Stanwood, United States' Consular Agent, stated to him that it would be the means of frightening the slave-traders for some time, but no doubt, after an interval, it would be resumed again.

This service has been carried out with expedition.

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

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Inclosure 3 in No. 129.

Commander Lang to Captain Woodward.

(Extract.)

"Reindeer," at Zanzibar, February 20, 1887.

IN compliance with your orders of the 1st instant, I left Zanzibar at 6 A.M. on the morning of the 2nd, and proceeded to Mozambique, where I took on board 46 tons of coal, telegraphed my arrival to you on the 5th instant, and proceeded the same evening for Tullear Bay.

Inclosure 4 in No. 129.

Memorandum.

TULLEAR BAY.

I ARRIVED here on the 9th February, and on landing had an interview with the Reverend L. Rostvig, a Norwegian missionary, and the only European at the time of my visit present in Tullear, the other European residents having left for the time on account of the unsettled state of the country. It appears that the King or Chief who exercises rule over the surrounding district has lately died leaving several sons, and these sons are now fighting for succession, and consequently the disturbed state of the country. Trade at present is at a standstill. The representatives of the trading houses have removed their goods to the Island of Nos Vey for safety. The Reverend Rostvig substantiates the reports made in the Petition signed by himself and many traders, and also in Mr. Norden's letters. He states that he has frequently witnessed men dragged with ropes round their necks past his house to the French traders to be sold.

The Reverend Rostvig also confirms Mr. Norden's statement that the Slave Trade is carried on openly. At Tullear slaves are taken to the French traders and sold openly, and he states that he has often seen them in irons.

The "Town of Liverpool" has only made one voyage with slaves, and I am unable to find out her whereabouts at present.

Mr. J. Neilson and P. M. Thomson, whom I met at Nos Vey, quite confirm these statements, and state that all legitimate trade is quite paralyzed owing to this Traffic in Slaves. I hear that the Madagascar Company, on whose account these labourers were shipped, have given up trading to the west coast of Madagascar.

(Signed) H. B. LANG, *Commander.*

Inclosure 5 in No. 129.

NAMES of Men kidnapped, and of their Relations, at Tullear.

Names of Men.	Fathers or near Relations.	Remarks.
Tsandite	Bonoaks	* The only slave master at Tullear shipped under same agreement with rest of labourers.
Nabonsike	Nasota	
Mahoni	Taugolia	
Tsimkopalumga*..	Tselahatse	
Tsavolomani	Tsikankinge	
Lapo	Tsimikodadi	
Tepoe	Tsiambota	
Tsimaitso	Tsimikodadi	
Tsifanil	Mirdra	
Mamitsoha	Tsikankinge	
Voasisi.. ..	Mirango	
Isodsa	Tsiambota	

(Signed) H. B. LANG, *Commander.*

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Inclosure 6 in No. 129.

Mr. J. K. George to Mr. Rakoto.

Dear Mr. Rakoto,

Mondora, July 17, 1886.

YOURS to hand, and note contents.

The man you sold the slave to please get the money from and you keep it, as I have already charged your account with the 30 dollars.

The woman slave the owner wants 40 dollars.

(Signed)

JOHN K. GEORGE.

Inclosure 7 in No. 129.

Mr. J. K. George to Mr. Rakoto.

Dear Mr. Rakoto,

Mourondava, July 19, 1886.

YOUR letter of to-day to hand, and note contents.

The slave boy please sell at the best possible price. The woman is at Lov Be. I will tell Raimlavy to take her, &c.

(Signed)

JOHN K. GEORGE.

Inclosure 8 in No. 129.

Statement by Mr. J. K. George with reference to Letters of 17th and 19th July, 1886.

A FEW days before I wrote that letter I was sick with the fever. The second Governor Raintave was in communication with my housekeeper, wanting to buy slaves for the Governor.

They could not agree about the price, and he took one or two slaves from my housekeeper to Andatabé, to consult the Governor about the price. The housekeeper told Raintave the price.

The slaves were kept by the Governor for about a fortnight. During this time my housekeeper was in communication with Raintave about whether the Governor for whom the slaves were wanted would buy them at the price named.

When I got well my housekeeper asked me to write to the Governor, asking whether the slaves were sold or not, as she wanted the money, or words to that effect.

She asked me to write because she thought if she went herself or sent a message the Governor would try to cheat her or put her off.

I now state that I have not charged the Governor with any money as purchase-money for a slave or slaves, as Messrs. H. and T. McCubbin's books can prove, and in my letter of the 17th July I made a misstatement. In writing this letter my sole object was to protect my housekeeper from being cheated. Had I been at the time in a perfect state of health I should probably have worded my letters differently.

This statement applies to both my letters, those of 17th and 19th July, 1886.

I also state that I have a letter on shore from the Governor, in which he mentions the slaves as belonging to my housekeeper, and will produce it when required. I regret extremely that I should have been mixed up in this affair, and will take care that in future nothing of the sort shall occur again.

(Signed)

J. K. GEORGE.

February 12, 1887.

Inclosure 9 in No. 129.

Memorandum.

Nos VEY.

ON my arrival at Nos Vey Mr. J. Neilson and P. M. Thomson, agents for McCubbin and Co., came on board. They fully substantiate the statements made

in the various reports as to the extent to which the Slave Trade has been carried on of late at Tulleur, and that the "Town of Liverpool," flying English colours, took a number of slaves from Nos Vey to Réunion, but only made one voyage, and has not been there since she left on the 1st November, 1886. They also state that slaves are purchased openly by the French trading houses, but that lately instructions have been received from Réunion to the French traders that this business is to be stopped, and that they believe that it is not being carried on at present. They inform me that a bookkeeper for a French trading house at Nos Vey shot himself on the morning of the 1st January, 1887, fearing inquiry, having heard that a French man-of-war was expected at Nos Vey.

The "Venus" and "Sapphire" have frequently run slaves from Nos Vey to Réunion.

(Signed)

H. B. LANG, *Commander*.

Inclosure 10 in No. 129.

Memorandum.

MOURONDAVA.

SOON after anchoring off Mourondava a Mr. J. K. George came on board with a native he represented to be the Assistant Governor, but from inquiries made on shore, I believe there is no such rank as Assistant Governor at Mourondava. As Mr. George's name is mentioned in the Reports forwarded by you for my information as being implicated in the Slave Trade, I thought it best not to make any inquiries from him about the Slave Trade here until after my visit to the Governor and Captain Stanwood, when I should be in a position to judge how far the Report as affecting him is true, so I sent word to the Governor that I intended paying him a visit the next day, and on landing was received by a guard of honour.

I first visited Captain Stanwood, United States' Agent, who gave me full information about the Slave Trade carried on by Europeans, some of whom are British subjects.

Respecting Mr. George, Captain Stanwood states that he is continually giving trouble to the Governor, and is very much implicated in the Slave Trade. He further states that on the 21st May, 1886, Mr. George bought a female slave from Abdula Kirim for 30 dollars, and on the 10th June, 1886, he bought a male slave from a Malagasy. On the 17th July the Custom-house officer here reported to the Governor that Mr. George had these two slaves and was going to take them to the southward. The Governor then ordered them to be seized, and then reported the matter to the Foreign Minister.

The Governor has in his possession two letters written to him by Mr. George (certified copies of which I inclose herewith) in which Mr. George speaks of the price to be charged for the slaves, and states that he has charged the price of one to the Governor's account.

Before sailing the same evening I desired Mr. George to come on board, when I informed him of the charges made against him, and told him I should be glad to hear any explanation he could give. He then made a statement, which I had taken down in writing, and now forward for your information. When first questioned by me as to the reports I had heard about him, he denied their truth entirely, but when he found I had seen his letters to the Governor, and had in my possession certified copies of them, he was very much frightened, and I fancy he has had sufficient warning to prevent his engaging in this unlawful business for some time to come. I fancy he has been led into committing himself in this way by the influence of some Malagasy women who are living with him, and he, in his statement, chooses to call his housekeepers.

The Governor complains that European traders are constantly guilty of breaking Treaty obligations. He states that an English firm import powder in large quantities contrary to Treaty, and sell it to the natives, and that a large quantity is stored by this firm at Nos Vey. A certain man, by birth a Swede, and under British Consular jurisdiction, has frequently written him threatening letters, one lately threatening to kill him. This man owns an armed boat, and threatens to resist by force any interference with him. The Governor states that he is a

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slave-dealer, and Captain Stanwood informed me that this man has told him that he should buy or sell slaves as much as he liked, and that he could not be interfered with. It is also stated that this man was the instigator of a raid that was made by natives on the cattle belonging to the inhabitants of Mourondava a short time since, and that he was supplied with seventy-five 10-lb. kegs of powder by the agent of the English firm at Nos Vey. I have not been able to hear what the agents themselves have to say to this charge, as I did not receive the complaint about them until my arrival at Mourondava.

Captain Stanwood states that the example set by the subjects of other European nations makes it difficult for him to control those under his jurisdiction; he also states that among the records of the Consulate at Tamatave there is a Report from Captain Foot (dated October 1880) then in command of Her Majesty's ship "Ruby," stating that the agent of an English firm on the west coast of Madagascar had been implicated in the Slave Trade on a former occasion; and he further states that when the country is quiet there is a large trade from this port: the chief articles are india-rubber, hides, orchilla-weed, and that hemp is cultivated in the island.

(Signed) H. B. LANG, *Commander.*

No. 130.

Consul St. John to the Marquis of Salisbury.—(Received April 30.)

My Lord,

Réunion, March 29, 1887.

I HAVE the honour to report that I have received a despatch from the Acting Governor of Mauritius, inclosing copies of the correspondence that has taken place regarding the alleged Slave Traffic between Madagascar and Réunion, and requesting me to obtain, if possible, witnesses to prove that the "Town of Liverpool," now anchored at Port Louis, has been engaged in that Trade.

I have replied that witnesses could not be obtained at Réunion; but that I had written to Governor Richaud, requesting his Excellency to furnish me with some particulars respecting the inquiry held by the local authorities at the time the slaves were landed at Réunion, and suggesting that the crew of the "Town of Liverpool," who had been interrogated by me on the subject, and forwarded to Mauritius in December last, should be examined by the Vice-Admiralty Court, with a view to obtaining evidence against the owners and master of the "Town of Liverpool."

I have, &c.

(Signed) C. L. ST. JOHN.

No. 131.

Consul St. John to the Marquis of Salisbury.—(Received April 30.)

(Extract.)

Réunion, March 30, 1887.

A FEW days back I called on Governor Richaud, and requested his Excellency to furnish me with the result of the inquiry instituted by the local authorities on the arrival of the "Town of Liverpool" with labourers from the south-west coast of Madagascar.

M. Richaud asked me to write to him, and that he would let me know what could be done in the matter.

His Excellency assured me that the Traffic was now at an end.

No. 132.

Consul Haggard to the Marquis of Salisbury.—(Received May 4.)

My Lord,

Tamatave, March 19, 1887.

I HAVE the honour to inform your Lordship that I have not lately received any further intelligence beyond an unauthenticated rumour that the French man-of-war sloop "Vaudreuil," in those waters, had lately fired into a French slaver named the "Félicité," which, in consequence, was beached to avoid foundering.

If this is true, it would appear that the French authorities were really trying to check the Traffic, but I know nothing for certain, it being so hard to obtain reliable intelligence from so out-of-the-way a locality as the neighbourhood of Tullear.

I must also inform your Lordship that the Senior Naval Officer at Zanzibar wrote to advise me that the English sloop "Reindeer" would be sent to St. Augustine's Bay in the beginning of February, so I presume she is now actively employed in the suppression of the Traffic.

I am, &c.
(Signed) JOHN G. HAGGARD.

No. 133.

The Marquis of Salisbury to Viscount Lyons.

My Lord,

Foreign Office, May 4, 1887.

I TRANSMIT, for your Excellency's information, extracts of Reports which have been received from the Admiralty relative to the gross abuses in the supply of labourers from the west coast of Madagascar to the Island of Réunion.* I authorize your Excellency to communicate them to the French Government.

I am, &c.
(Signed) SALISBURY.

P.S.—I also inclose copies of despatches on the same subject which have been received from Her Majesty's Consul at Réunion.†

S.

No. 134.

Colonial Office to Foreign Office.—(Received May 5.)

Sir,

Downing Street, May 5, 1887.

I AM directed by Secretary Sir H. Holland to inform the Marquis of Salisbury that the Officer administering the Government of Mauritius reports the arrest of the master of the ship "Town of Liverpool" on a charge of carrying on a Slave Trade between Madagascar and Réunion.

I am to suggest, for the consideration of Lord Salisbury, that the French Government should be requested to instruct the Governor of Réunion to facilitate the obtaining of evidence in this case.

I am, &c.
(Signed) EDWARD WINGFIELD.

No. 135.

Consul Sandwith to the Marquis of Salisbury.—(Received May 9.)

My Lord,

Tunis, April 30, 1887.

IN my despatch of the 11th ultimo I had the honour to report to your Lordship several instances of the release of slaves effected by the instrumentality of this Consulate, with the concurrence of the Tunisian authorities. Since then other slaves who took refuge here have obtained their release. Two of these have brought an action for damages against their former master before the native Court of Ouzara, demanding compensation for wages due to them during their year of bondage, and separate damages for their illegal detention. Should their suit be successful, it cannot fail to bring home to other slave-holders the risk they are running in keeping slaves.

His Highness the Bey of Tunis, who had twenty-four slaves in his harem, has set an excellent example to his subjects by causing them to appear before the same Court of Ouzara, which ordered papers of manumission to be issued to each of them. Five of them availed themselves of their newly-acquired liberty by leaving

* Luclosures 9, 10, and 11 in No. 129.

† Nos. 130 and 131.

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his service, the remaining nineteen voluntarily returning to the Beylical residence in the character of free women. The Home Minister has imitated His Highness' example.

I have, &c.
(Signed) THOMAS B. SANDWICH.

No. 136.

The Marquis of Salisbury to Viscount Lyons.

My Lord,

Foreign Office, May 11, 1887.

I TRANSMIT herewith, for your Excellency's information, copy of a letter from the Colonial Office,* reporting, from the Officer administering the Government of Mauritius, the arrest of the master of the ship "Town of Liverpool" on a charge of carrying on a Trade in Slaves between Madagascar and Réunion; and I have to request your Excellency to address a communication to the French Government requesting them to cause such instructions to be sent without delay to the Governor of Réunion as will facilitate the obtaining of evidence in this case.

I am, &c.
(Signed) SALISBURY.

No. 137.

Viscount Lyons to the Marquis of Salisbury.—(Received May 14.)

My Lord,

Paris, May 13, 1887.

I HAVE the honour to transmit to your Lordship copy of a Memorandum in which, in pursuance of the authority given to me by your Lordship's despatch of the 4th instant, I have communicated to M. Flourens portions of the Reports received by your Lordship from the Admiralty relative to the gross abuses in the supply of labourers from the west coast of Madagascar to the Island of Réunion.

I have, &c.
(Signed) LYONS.

Inclosure in No. 137.

Memorandum.

IN a Memorandum which Lord Lyons had the honour to put into M. Flourens' hand on the 26th January last it was stated that Her Majesty's Government had instructed their naval officers and their Colonial and Consular officials to take immediately all steps within their competence with a view to the investigation and suppression of the nefarious Traffic in Slaves between the south-west coast of Madagascar and the Island of Réunion, in which both British subjects and French citizens had been accused of participating; and in a Memorandum dated the 10th February last M. Flourens was so good as to inform Lord Lyons that stringent instructions had been again sent to the French authorities to insure the suppression of this abuse. With reference to the endeavours of the two Governments to put a stop to the heinous proceedings in question, Lord Lyons is authorized to communicate to M. Flourens the substance of Reports relative to it which have been recently received by the British Admiralty.

Commander Lang, of Her Majesty's ship "Reindeer," proceeded in the month of February last to various points on the coast in question in order to inquire into the nature of the abuses complained of.

The following statement is taken from Commander Lang's account of his visit to Tullear Bay:—

"I arrived here on the 9th February. It appears that the King or Chief who exercises rule over the surrounding district has lately died leaving several sons, and these sons are now fighting for succession, and consequently the disturbed state of

* No. 134.

the country. Trade at present is at a standstill. The representatives of the trading houses have removed their goods to the Island of Nos Vey for safety. Men have often been seen being dragged with ropes round their necks to the French traders to be sold. I am told that the Slave Trade is carried on openly. At Tullear slaves are taken to the French traders and sold openly. They have often been seen in irons."

"The 'Town of Liverpool' has only made one voyage with slaves, and I am unable to find out her whereabouts at present.

"Persons whom I met at Nos Vey quite confirm these statements, and state that all legitimate trade is quite paralyzed owing to this Traffic in Slaves. I hear that the Madagascar Company, on whose account these labourers were shipped, have given up trading to the west coast of Madagascar."

Commander Lang's Report from Nos Vey states that the various reports as to the extent to which the Slave Trade has been carried on of late at Tullear are fully substantiated at Nos Vey, where he also learned that "the 'Town of Liverpool,' flying English colours, took a number of slaves from Nos Vey to Réunion, but only made one voyage, and has not been there since. She left on the 1st November, 1886. It is also stated that slaves were purchased openly by the French trading houses, but that lately instructions have been received from Réunion to the French traders that this business is to be stopped. It is believed not to be carried on at present. I am informed that a book-keeper for a French trading house at Nos Vey shot himself on the morning of the 1st January, 1887, fearing inquiry, having heard that a French man-of-war was expected at Nos Vey. The 'Venus' and 'Sapphire' have frequently run slaves from Nos Vey to Réunion."

Commander Lang also touched at Mourondava, where he obtained further confirmation of the prevalence of slavery and the Slave Trade.

On returning to Zanzibar Commander Lang reported verbally to his superior officer that the unexpected visit of his ship, together with a rumour that a French man-of-war was also expected, had produced a salutary effect from Mourondava southwards to Nos Vey, the result of which would probably be to frighten the slave-traders for some time, though no doubt after an interval the Traffic would be resumed again.

May 13, 1887.

No. 138.

Viscount Lyons to the Marquis of Salisbury.—(Received May 18.)

My Lord,

Paris, May 17, 1887.

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 11th instant, which I received on the day before yesterday, and which directed me to request the French Government to cause such instructions to be sent to Réunion as will facilitate the obtaining of evidence in the case of the "Town of Liverpool," charged with carrying slaves between Madagascar and Réunion.

I have, &c.
(Signed) LYONS.

No. 139.

The Marquis of Salisbury to Viscount Lyons.

My Lord,

Foreign Office, May 23, 1887.

I APPROVE the Memorandum which your Excellency communicated to M. Flourens on the subject of the abuses connected with the supply of labourers from Madagascar to the Island of Réunion, copy of which accompanied your Excellency's despatch of the 13th instant.

I am, &c.
(Signed) SALISBURY.

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No. 140.

Consul St. John to the Marquis of Salisbury.—(Received May 27.)

(Extract.)

Réunion, May 2, 1887.

I HAVE the honour to report that I have received a despatch from the Acting Governor of Mauritius, inclosing copies of all the correspondence relative to the "Town of Liverpool," supposed to have conveyed slaves from the south-west coast of Madagascar to Réunion, and informing me that the above-named schooner was anchored at Port Louis, that proceedings would be taken against the owners before the Vice-Admiralty Court, and requesting me, if possible, to furnish him with evidence to prove that the slaves had been kidnapped and landed at Réunion against their will.

I at once wrote to the Governor of Réunion on the subject, copy of which I inclose. Copy of his Excellency's reply inclosed.

Upon this I sent to Mauritius a despatch of which the inclosed is a copy.

By the local papers I find that an embargo has been put on the "Town of Liverpool," and that the captain, a native of Réunion, named Parent, has been arrested and committed for trial.

Inclosure 1 in No. 140.

Consul St. John to M. Richaud.

M. le Gouverneur,

St. Denis, March 26, 1887.

HAVING been instructed to obtain all the information relative to the Traffic in Slaves of the schooner "Town of Liverpool," of Mauritius, I have the honour to request your Excellency to be so good as to supply me, if possible, with particulars and result of the inquiry that took place respecting the above-named vessel.

I have, &c.

(Signed) C. L. ST. JOHN.

Inclosure 2 in No. 140.

M. Richaud to Consul St. John.

M. le Consul,

Saint-Denis, le 4 Avril, 1887.

J'AI l'honneur de vous accuser réception de votre lettre du 26 Mars dernier, par laquelle vous me demandez s'il m'est possible de vous fournir des renseignements sur les circonstances dans lesquelles ont été transportés à la Réunion, par le navire-goélette "Town of Liverpool," un certain nombre de Malgaches et de Cafres venant de l'île Nos-Vey.

Conformément à mes ordres, ces Cafres et Malgaches ont été interrogés à leur arrivée dans la Colonie par un officier du Parquet de Première Instance de Saint-Denis. Il a été dressé procès-verbal de leurs déclarations. Malheureusement, il m'est impossible de vous communiquer ce procès-verbal; je ne l'ai plus entre mes mains, l'ayant adressé, dès le mois de Décembre 1886, à M. le Ministre de la Marine et des Colonies.

Agréé, &c.

(Signé) RICHAUD.

(Translation.)

M. le Consul,

St. Denis, April 4, 1887.

I HAVE the honour to acknowledge the receipt of your letter of the 26th March last, asking me if I can furnish you with information as to the circumstances under which a certain number of Malagasies and Kaffirs were brought to Réunion by the schooner "Town of Liverpool" from the Island of Nos-Vey.

In obedience to my orders, these Kaffirs and Malagasies were examined on their arrival in the Colony by an officer of the Court of First Instance of St. Denis. A *procès-verbal* of their statements was drawn up. Unfortunately, it is impossible for me to communicate this *procès-verbal* to you: it is no longer in my

possession, as I forwarded it, as far back as the month of December 1886, to the Minister of Marine and Colonies.

I have, &c.
(Signed) RICHAUD.

Inclosure 3 in No. 140.

Consul St. John to Acting Governor Hawley.

(Extract.)

Réunion, March 28, 1887.

IN reply to your Confidential despatches of the 12th and 17th instant, regarding the alleged Traffic in Slaves from the south-west coast of Madagascar to Réunion, I regret to say that I cannot produce any witnesses to prove that the "Town of Liverpool" was engaged in that Trade, for there were no passengers on board except one since dead.

I beg, however, to refer you to my despatch of the 14th December to the Secretary of State for Foreign Affairs, of which you have a copy, where I stated that the crew all declared that the slaves had been forced on board.

I therefore venture to suggest that these men, forwarded by me to Mauritius in December last, may be examined. Some of them, no doubt, are still to be found. The ship's articles and official log-book were transmitted by me to the Shipping Master on the 21st December, 1886; their names, therefore, could easily be ascertained.

About forty were landed at St. Denis from the "Town of Liverpool." These were again cross-questioned by the local Tribunal, and then distributed on various estates, pending the decision of the French Government as to what is to be done with them.

I have been informed by the Governor of Réunion that the conditions under which they are to be temporarily employed are the same as the Indian coolies, except that no engagements have been contracted.

They are housed, receive rations, medical attendance, and 12 fr. 50 c. a-month as wages. The proprietors of the estates are bound to produce them when called upon to do so by the Local Government.

I am aware that all these statements would carry little weight in a Court of Law.

I have written to the Governor for particulars, though I scarcely hope to receive an answer before the departure of the mail, as his Excellency has been for some time at Salazie.

I was desirous to send to Mauritius a few of the slaves as witnesses, but this it appears cannot be done without the consent of the French Government.

No. 141.

Consul St. John to the Marquis of Salisbury.—(Received May 27.)

My Lord,

Réunion, May 7, 1887.

WITH reference to my former despatches of this series, I have the honour to inform your Lordship that from a private source I hear that the captain of the "Town of Liverpool" has been acquitted by a jury at Mauritius.

I have, &c.
(Signed) C. L. ST. JOHN.

No. 142.

Consul Haggard to the Marquis of Salisbury.—(Received June 28.)

My Lord,

Tamatave, May 3, 1887.

WITH reference to your despatch of the 21st January, in which your Lordship instructed me to express to the Hova Prime Minister the regret Her Majesty's Government felt at the rise of a new Slave Trade on the south-west coast of Madagascar, I have the honour to inclose the copy of a reply to my letter to the

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Prime Minister, received from the Foreign Minister, by which your Lordship will observe that the Hova Government are making efforts to suppress the Traffic on shore.

I have, &c.
(Signed) J. G. HAGGARD.

Inclosure in No. 142.

The Foreign Minister of Madagascar to Consul Haggard.

(Translation.)

Sir, *Antananarivo, April 19, 1887.*
HIS Excellency the Prime Minister and Commander-in-chief has received your despatch of the 16th ultimo respecting the recent Slave Trade on the south-west coast of Madagascar, and the same has been transmitted to me for a reply, which I beg to say as follows: The Government of the Queen of Madagascar is very sorry for the information from you concerning the above-referred matter, and shall attend by possible means to impede its progress according to the stipulated Treaty between the two nations. I do not even know the place where the Traffic took place, whether that very place has a Governor or not. I have, however, given fresh instructions to the Governors of Mahabo and Andakabé besides what has already been given.

I have, &c.
(Signed) RAVONINAHITRINIARIVO.

No. 143.

Colonial Office to Foreign Office.—(Received July 15.)

(Extract.)

Downing Street, July 14, 1887.

WITH reference to previous correspondence, I am directed by Secretary Sir Henry Holland to transmit to you, for the perusal of the Marquis of Salisbury, a copy of a despatch from the Officer administering the Government of Mauritius, reporting that the prosecution of the captain of the ship "Town of Liverpool" for being engaged in a Trade of Slaves between Madagascar and Réunion had resulted in his acquittal.

Inclosure in No. 143.

Major-General Hawley to Sir H. Holland.

(Extract.)

Government House, Mauritius, June 3, 1887.

THIS Government lost no time in making all efforts to prevent the continuance of the Trade, which efforts were, fortunately, greatly assisted by the arrival in Port Louis Harbour of the ship "Town of Liverpool" shortly after the receipt of your despatch.

The defendant was not found guilty by the jury of the charges brought against him. The case fell through owing to the contradictions in the evidence of the witnesses for the Crown.

No. 144.

Consul St. John to the Marquis of Salisbury.—(Received July 26.)

(Extract.)

Réunion, June 30, 1887.

YESTERDAY arrived a vessel, the "Félicité," flying the French flag, with fifteen slaves from Madagascar.

The authorities at Réunion, having been apprized, boarded her the moment she anchored.

Her papers are irregular, and the captain declared that he had a Prince, three Ministers, and suite on board as passengers; but, nevertheless, an embargo was put on the vessel for three weeks.

Admiralty to Foreign Office.—(Received November 1.)

(Extract.)

Admiralty, October 27, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to transmit, for the information of the Marquis of Salisbury, extracts of a letter received from Rear-Admiral Sir Frederick Richards, dated the 26th ultimo, reporting on the Slave Trade between Réunion and St. Augustine's Bay.

Inclosure in No. 145.

Rear-Admiral Richards to Admiralty.

(Extract.)

"Bacchante," at Zanzibar, September 26, 1887.

FROM the information I was able to obtain from inquiries made among the European residents at St. Augustine's Bay, I am satisfied that there has been no further attempt to carry on a Slave Trade between that place and Réunion since the French Government took action in the matter.

The visit of the "Reindeer" in February 1887 had the effect of frightening the Europeans engaged in the Traffic, and a subsequent visit of a French vessel of war has apparently convinced the French creoles from Réunion who were implicated, that their Government was in earnest in its suppression.

On the little island of Nos Vey there are three trading establishments, two French owned in Réunion and one English, the latter belonging to Messrs. McCubbin, of Durban, Natal, who have several stations on the west coast of Madagascar, viz., at Cape St. Mary, Point Burrow, Nos Vey, Tullear, Morondava, Passandava, and other places; the principal articles of export being the orchilla weed and rubber.

The Norwegian Missionary at Tullear (M. Rostvig) appears to be a very respectable and reliable person, and gave a straightforward account of the recent slave-dealing transactions at these places, which practically is the same as contained in the correspondence forwarded in your letter of the 21st January, 1887, and subsequent communications.

He corroborates the information obtained at Nos Vey, that there had been no further cases of slave-dealing since the visit of the "Reindeer."

St. Augustine's Bay is not occupied by the Hova Government, and, being practically independent, the traders are at present subject to considerable black-mailing at the hands of the Sakalava Chief, who is in possession of the surrounding country.

I understand from Mr. Haggard, Her Majesty's Consul at Tamatave, that the Government propose to occupy Tullear and appoint proper officers for the government of the district as soon as transports can be provided.

No. 146.

Rear-Admiral Sir F. Richards to Admiralty.—(Received at the Foreign Office, November 29.)

(Extract.)

"Bacchante," at Seychelles, October 19, 1887.

IN the month of February I dispatched the "Reindeer" to St. Augustine's Bay to inquire into a question of slave-dealing at Tullear and Nos Vey for the supply of the labour market at Réunion. The Report of Commander Lang was forwarded in my letter of the 24th March, 1887, and as this matter has been the subject of diplomatic correspondence, it is unnecessary for me to touch upon it further here. One of the vessels engaged in this Traffic, a brig named the "Town of Liverpool," was seized at Mauritius and the case tried in the Vice-Admiralty Court there, but, unfortunately for want of evidence from Réunion, she was released, notwithstanding the notorious facts of the case. The French Government having interfered in the matter, this new development of the Trade has, for the present, been checked.

GUATEMALA.

No. 147.

Mr. Gastrell to the Earl of Iddesleigh.—(Received January 10, 1887.)

My Lord.

Guatemala, November 26, 1886.

I HAVE the honour to quote, for your Lordship's information, the following Article (No. 10) of the new Constitution of Salvador (13th August, 1886):—

“Every man is free in the Republic. No one shall be a slave who enters its territory, and no one shall be a citizen who traffics in slaves.

I have, &c.

(Signed) J. P. H. GASTRELL.

ITALY.

No. 148.

Foreign Office to Mr. J. G. Kennedy.

Sir,

Foreign Office, September 15, 1887.

I TRANSMIT to you herewith an extract of a despatch which I have received from Her Majesty's Acting Agent and Consul-General at Cairo,* inclosing a précis of the correspondence which has recently passed between Colonel Kitchener and General Saletta, the Italian Officer commanding at Massowah.

I have to request that you will express to the Italian Government the satisfaction with which Her Majesty's Government have learnt the announcement made by General Saletta of his intention of dealing with all slaves and slave dhows captured by Italian vessels in conformity with the terms of the Anglo-Egyptian Convention.

I have, &c.

(Signed) T. V. LISTER.

No. 149.

Sir J. Savile to the Marquis of Salisbury.—(Received October 24.)

My Lord,

Rome, October 19, 1887.

I HAVE the honour to inclose translation of a note from Signor Crispi in acknowledgment of the note by which Mr. Kennedy, under instructions from your Lordship, conveyed the satisfaction of Her Majesty's Government with the announced intentions of General Saletta to deal with all slaves and slave-dhows captured by Italian vessels, in conformity with the terms of the Anglo-Egyptian Convention.

His Excellency Signor Crispi, as your Lordship will perceive, welcomes the above expressions of satisfaction of Her Majesty's Government as a new proof of the value attached by them to the co-operation of Italy in the suppression of the Slave Trade in the Red Sea.

I have, &c.

(Signed) J. SAVILE.

Inclosure in No. 149.

M. Crispi to Sir J. Savile.

(Translation.)

Signor Ambasciatore,

Ministry of Foreign Affairs, Rome, October 7, 1887.

I HAVE received the note addressed to me by Mr. Kennedy on the 30th ultimo, expressing the satisfaction which Her Majesty's Government had felt on learning of the intention which General Saletta had announced of acting, with regard to slaves and vessels employed in the Slave Trade captured by Italian ships, in conformity with the Anglo-Egyptian Convention for the suppression of the trade.

These sentiments of Her Majesty's Government are gratifying to me, as being a fresh proof of the value which they place upon the co-operation of Italy in suppressing the Slave Trade in the Red Sea. We are, moreover, bound by the terms of the Anglo-Egyptian Convention of the 4th August, 1877, since Italy adhered to that Convention by the Declaration of the 21st December, 1885.

Accept, &c.

(Signed) F. CRISPI.

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MADAGASCAR.

No. 150.

Consul Haggard to the Marquis of Salisbury.—(Received December 15.)

My Lord,

Tamatave, October 24, 1887.

I HAVE the honour to inclose herewith the copy of a despatch from Mr. Vice-Consul Knott at Mojanga upon the subject of the freedom of slaves held by British subjects in his district.

I have, &c.
(Signed) JOHN G. HAGGARD.

Inclosure in No. 150.

Vice-Consul Knott to Consul Haggard.

Sir,

Mojanga, October 8, 1887.

I HAVE the honour to inform you that there are eleven slaves belonging to British Indians here which they have freed at this Vice-Consulate of their own accord; and I have reported the matter here to the Governor, and requested him to register them as free subjects in the Malagasy Government books kept here for that purpose.

There is still a small trade done in slaves south of this port from places where there are no Hova Governors, but it does not amount to much before you get to Maintiran, where I hear a good deal still goes on.

I have, &c.
(Signed) STRATTON C. KNOTT.

MOROCCO.

No. 151.

Mr. Kirby Green to the Earl of Iddesleigh.—(Received January , 1887.)

My Lord,

Tangier, December 20, 1886.

I HAVE the honour to report to your Lordship that the Tangier press has been for some days past occupying itself anew with the case of the slave Fattah, fully reported on in Sir John Drummond Hay's despatch of the 23rd April last,* in accordance with the Earl of Rosebery's instructions contained in despatch of the 7th of the same month.

I only trouble your Lordship with a cutting on the subject from the last issue (18th instant) of the "Times of Morocco," as the Spanish and French journals give very much the same information.

The following note made by Mr. Herbert White on the 15th September last, when the case of the slave was brought under his notice by Mr. L. A. Cohen, sufficiently explains itself:—

"Sent message by Haïm Sicsu to Basha to inquire why El Fattah had been arrested. Basha replied that Sultan had ordered the man to be set free at Fez, but to remain there to attend his master, who is in prison—take him his food, &c. El Fattah, instead of obeying these orders, had returned to Tangier. Basha of Fez wrote to Basha of Tangier requesting that he be sent back, but Basha of Tangier did nothing. Now, however, he has received orders from the Sultan to arrest El Fattah and send him back to Fez, therefore he must carry out his instructions.

"I communicated this to Mr. Cohen verbally, and he replied that if Fattah was arrested by the Sultan's special orders, he supposed nothing could be done."

Having learnt through the newspaper articles in question that, notwithstanding the Basha's statement to Mr. White, the slave Fattah was still, after three months, in the Tangier prison, I directed Mr. Haïm Sicsu to call on the Moorish Commissioner for Foreign Affairs, Cid El Hadj Mohammed Torres, and represent to his Excellency afresh the whole case of Fattah, and to express my doubts about the asserted order of the Sultan, seeing the dilatoriness displayed in the dispatch of the slave to Fez.

I further instructed Mr. Haïm Sicsu to inform the Moorish Commissioner that his Excellency's answer would be reported by me to Her Majesty's Government, and that therefore I trusted his Excellency would bear in mind how injurious to the Sultan's interests must prove all aggravations of the evils of slavery, and so would enable me to hold out to your Lordship some hope that my representations in favour of slaves would not always remain unavailing.

Cid El Hadj Mohammed Torres replied that he was aware of the disfavour with which slavery was looked upon in Europe, and especially in England, but he regretted that in the present case of Fattah he had already informed the Portuguese Minister, who had again been beforehand with the British Legation in his advocacy of the slave's cause, that the Sultan's orders could not be discussed. As for the detention of Fattah for the last three months in the Tangier prison, it arose from there having been no favourable opportunity of sending him safely to Fez.

This excuse, I must point out to your Lordship, is valueless, for as Fez is not a sea-port, and as Government officials are constantly on the road between the two places to whose care Fattah could be safely confided, I presume his detention in Tangier has been thought a good way of letting the public understand that the Sultan has no intention of abolishing yet awhile slavery in his dominions.

The before-alluded-to despatch of Sir John Drummond Hay of the 23rd April last went so fully into the question of slavery in Morocco that I feel it is unnecessary for me to add any remarks upon the matter, and that it would be useless to offer counsels thereon to the Sultan's Government in the absence of specific instructions from your Lordship.

I have, &c.

(Signed) W. KIRBY GREEN.

* See "Slave Trade No. 1 (1887)," No. 80.

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Inclosure in No. 151.

Extract from the "Times of Morocco" of December 18, 1886.

SLAVERY.—Shame, everlasting shame, will attach itself to the name of every Representative of a civilized Power who was in Tangier on the 13th September last, and who did not protest energetically against the illegal seizure, *for the second time*, of the free negro named Fattah, the history of whose wrongs has already been published in our issues of the 13th March, the 3rd July, and the 18th September.

Fattah is a native of the Soudan, who was taken when a child to Constantinople, and there sold to a Moor of Tangier, who brought him in a French ship to Malta, and from thence viâ Gibraltar in British vessels.

Here he was resold to another Moor named Loo-looskrie, who is at present a State prisoner in Fez, from whom he ran away and took refuge in the Sultan's stables, where he remained for a long time, and afterwards accompanied the Sultan to Sûs. When the expedition returned, Fattah was discharged as a free man, and set out for Tangier, but was seized on the way by a band of robbers, who sold him to a Moor of Arzila, where he was treated kindly, and, on the death of his master, about two years ago, again set free, when he came to Tangier, and earned his livelihood as a Custom-house porter until the 28th February, when he was arrested and sent in irons to Fez as a runaway slave, by orders received from the authorities there, who considered him a part of Loo-looskrie's property confiscated by the State.

A large deputation of Moors waited upon us to solicit our aid in obtaining Fattah's release from this illegal arrest, and in consequence of the energetic action of his Excellency Senhor Colaço, the Portuguese Minister, the Sultan ordered his release, and he returned to Tangier about the end of June, and resumed his work at the Custom-house.

On the 13th September fresh orders arrived from Prince Muley Ishmael to rearrest Fattah, and put him in irons to await further instructions.

The Acting Governor of Tangier is not to blame in the least, as he had no option in the matter, and expresses great sympathy with the unfortunate man, and at our solicitation has taken off the irons.

Fattah is not a slave according to Moorish law, nor is he a Moorish subject, and it appears to us that the British Minister has a perfect right, and it is his bounden duty, to demand the instant release of Fattah, on account of his having been brought to Morocco in a British vessel from a British possession.

Questions were asked in the British Parliament respecting the first outrage, but nothing seems to have been done about the second. Meanwhile the poor man is languishing in prison, where he would have probably starved but for a supply of food which we send him daily.

It is a case of "Ginx's Baby" over again. There is a vast deal of talking about this question of slavery, but very little activity when it is required.

If the British Government is consistent with its professions, it will demand the instant release of this poor man.

We shall be glad to receive subscriptions in aid of Fattah and the anti-slavery cause, which will be duly announced in these columns, and an account of its expenditure.

No. 152.

The Earl of Iddesleigh to Mr. Kirby Green.

Sir, *Foreign Office, January 15, 1887.*

I HAVE had under my consideration your despatch of the 20th ultimo, respecting the rearrest of the slave Fattah, and I have to state to you that I approve the action taken by you in the matter as reported therein.

With regard to the last paragraph of your despatch under reply, I have to remind you that although counsels given to the Sultan's Government with regard to the abolition of slavery in Morocco may prove unavailing, yet at the same time no suitable opportunity of pressing the question upon their attention should be lost sight of.

I am, &c.
(Signed) IDDESLEIGH.

Mr. B. B. Balfour to British and Foreign Anti-Slavery Society.—(Communicated to Foreign Office by Mr. Pease, M.P., February 25.)

Dear Sir,

Tangier, February 15, 1887.

IN the Report of the Anti-Slavery Society on Morocco I see mention of the case of Fattah (or Fateh), p. 13. M. Abines has called my attention to this case, and this morning I have been to the prison with him and a M. Molinari, a merchant here, also interested in the case. We saw Fattah, and he corroborates the story told me by M. Abines, which is as follows:—

That he is a native of Constantinople. When quite young he was bought by a Moor, who brought him to Malta, transhipped him in a British steamer to Gibraltar, brought him here in another British steamer, and sold him to a man named El Luliskri.

He was taken to the interior, and worked for his new master. Not getting enough to eat, he ran away and entered the Sultan's service, as is mentioned in your Report. The Sultan gave him his liberty, and he came to work at Tangier, was employed in the Custom-house, and conducted himself very well.

El Luliskri was afterwards made prisoner by the Sultan, and his goods were seized. He stated that Fattah was his property, on which Mulay Ismael, Governor of Fez, and brother of the Sultan, sent word to the Governor at Tangier to send Fattah to Fez, where he was imprisoned. His friends here enlisted the sympathies of the Portuguese Minister, on whose intercession Fattah was released from prison, by order of the Sultan. He was then given work at 1 peseta per day. The master took the money, and a second time he ran away, for the same reason as before. Last July he was seized here, and sent to prison with fetters. The Portuguese Minister procured the removal of the fetters and a promise that he should be well treated. That, however, does not mean very much, as the prison is evidently disgustingly unwholesome. He is, however, supported by the charity of Mr. Meakin, editor of the "Times of Morocco."

I believe you are in possession of these particulars, but I mention them because I think some further pressure might be put on the Moorish authorities if the case were again brought before the attention of the Government.

Sir R. Fowler, whose name I see on the list of Committee, might perhaps ask a question in Parliament. Our Minister here, Mr. Kirby Green, is aware of the circumstances of the case, and assures me that he will do his best to obtain Fattah's release if the matter is urged on him officially.

I saw the first master to-day. He is a respectable Moor, living in Tangier, named Uld-el-Khabach. He states that Fattah belonged to him as mentioned, and that he brought him here from Constantinople. He is anxious to procure his release.

I am writing to the "Globe" on the subject, as I find that that paper has repeatedly advocated the cause of the Moors in Morocco, especially the prisoners.

Believe me, &c.

(Signed) B. R. BALFOUR.

British and Foreign Anti-Slavery Society to the Marquis of Salisbury.—(Received March 2.)

My Lord,

55, New Broad Street, London, March 1, 1887.

I AM requested by the Committee of the British and Foreign Anti-Slavery Society to forward copy of a letter from their correspondent, Mr. Balfour, which appeared in the "Globe" of the 26th instant. This letter contains a condensed and accurate report of the case of the slave Fattah, about whom this Society interested itself in March of last year, and whose freedom was procured on the intercession of the Portuguese Minister.

The rearrest of this unfortunate man, as described by Mr. Balfour and confirmed by him in a private letter to the Secretary of the Society, should, the

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Committee think, call for the intervention of Her Majesty's Minister in Tangier, Fattah having been originally carried to Morocco in a British vessel.

The Committee would, therefore, respectfully ask your Lordship to give such instructions to Her Majesty's Representative in Tangier as may enable him to obtain the freedom of the slave Fattah and secure him from further arrest.

I have, &c.

(Signed) CHAS. H. ALLEN, *Secretary.*

Inclosure in No. 154.

Extract from the "Globe" of February 26, 1887.

SLAVES IN MOROCCO.

Sir,

Tangier, February 15, 1887.

SEVERAL letters and articles have already appeared in the "Globe" on the subject of the prisons in Morocco. As a visitor at Tangier and a member of the Anti-Slavery Society, my attention has been called to the case of one of the prisoners here named Fattah, a negro, and native of Constantinople. This man's history is remarkable. When quite young he was sold as a slave at Constantinople. A respectable Moor, now living at Tangier, shipped him to Malta, transhipped him in a British steamer to Gibraltar, and brought him on in another British steamer to Tangier, where he sold him to a Moor, El Luliskri, who took him to the interior of Morocco. Fattah, complaining that he did not get enough to eat, ran away and afterwards became stableman to the Sultan. He accompanied the Sultan in a military expedition, after which I am informed that the Sultan gave him his liberty, and that he came to work at Tangier. He obtained employment in the Custom-house, and conducted himself well. The second master fell into disfavour with the Sultan, and was imprisoned. He declared that Fattah was his property, and that he had a right to his services. An order was sent to the Governor (Basha) at Tangier to send Fattah to Fez, one of the capitals of Morocco, where his master was imprisoned. He was sent to Fez in chains. The Portuguese Minister at Tangier, from motives of humanity, interested himself in the case, and on his intercession with the Sultan the man was released. I understand, however, that it was on the condition that he should work for his master. He obtained work as a labourer at a peseta (1 franc) per day; but the money was taken by the master, and as he did not get enough food, he again ran away. Last July he was arrested at Tangier by order of Mulay Ismael, Governor of Fez, and put in prison in fetters. On the intercession of the Portuguese Minister, the fetters have been removed. I saw the man in prison this morning, and heard that he was supported by the charity of an Englishman here. I confess to have been under the impression that when a slave touched British shores he was free, and also that slaves could not be carried in British steamers. Fattah is a native of a foreign country, and therefore, I presume, he is not liable to be imprisoned in Morocco unless he has been guilty of some crime. The British Minister for Morocco, Mr. Kirby Green, is aware of the circumstances. Will not the Government give him orders to endeavour to procure this man's release?

Yours truly,

(Signed) B. R. BALFOUR.

No. 155.

The Marquis of Salisbury to Mr. Kirby Green.

Sir,

Foreign Office, March 3, 1887.

WITH reference to your despatch of the 20th December, 1886, I transmit to you herewith copy of a letter which has been received through Mr. Pease from the British and Foreign Anti-Slavery Society, respecting the reincarceration of the negro slave Fattah.*

I shall be glad to learn whether you think that there is now any probability

* No. 153.

of his being released. You will, of course, not fail to exert your influence on his behalf if you see an opportunity of being able to assist him.

I am, &c.
(Signed) SALISBURY.

No. 156.

Foreign Office to Mr. A. Pease, M.P.

Sir,

Foreign Office, March 3, 1887.

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your communication of the 15th ultimo, addressed to Sir James Fergusson, forwarding a copy of Mr. Balfour's letter to the British and Foreign Anti-Slavery Society respecting the reincarceration of the slave Fattah, and to acquaint you that Her Majesty's Minister Resident at Tangier has been instructed to make a further report upon the case.

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

No. 157.

Mr. A. Pease, M.P., to Foreign Office.—(Received March 5.)

Sir,

House of Commons, March 4, 1887.

I BEG to acknowledge with thanks your letter of the 3rd instant with reference to the case of the slave Fattah.

Please convey to the Marquis of Salisbury my respectful thanks for his kind attention to this matter.

I am, &c.
(Signed) ALFRED E. PEASE.

No. 158.

Foreign Office to British and Foreign Anti-Slavery Society.

Sir,

Foreign Office, March 8, 1887.

IN reply to your letter of the 1st instant, in which you inclose copy of a letter from your correspondent Mr. B. R. Balfour, on the subject of the rearrest of the negro slave Fattah at Tangier, and request that instructions may be sent to Her Majesty's Representative at that place, I am directed by the Marquis of Salisbury to state to you, for the information of your Society, that a copy of a similar letter from Mr. Balfour, which was communicated to this Office by Mr. Pease, M.P., has been already sent to Mr. Kirby Green, with a request that he will take such steps as may be in his power to secure the slave's release.

I am, however, to add that Her Majesty's Envoy at Tangier has recently reported that, as the rearrest of Fattah had been made under direct orders from the Sultan, the Moorish authorities declared themselves to be powerless in the matter.

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

No. 159.

British and Foreign Anti-Slavery Society to the Marquis of Salisbury.—(Received March 11.)

My Lord,

55, New Broad Street, London, March 10, 1887.

I AM directed by the Committee of the British and Foreign Anti-Slavery Society to forward to your Lordship an Address from them, on behalf of the Society, signed by the Chairman and the Secretary, with the request that your Lordship will kindly forward the same to Mr. Kirby Green, Her Majesty's Minister at Tangier.

The Committee trust that your Lordship will give instructions to Mr. Kirby Green to present an Arabic translation of this Address to the Sultan of Morocco, when he visits the Court of that Monarch, as they believe that its presentation may pave the way for a Convention with His Shereefian Majesty by which the horrors of the Slave Trade may be mitigated and gradually abolished.

In confirmation of the statement respecting the cruel mutilation of boys, I have the honour to inclose an extract from a private letter to the Society, dated January of this year. The writer is a resident in the country, and an accomplished Arabic scholar.

Trusting that your Lordship may be able to accede to the wish of the Committee, I have, &c.

(Signed) CHAS. H. ALLEN, *Secretary.*

Inclosure 1 in No. 159.

Extract from Private Letter from Morocco to the Secretary of the Anti-Slavery Society, dated January 1887.

AT Messfeoua there is a large establishment for the preparation of eunuchs for His Shereefian Majesty's seraglio. In passing through this place, I observed a great many negro boys, most of them looking extremely ill, and during the evening I inquired of some Moors who came to see me in my tent what was the reason of their illness, and whether it was attributable to the climate or the water, but I could not elicit an answer. After they had retired, I was informed confidentially that it was here that the eunuchs were prepared for the Sultan, and that if the Caïd heard that it had been divulged the informant's life would be forfeited. I was also told that, on an average, twenty-eight out of thirty of those operated upon died. It is horrible and revolting to think of.

Inclosure 2 in No. 159.

Address to His Shereefian Majesty Muley-el-Hassan, Sultan of Morocco.

May it please your Highness,

WE are all servants of one God, the Father of Mussulmans, Christians, Jews, and of all the nations of the earth, of whatever colour or race; and therefore

The great Anti-Slavery Society of London, whose powerful protector and patron is the Prince of Wales (eldest son of the Queen of the British Empire, and Ruler over many millions of Mussulmans), now desires to address your Highness on behalf of all those slaves, of whatever nationality, who are in bondage in the Shereefian dominions.

Several Mahommedan nations have recognized that the Slave Trade, as it has long been carried on in Africa, is contrary to the commands of the Prophet contained in the Koran.

It is true that the existence of slavery is recognized by Mahomet, but only of captives taken in war, and the Prophet earnestly enjoins good treatment of all slaves, and recommends that they should be set free as an act specially pleasing in the sight of Heaven. The Koran, moreover, does not sanction the separation of husband from wife, and of children from their parents, as is now too often done in the slave-markets of Morocco, whilst the cruel mutilation of boys for harem purposes so extensively carried on in the dominions of your Highness is a crime against God and man which the Koran does not justify.

The Anti-Slavery Society therefore embraces the opportunity presented by the journey of the Ambassador of Her Majesty Queen Victoria to the Shereefian Court to ask him to present to your Highness its Petition on behalf of the slaves in that great Empire, and its earnest prayer that your Highness will prevent your subjects from carrying on the Slave Trade, and will forbid the separation of families in all the slave-markets of Morocco, as well as the cruel and disgraceful mutilation of children which now exists.

In the present day, when the light of civilization is spreading over all the earth, the dark deeds so long wrought in secret upon the helpless nations of Africa

are made known to the whole world with a swiftness and certainty almost inconceivable; and if Morocco is to take that position amongst the nations of the earth to which her former history and her vast resources entitle her, her Rulers must learn to govern the people committed to their charge with justice and moderation.

Deeds of cruelty, whether wrought upon the persons of slaves or upon poor and defenceless subjects of your Highness, react in a tenfold manner upon the Government which permits such injustice, and take away from the nation that strength which alone can enable her to prosper or even to exist.

The Rulers of the Mahomedan countries of Turkey, Egypt, Tunis, and Zanzibar have made Treaties with Great Britain pledging themselves to stop the Slave Trade in their dominions both on shore and at sea, and the Anti-Slavery Society trusts that the day is not far distant when Morocco also shall enter into a similar alliance for the abolition of the nefarious Traffic in human beings.

That this Petition may receive the favourable consideration of your Highness, and, under the guidance of the All-merciful God, you may long be enabled to rule with justice and moderation over a grateful and prosperous people, is the prayer of the Anti-Slavery Society.

(Signed) EDMUND STURGE, *Chairman*.
CHAS. H. ALLEN, *Secretary*.

British and Foreign Anti-Slavery Society,
55, New Broad Street, London, March 10, 1887.

No. 160.

Foreign Office to British and Foreign Anti-Slavery Society.

Sir,

Foreign Office, March 17, 1887.

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your letter of the 10th instant, inclosing an Address from the British and Foreign Anti-Slavery Society to the Sultan of Morocco, praying for the suppression of the Slave Trade in that Empire, and requesting that the same may be forwarded to Mr. Kirby Green, Her Majesty's Minister at Tangier, for presentation to His Shereefian Majesty.

In reply, I am to inform you that his Lordship does not consider that the presentation at the present time will be opportune, or that it will contribute in any degree to attain the beneficent and humane objects which the Society have in view.

His Lordship therefore, while gladly availing himself of the opportunity to express his cordial sympathy with the earnest wish of the memorialists to hasten the extinction of slavery in Morocco, feels that he would not be justified in instructing Mr. Kirby Green to undertake the presentation of the Address.

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

No. 161.

Sir W. K. Green to the Marquis of Salisbury.—(Received July 9.)

My Lord,

Tangier, June 24, 1887.

I HAVE the honour to transmit herewith, for your Lordship's information, the copy of a Memorandum drawn up by my Private Secretary on the slave market in the city of Morocco, which he visited on several occasions, by my direction, whilst I was at the Moorish Court.

In my last audience with the Sultan on the 30th April I touched upon the Address from the Anti-Slavery Society which Mr. Donald McKenzie had presented through Cid Emsfadel Gharneet. His Shereefian Majesty replied that the Moors treated their slaves quite differently from other people, and that, consequently, the institution of slavery in Morocco did not call for reforms or change.

From the few words that passed between the Sultan and me on this subject, I saw that no advantage was to be derived by a discussion with him of the general question of slavery, and I also thought it unadvisable to bring under his notice

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the special case of the slave Fattah (see Sir Villiers Lister's despatch of the 3rd March, 1887), for Mr. Gurney, a member of the Anti-Slavery Society, who had visited Fez a short time before I started for the Moorish Court, had brought back a rather unfavourable report as to the antecedents of the said slave. I am not sure that Mr. Gurney's investigations are quite to be depended upon, owing to that gentleman's inexperience of the ways of Moors, and I am endeavouring to check them; but, until I can be certain as to the worthiness of Fattah, I feel I must suspend all intervention on his behalf.

Though my Private Secretary states, in his Memorandum, that the slaves looked happy and contented whilst being sold, still I think it right to observe that, notwithstanding slavery has its black sides even in Morocco, and that the happiness of the slaves is entirely dependent on the character of the master in whose power fate places them, I had this exemplified to me on two separate occasions during my return journey from Morocco by runaway slaves seeking the protection of my camp on the ground of the cruelty of their masters. The manner in which the slaves were sought for convinced me that if they had been recaptured, they would have been subjected to severe and violent punishments.

I have, &c.

(Signed) W. KIRBY GREEN.

Inclosure in No. 161.

Memorandum by Mr. John A. Kirby Green on the Slave Market in the City of Morocco.

SINCE being in the city of Morocco I have, in accordance with the wishes of Her Majesty's Minister, visited the slave market of the place six times, sometimes alone, and sometimes accompanied by other members of the Mission. On my first visit, three weeks ago, the market was a very full one, owing to a large caravan from the desert having just arrived. I saw on this occasion about 150 negro slaves, principally girls. The market is only held on Fridays and Sundays, half-an-hour before sunset, in order to enable men of business to attend it after their work is over. On the before-mentioned occasion of a crowded market I noticed the slaves, who were apparently not more than six or seven years old each, were being sold by auction in batches of five or six, the price averaging 18 to 20 dollars per slave.

On my other visits there were never more than about thirty slaves for sale, and these were mostly grown up men and women, broken in, so to say, and consequently more valuable than children, newly arrived from the interior. A woman cook I saw sold for 150 dollars. I did not notice any painful scenes, the slaves looking happy and contented, and the buyers evidently effecting their purchases with no show of roughness or assumption of superiority over the slaves.

(Signed)

JOHN A. KIRBY GREEN.

Morocco, May 12, 1887.

No. 162.

Sir W. K. Green to the Marquis of Salisbury.—(Received October 1.)

My Lord,

Tangier, September 21, 1887.

I HAVE the honour to furnish your Lordship herein with a copy of an article contained in to-day's issue of "Le Réveil du Maroc," the Tangier newspaper which is published in French, commenting on a reply recently given by Sir James Fergusson in the House of Commons concerning the Slave Trade in Morocco.

I have, &c.

(Signed) W. KIRBY GREEN.

Inclosure in No. 162.

Extract from "Le Réveil du Maroc" of September 21, 1887.

L'ESCLAVAGE AU MAROC.—Une dépêche de ces derniers jours nous a appris que, répondant à une interpellation qui lui était adressée, Mr. Fergusson aurait déclaré à la Chambre des Communes que le Ministre de la Grande-Bretagne au Maroc a reçu des instructions tendant à l'abolition de la Traite des Nègres dans ce pays, mais qu'une intervention active dans ce sens était impossible.

On croirait vraiment rêver à la lecture d'une pareille déclaration. Comment! impossible, une intervention active en faveur d'une cause aussi digne d'intérêt? Et pourquoi donc? Parmi les nations civilisées représentées au Maroc, y en aurait-il par hasard quelqu'une qui oserait s'opposer à une pareille démarche? Nous nous demandons en outre à quoi peuvent bien servir les instructions données à l'honorable Ministre Britannique, Sir W. K. Green, si son Gouvernement déclare en même temps qu'il ne saurait intervenir. Serait-ce par hasard parce que des sujets et protégés étrangers font chorus avec les sujets du Sultan pour trafiquer odieusement avec la chair humaine? Il nous semble que ce serait une raison de plus pour faire mettre un terme à ce négoce barbare exploité dans un pays situé à deux pas même de l'Europe civilisée, alors surtout que nous avons vu un pays comme le Brésil donner récemment un exemple d'humanité en abolissant la Traite des Nègres sur toute l'étendue de ses territoires.

Déjà, au mois de Mars dernier, la Société Anti-Esclavagiste de Londres, par l'intermédiaire de Mr. Donald Mackenzie, avait adressé au Sultan du Maroc une Pétition à l'effet d'obtenir la suppression de l'esclavage en ce pays; mais on s'aperçoit aisément que cette démarche est loin d'avoir produit quelque résultat efficace. On dirait au contraire que le Gouvernement Marocain semble en cette circonstance vouloir jeter un défi à la cause de l'humanité en persistant à tolérer une institution qu'on ne rencontre guère plus que chez quelques peuples barbares dont les territoires n'ont encore pu être explorés par aucune mission des pays civilisés. Et comment en pourrait-il être autrement, lorsque ceux qui font trafic de leurs semblables voient leur honteux négoce moralement appuyé en quelque sorte par des déclarations semblables à celle que vient de faire Sir James Fergusson à la Chambre des Communes?

N'en déplaise à l'Honorable Membre du Gouvernement Britannique, une intervention active pour la suppression de l'esclavage au Maroc n'est pas impossible. Seulement une entente préalable de tous les Représentants étrangers est nécessaire, comme elle est obligatoire du reste pour la réussite de toute réforme à introduire dans ce malheureux pays; une fois cet accord établi—et il s'impose au nom de l'humanité—serait bien audacieux celui qui chercherait à en éviter les justes conséquences.

Nous sommes persuadés que le Sultan du Maroc ne serait pas celui-là.

(Translation.)

SLAVERY IN MOROCCO.—A despatch received during the last few days has informed us that, in reply to a question which had been asked him, Mr. Fergusson declared in the House of Commons that the British Minister in Morocco had received instructions to further the abolition of the Slave Trade in that country, but that any active intervention in that sense was impossible.

On reading such an announcement one might imagine one was dreaming. How, impossible, an active intervention in favour of a cause so worthy of interest? And why? Among the civilized countries represented in Morocco would there be one who would oppose such a step? We ask, too, what purpose is served by the instructions given to the British Minister, Sir W. K. Green, if at the same time his Government declares that intervention is impossible. Is it by chance because the subjects and protégés of foreign countries unite with those of the Sultan in the odious Traffic in human flesh? It appears to us that that would be an additional reason for putting a stop to this barbarous trade which is carried on in a country situated close to civilized Europe, especially at a moment when we have recently seen a country like Brazil furnishing an example of humanity by abolishing the Slave Trade throughout its dominions.

As long ago as last March the Anti-Slavery Society of London, through Mr. Donald Mackenzie, addressed to the Sultan of Morocco a Petition praying for

the suppression of slavery in that country; but it is easy to perceive that this step is far from having produced any effective result. It would, on the contrary, seem rather as if the Government of Morocco were anxious to defy the cause of humanity in this instance by persisting in their toleration of an institution now only to be met with among a few barbarous people whose territories have not yet been explored by any mission from a civilized country. And how should it be otherwise, when those who drive a trade in their own kind see their shameful business in some manner morally supported by such declarations as that which has just been made by Sir James Fergusson in the House of Commons?

If the Honourable Member of the British Government will allow us to say so, an active intervention in behalf of the suppression of slavery in Morocco is not impossible. A previous understanding among all the foreign Representatives is, of course, necessary, as indeed it is obligatory, to the success of any reform to be introduced into this unhappy country: this understanding once arrived at—and it is called for in the name of humanity—he would be a bold man who would seek to evade its just consequences.

We are confident that the Sultan of Morocco would not be that man.

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No. 163.

Foreign Office to Consul Dickson.

Sir,

Foreign Office, January 7, 1887.

I AM directed by the Earl of Iddesleigh to acknowledge the receipt of your despatch of the 24th November last* on the subject of the importation of slaves into the Aleppo Vilayet from the Hedjaz by pilgrims returning from Mecca; and I am to inform you that his Lordship, before taking any steps to represent the matter to the Sublime Porte, is desirous of being informed whether you are in a position to substantiate your statement that the slaves in question were bought in the Hedjaz.

I am, &c.
(Signed) P. CURRIE.

No. 164.

Sir W. White to the Marquis of Salisbury.—(Received January 31.)

My Lord,

Constantinople, January 21, 1887.

I HAVE the honour to transmit herewith a copy of a Memorandum by Mr. Marinitsch, inclosing a list furnished to him by the Ministry of Police of all African slaves who have been manumitted, with or without the intervention of Her Majesty's Embassy, since the 1st March, 1884.

I have, &c.
(Signed) W. A. WHITE.

Inclosure 1 in No. 164.

Memorandum by Mr. Marinitch.

IN my Memorandum of the 30th July, 1884, I had the honour to report fully on the several questions connected with the Slave Trade here which I am instructed to deal with.

In carrying out the duties which are incumbent upon me, I presented in the month of September last a "Takrir" (Memorandum in Turkish) to the Ottoman Minister for Foreign Affairs, requesting him to instruct the Minister of Police to furnish me with a list of all African slaves who were manumitted, with or without the intervention of Her Majesty's Embassy, from the 1st March, 1884, till the present date.

On the 4th instant the Sublime Porte forwarded accordingly to Her Majesty's Embassy—

1. A list of African slaves newly imported into Constantinople by sea from various provinces of the Ottoman Empire and who were seized on their arrival here by the police, and manumitted (inclosed).

2. A list of African slaves who have applied to the police for their manumission, and who were set free without being furnished with a certificate, as they were not slaves newly imported into Constantinople.

In addition to these two lists supplied by the Minister of Police, I beg to forward to you a further one of all black slaves who have applied direct to Her Majesty's Embassy for assistance, and who, after having been lodged and fed in our asylum, have been some of them manumitted by the police, and some others set free without being provided with a certificate (inclosed).

In conformity with the provisions of the IInd Article of the Slave Trade Convention signed at Constantinople on the 25th January, 1880, whenever I have ascertained that African slaves were in the possession of slave-dealers, I did not fail to request the Sublime Porte to send instructions to the Minister of Police to have them liberated, and, as you will perceive from the inclosed lists, I have, with very few

* See "Slave Trade No. 1 (1887)," No. 99.

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exceptions, invariably succeeded in obtaining their manumission; and the police did not hesitate in forwarding the case to the Imperial Prosecutor, with a view to have the slave-dealer punished according to the law; and I think that it would be just to mention here that the police authorities have always shown themselves ready to comply with my request whenever I laid before them a case connected with slavery falling under the precise stipulations of the Convention.

In many instances slaves have applied also to Her Majesty's Embassy, complaining that they had been ill-treated at the hands of their owners. I did not fail to bring the fact to the notice of the police, and whenever the latter ascertained that the complaint was well founded, or that the slave had been in the possession of his owner for more than six or seven years, the latter was called upon to liberate him, and in more than one instance when the owner declined to do so the police manumitted them as an exception.

It should be borne in mind that, the Mussulmans at large being interested in keeping up slavery for domestic purposes, it becomes very difficult, even for the police authorities themselves, to deal with cases connected with domestic slavery. No Treaty stipulations can be invoked in their favour; my action, therefore, is always unofficial, but with a view to put a stop to this inhuman Traffic, I help them in the best way I can, and I must confess that the police authorities here do not thwart my unofficial action by throwing in the way gratuitous and needless difficulties.

(Signed) HUGO MARINITCH.

Pera, January 20, 1887.

Inclosure 2 in No. 164.

1.—LIST of African Slaves newly imported into Constantinople by Sea from various Provinces of the Ottoman Empire, and who were seized on their arrival here by the Police, and manumitted.

Name of Owner.	Name of the Slave.	Date of Manumission.
.. ..	Female slave, Cadem Hair	Has escaped from the slave-dealer Ramazan Agha, March 25, 1884.
Shemsi Effendi, Mohassehedji of Medina..	One female slave	March 27, 1884.
Hismet Effendi, Mollah of Medina ..	Female slave, Ferrah, and boy Ziver ..	March 28, 1884.
Major Abdullah Effendi	Female slave, Mukrin	Ditto.
Captain of Gendarmerie Ibrahim Agha ..	Female slave, Elmas.. ..	Ditto.
Havadja Hadidjé Hanem	Female slave, Karanfil	Ditto.
Sherif Mussahib Pasha	One male slave	Ditto.
Bahri Bey, Aide-de-Camp of the Sultan ..	Three male and two female slaves ..	Ditto.
Hadji Mustapha Effendi	Female slave, Elmas.. ..	Ditto.
Chakir Bey, Governor of Mecca	Female slave, Hoch Cadem	Ditto.
Hadji Abdullah, Bey of Brusa	Male slave, Ferhad, and female slave, Ferahnané	Ditto.
Chukri Effendi	Female slaves, Letafet, Hedaya, Diferah, and Cadem Hair	Ditto.
Captain Abdullah Effendi	Female slave, Zulfi Siah	April 22, 1884.
Dr. and Major Ahmet Effendi	Two female slaves	April 23, 1884.
No owner	Female slaves, Djebre and Djemil ..	April 30, 1884.
Hassan Bey, Lieutenant-Colonel of the Ottoman navy	Two female slaves, of whom one called Ferrehnaz	May 8, 1884.
The Egyptian merchant Mustafa Bey ..	Five female slaves	Ditto.
The Egyptian merchant Naman Effendi ..	Two female slaves	Ditto.
Gotory Effendi	Female slave, Elfer	June 6, 1884.
Salih Effendi	Male slave, Billal, and female slaves, Nerguss and Hassana	Ditto.
Mehemet Effendi	Female slave, Bazareh	Ditto.
Hussein Husni Effendi	Male slave, Ziver	Ditto.
Rechid Bey.. ..	Female slaves, Cheftali, Cadem Hair, and Renksheb	Ditto.
Hadji Mehmet Agha	Female slave, Aniffé	Ditto.
Sabiré Hanem	Female slave, Cadem Hair	Ditto.
Lieutenant Ali Effendi	Female slave, Safnaz	Ditto.
Raif Effendi	Female slave, Letafet	Ditto.
Fatni Hanem	Female slave, Gulfer	Ditto.
Hassan Agha	Female slave, Touroundji	Ditto.
Chakir Pasha	Female slaves, Pernafa, Zandel, Nerguis, Aliéh, Djemileh, Fikriéh, Menekché, and Menekché	Ditto.

Name of Owner.	Name of the Slave.	Date of Manumission.
Rifat Effendi	One female slave	June 22, 1884.
Zihni Bey	Female slave, Zaffer	August 21, 1884.
Sherif Mussahib Pasha	Female slave, Saadet	September 3, 1884.
No owner	Female slaves, Messeret and Nulhayah	Ditto.
Ismail Pasha, Commander at Yeldiz Palace	Female slave, Djemilé	Ditto.
Ismail Effendi	Female slaves, Letafet and Hadidjé	November 2, 1884.
Izzet Pasha.. ..	Female slaves, Zuhra, Djemilé, and Hassana	Ditto.
Hadji Abdullah Agha	One female slave	Ditto.
Hassibé Hanoum	Female slaves, Mahiré and Ghuntché	Ditto.
Faïk Effendi	Female slave, Turundj	Ditto.
Mehmet Agha	Female slave, Husna	Ditto.
Mustafa Effendi	Male slave, Yaver	Ditto.
Salih Hanem	Female slave, Shaïestéh	November 12, 1884.
Major-General Salih Pasha	Female slave, Halimé	November 29, 1884.
Reéfet Effendi	Female slaves, Cadem Haïr and Yahia	January 2, 1885.
No owner	Female slaves, Shirine, Husna, and Yaver	February 10, 1885.
Ibrahim Effendi	Male slave, Youssouf	Ditto.
No owner	Female slaves, Fatma and Nouria	Ditto.
Arif Effendi, employé at Mecca	One male slave	March 1, 1885.
Nedjib Effendi	Female slave, Halimé	March 4, 1885.
Azmi Effendi	Female slave, Selvinas	Ditto.
Rassimeh Hanem	Female slave, Halimé	March 24, 1885.
Houssein Effendi	Female slave, Mahir	Ditto.
Major Ali Effendi	Male slave, Selim	Ditto.
Husni Effendi	Female slave, Hasséné	Ditto.
Shrif Pasha	Female slaves, Haïdale, Mefruké, Cadem Haïr, and the male slave Nadir	Ditto.
Ismail Effendi	Female slave, Menekché	March 25, 1885.
Selim Effendi	Female slaves, Fatma and Perver	Ditto.
Shsan Effendi	Female slave, Servinaz	April 4, 1885.
Habib Effendi	Female slave, Fatma	April 8, 1885.
Muharrem Effendi	Female slaves, Eminch and Servinaz	April 15, 1885.
Tahir Effendi	Female slave, Hasséné	May 15, 1885.
Abdul Fettah Effendi.. ..	Female slave, Selimé	Ditto.
No owner	Male slave, Yaver, and female slaves, Hasséné, Mekruha, and Hoch Cadem	Ditto.
Zeineb Hanem	Male slave, Ferhad	Ditto.
Captain Nouh Effendi	Female slave, Ferrah	Ditto.
Essad Effendi	Female slave, Mebruké	June 1, 1885.
Mazhar Pasha	Female slave, Hismet	June 19, 1885.
.. ..	Female slave, Messeret	Escaped from slave-dealer Tumer Ibrahim, July 25, 1885.
Bessim Bey, one of the Sultan's Chamberlains	Female slave, Hava	October 3, 1885.
Hadji Mohsin Effendi	Male slave, Emin	October 7, 1885.
Aziz Bey	Female slave, Zerafet	Has applied herself to the police, October 9, 1885.
Fehim Effendi, Governor of Jeddah	Female slaves, Halimé, Ghuntché, Cadem Haïr, and Djevher	November 1, 1885.
Ahmet Bey	Female slave, Zuhra	December 21, 1885.
Baba Bey	Female slave, Tarundj	Ditto.
Surgeon Ibrahim Effendi	Female slave, Letafet	Ditto.
Simkech Mehmet Effendi	Female slave, Zerafet	January 4, 1886.
Tewfik Bey	Male slave, Ferhad	January 20, 1886.
Ahmet Nouri Pasha	Female slave, Hasséné	January 26, 1886.
Edhem Effendi, servant of the Imperial Palace	Female slave, Ferrasset	April 12, 1886.
Captain Kiamil Effendi	Female slaves, Fidaï and Djevher	April 13, 1886.
Fahri Pasha	Male slave, Server, and female slaves, Zahra and Zeineb	Ditto.
Raghib Effendi	Female slaves, Ferrah and Nurdjah	Ditto.
No owner	Female slaves, Ghuntché and Karanfil	Ditto.
Ali Bey, of Jeddah	Female slave, Gulferrah	Ditto.
Ahmet Sami Effendi, of Binghazy	Male slave, Saïd	May 7, 1886.
Salih Effendi, of Tripoli	Female slaves, Gulfidan and Fatma, and male slave, Saïd	Ditto.
No owner	One female slave	May 18, 1886.
Gomidas Effendi, Municipality Doctor at Hodeida	Female slave, Zuhra, and her child, Ferrah	Ditto.
Dr. Tewfik Bey	Female slave, Karanfil	June 24, 1886.
Lieutenant Ahmet Effendi	Male slave, Abdullah	June 26, 1886.

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Inclosure 3 in No. 164.

2.—LIST of African Slaves who have applied to the Police for their Manumission, and who were set free without being furnished with a Certificate, as they were not Slaves newly imported into Constantinople.

Name of Owner.	Name of the Slave.	Date of Application.
Hadji Mehemet, a Persian	Female slave, Hoch Cadem	January 2, 1884
Nafiz Bey	Female slave, Menekché	January 26, 1884.
Slave-dealer Suleiman Agha	One female slave	January 30, 1884.
Hakki Pasha	Female slave, Bedruh	February 2, 1884.
Djemal Bey	Female slave, Messeret	April 4, 1884.
Hairié Hanem	Female slave, Shahidé	May 27, 1884.
Slave-dealer Salem	Female slave, Dilterrah	June 17, 1884.
Ahmet Effendi, Secretary of a Battalion	Female slave, Feridé	September 12, 1884.
Reshid Bey	One female slave	June 2, 1885.
Mustapha Effendi	Four female slaves	June 19, 1885.
Safvet Bey, Director of Public Works at Smyrna	Female slave, Zuhnaker	June 26, 1885.
Aziz Effendi, official of the Department of Public Instruction	Female slave, Zerafet	July 1, 1885.
Hassib Pasha	Male slave, Kassim	July 20, 1885.
No owner	Male slave, Haberviré, and female slave, Haberviré	July 25, 1885.
Ali Riza Effendi	Female slaves, Sourour and Safran	September 14, 1885.
Hussein Effendi	Female slave, Fatma	October 5, 1885.
Captain Faik Bey	Female slave, Chirin	October 26, 1885.
Ahmet Bey's wife	Female slave, Emineh Sideh	October 28, 1885.
Major Chukri Bey	Two female slaves	December 21, 1885.
Tewfik Bey	Female slave, Sentaz	January 26, 1886.
Mehmet, a Persian	Female slave, Servinaz	January 29, 1886.
Hassan Bey	Female slave, Lalfér	Ditto.
Captain Reschid Bey	One female slave	February 15, 1886.
Hadji Mazhar Bey	Female slave, Munferih	March 24, 1886.
Hassan Pasha	Male slave, Rassim	March 27, 1886.
Hadji Mazhar Bey	Female slave, Cadem Hair	April 4, 1886.
Ali Bey	Female slave, Cadem Hair	April 16, 1886
Eumer Effendi	One female slave	May 5, 1886.
Djemal Effendi	Female slaves, Selimé and Halimé	May 18, 1886.
Hussein Effendi	Female slave, Hidayet	May 27, 1886.
Salem Bey, one of Sultan's Aides-de-Camp	Female slave, Servinaz	June 7, 1886.
Ibrahim Effendi	Male slave, Abdul Kadir	June 11, 1886.
Hadji Hanschid Effendi	Female slave, Halimé	June 14, 1886.
Slave-dealer Salim	Female slave, Dilterrah	June 17, 1886.
Scheikh Nan Effendi	Female slave, Dilterrah	June 24, 1886.
Ahmet Bey	Female slave, Sadakat	June 29, 1886.
Hussein Husni Bey, First Secretary of the Administrative Council of the "Préfecture"	Female slave, Sadakat	July 17, 1886.
Hussein Effendi	Female slave, Hanifa	July 19, 1886.
Hassan Effendi, Secretary of Regiment	Female slave, Hoch Cadem	July 21, 1886.
No owner	Female slave, Dilterrah	July 23, 1886.
Tewfik Effendi	Female slave, Bahtiar, and male slave, Metemet	July 26, 1886.
Mehmet Sadyk Effendi	Female slave, Zerafet	July 28, 1886.
Hourieh Hanem	Female slave, Cadem Hair	July 30, 1886.
Aysté Hanem	Female slave, Ebru	August 7, 1886.
No owner	Male slave, Fatsin	August 9, 1886.
Nouri Effendi	Male slave, Hairi	Ditto.
Mustafa Effendi	Female slave, Mehri	Ditto.
Kiamil Bey	Female slave, Zarifene	Ditto.
Mehemet Effendi	Female slave, Hasséné	August 12, 1886.
No owner	Female slave, Hoch Cadem	Ditto.
Ahmet Effendi	Female slave, Zerafet	Ditto.
Slave-dealer Fatma	Female slaves, Lalfér and Ferrat	August 16, 1886.
Mustapha Pasha	Female slave, Devean	August 23, 1886.
Hadijé Hanem	Female slave, Vidgdan	August 27, 1886.
Slave-dealer Yachek	Male slave, Feetad	August 29, 1886.
Aziz Bey	Female slave, Hadiyé	September 1, 1886.
Delima Hanem	Female slave, Cadem Hair	September 11, 1886.
Mehmet Effendi	Female slave, Hadidjé	September 22, 1886.
Djemil Effendi	Female slave, Sumbul	September 29, 1886.
Baki Effendi	Female slave, Zerafet	October 14, 1886.
Slave-dealer Ibrahim	Female slave, Menekché	October 24, 1886.
.. ..	Female slave, Maferréh	Ditto.
Hafiz Bey	Female slave, Rustem	Ditto.
Hussein Effendi	Female slave, Meeseret	November 1, 1886.

Inclosure 4 in No. 164.

3.—LIST of all black Slaves who have applied direct to Her Majesty's Embassy for Assistance, and who, after having been lodged and fed in our Asylum, have been some of them manumitted by the Police, and some others set free without being provided with a Certificate.

Name of Owner.	Name of the Slave.	Date of Application.	Remarks.
Mahmoud Sabit Effendi ..	Female slave, Rafete ..	Aug. 2, 1884	Set free without certificate.
Hadji Oussam Effendi, merchant	Male slave, Kiamil ..	Aug. 5, 1884	Ditto.
No owner	Female slave, Zumbul ..	Aug. 11, 1884	Has escaped from slave-dealer Mehmet, and has been manumitted by the police on 29th March (10th February), 1885.
Halil Agha	Female slave, Ferrah ..	Aug. 23, 1884	Set free without certificate.
Muhimé Hanem	Female slave, Daver ..	Sept. 2, 1884	Ditto.
Hassan Effendi	Female slave, Fatma ..	Sept. 30, 1884	Handed over to the police.
Hussein Effendi, Clerk of the Telegraph Office at Scutari	Female slave, Hoch Cadem	Ditto	Set free without certificate.
Musta Effendi, Clerk of the Customs of Stamboul	Female slave, Cadem Haïr.	Ditto	Ditto.
Osman Agha, employé at the Custom-house at Salonica	Female slave, Naïb ..	Oct. 14, 1884	Ditto.
No owner	Female slave, Bahtiar ..	Oct. 18, 1884	Has been manumitted on the 25th Mouharrem, 1302 (2nd November, 1884).
Echref Bey	Female slave, Saïesté ..	Oct. 29, 1884	Has been manumitted 7th (19th) November, 1884.
Atiyé Hanem	Female slave, Medjbour ..	Dec. 7, 1884	Set free without certificate.
Behiyé Hanem	Female slave, Semaver ..	Dec. 22, 1884	Has been manumitted by the police 29th March (10th February), 1885.
Mehmet Bey, Major in the Ottoman navy	Female slave, Gulfidan ..	Ditto	Has been manumitted by her master, 29th December, 1884.
Mehmet Pasha	Male slave, Nazir ..	Jan. 5, 1885	Set free without certificate.
Nafaa Fatma Hanem	Female slave, Neuket ..	Jan. 13, 1885	Ditto.
Hadji Kiamil Effendi ..	Male slave, Saïd ..	Feb. 4, 1885	Has been manumitted by her master, 2nd (14th) March, 1885.
No owner	Female slave, Daver ..	Feb. 7, 1885	Has escaped from slave-dealer Kiamilé Hanem, and was manumitted by police on 25th February, 1885.
Hussein Bey	Female slave, Bessad ..	Mar. 7, 1885	Set free without certificate.
No owner	Female slaves, Mahir and her child, Djevher.	.. ..	Have been manumitted by the authorities at Salonica, 6th May, 1883.
Husni Bey	Female slave, Selvinas Medjbour.	Mar. 23, 1885	Set free without certificate.
Kiazim Bey, Colonel in the Ottoman army	Male slave, Sourour ..	Apr. 9, 1885	Ditto.
Fetih Bey	Female slave, Chaden Calfa	May 10, 1885	Ditto.
Nouri Effendi	Male slave, Sadakat ..	Ditto	Ditto.
Essad Bey, Colonel in the Turkish army	Female slave, Ferrah ..	May 20, 1885	Ditto.
No owner	Female slave, Munis ..	July 27, 1885	Has escaped from slave-dealer Ramazan. Set free without certificate.
Sourour Agha, eunuch of the Palace	Male slave, Selim ..	Aug. 8, 1885	Set free without certificate.
Calpezan Hussein Pasha ..	Male slave, Rassim ..	Sept. 8, 1885	Ditto.
Husni Bey, ex-Accountant-General at Medina	Female slave, Meïmenet ..	Sept. 30, 1885	Ditto.
Mehemet Effendi, officer in the Turkish army	Female slave, Cadem Haïr.	Oct. 7, 1885	Ditto.
Esset, merchant	Female slave, Cadem Haïr.	Oct. 15, 1885	Ditto.
Ibrahim Bey, Captain in the Turkish army	Female slave, Ferrah ..	Oct. 26, 1885	Has been manumitted by her owner.
Ibrahim Effendi, Turkish priest	Female slave, Fidaï ..	Oct. 28, 1885	Set free without certificate.
Hassan Effendi	Female slave, Cadem Haïr.	Nov. 4, 1885	Ditto.
Saïd Effendi, Captain in the Turkish army	Female slave, Munever Muferih.	Nov. 18, 1885	Ditto.
Djéjal Bey, pensioned Colonel of the Ottoman army	Female slave, Mestouré ..	Jan. 6, 1886	Ditto.

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Name of Owner.	Name of the Slave.	Date of Application.	Remarks.
Mehmet Pasha, Rear-Admiral in the Ottoman navy	Female slaves, Menekshé and her child aged 8 months.	Jan. 9, 1886	Set free without certificate.
Hassan Effendi, Clerk at the Customs of Stamboul	Female slave, Mahire ..	Jan. 13, 1886	Ditto.
Chevki Effendi, Turkish priest	Female slave, Letafet ..	Jan. 20, 1886	Ditto.
Mahmoud Bey, Lieutenant-Colonel in the Ottoman navy	Female slave, Cadem Hair.	Jan. 22, 1886	Ditto.
Mehmet Pasha	Female slave, Gulfidan ..	Mar. 22, 1886	Ditto.
Mehmet Pasha	Female slave, Hairié ..	Ditto	Ditto.
Ibrahim Effendi	Female slave Letafet ..	Apr. 24, 1886	Ditto.
Riza Bey, Aide-de-Camp of the Sultan	Female slave, Lalifer ..	Apr. 28, 1886	Ditto.
Mehmet Effendi	Female slave, Selvinas ..	June 9, 1886	Ditto.
Mahmoud Effendi, Clerk at the Ministry of Finance	Female slave, Menekshé ..	June 19, 1886	Ditto.
Nouri Effendi, pensioned officer in the Turkish army	Female slave, Ferrah ..	June 22, 1886	Ditto.
No owner	Female slave, Hava ..	July 17, 1886	Ditto.
Emin Effendi, wood merchant.	Female slave, Ferasset ..	July 20, 1886	Ditto.
Emineh Hanem	Female slave, Hoch Cadem	July 27, 1886	Ditto.
Mahmoud Bey	Female slave, Zerafet ..	Aug. 25, 1886	Ditto.
No owner.	Female slave, Zerafet ..	Sept. 21, 1886	Escaped from slave-dealer Dilhach Cadin, and manumitted by the police, 6th November, 1885.
Mehmet Bey, officer in the Ottoman navy	Female slave, Ferasset ..	Oct. 23, 1886	Manumitted by her master, 23rd October, 1886.
Ayshè Hanem	Female slave, Neeguis ..	Nov. 8, 1886	Manumitted by her mistress, 8th November, 1886.
Scheikh Suleiman Effendi, Nakib-ul-Eschraff of Bagdad	Male slave, Djèffar ..	Nov. 24, 1886	Set free without certificate.
Osman Agha, pensioned officer in the Turkish army	Female slave, Seyaré ..	Dec 27, 1886	Ditto.

No. 165.

Sir W. White to the Marquis of Salisbury.—(Received January 31.)

My Lord,

Constantinople, January 24, 1887.

I HAVE caused a Memorandum to be presented to the Sublime Porte, as Her Majesty's Embassy has no right to interfere officially in cases connected with white slaves, in which, after detailing the circumstances connected with the ill-treatment to which a Circassian slave was subjected by her master, Ali Ghalib Effendi, I expressed the hope that a severe inquiry would be made into the case, and that, should the circumstances be found to be correct, Ali Ghalib would be punished.

I have, &c.

(Signed) W. A. WHITE.

No. 166.

The Marquis of Salisbury to Sir W. White.

Sir,

Foreign Office, February 5, 1887.

I HAVE to acknowledge the receipt of your Excellency's despatch of the 21st ultimo, inclosing a Memorandum which has been drawn up by Mr. Marinitsch on the subject of the manumission of African slaves; and I have to request you to convey to that gentleman my approval of his efforts in the matter.

I am, &c.

(Signed) SALISBURY.

Consul Dickson to the Earl of Iddesleigh.—(Received February 15.)

My Lord,

Damascus, January 26, 1887.

I HAVE the honour to acknowledge the receipt of Sir Julian Pauncefote's despatch of the 7th instant, stating that your Lordship, before taking any steps to represent to the Sublime Porte the matter of the importation of slaves into Aleppo from the Hedjaz by pilgrims returning from Mecca, is desirous of being informed whether I am in a position to substantiate my statement that the slaves in question were bought in the Hedjaz.

In reply, I have the honour to report to your Lordship that the information contained in my despatch of the 24th November last respecting the importation of slaves by the return caravan from Mecca was obtained from the pilgrims themselves, who were questioned when the caravan was at some distance from Damascus, and before the pilgrims dispersed to proceed to their homes. The statements which I was then able to procure, and of which I beg to inclose herewith a copy, were in a measure confirmed by the admission of the Governor-General of Syria in his letter to me, of which I had the honour to transmit a translation in my despatch above mentioned, that some slaves had been imported into Syria. At the same time, private information reached me that slaves, as "domestic servants," and sometimes even possessed of "liberty papers," are embarked on the Arabian coast of the Red Sea for the Mediterranean.

Under these circumstances, it appeared to me that the statements of the returned pilgrims were not unworthy of credit; but I regret to state to your Lordship that it is impossible to obtain here any stronger evidence as to the purchase of slaves in the Hedjaz.

I have, &c.

(Signed) JOHN DICKSON.

Inclosure in No. 167.

STATEMENTS of Pilgrims as to the Purchase of Slaves in the Hedjaz, and their Importation into the Vilayets of Syria and Aleppo.

Haj Hamdo, an Aleppine, left the Hedjaz by sea for Aleppo, and sent overland, viâ Damascus, by the camel-driver Abdullah Konek-es-Sukhneh, eight young female slaves	8
Haj Hassan Khalifeh, of the village of Mezzeh, near Damascus, bought in Mecca a young female slave for 100 dollars, for Selim Effendi Ghazzi, agent of Mohamed Saïd Pasha (conductor of the Hadj), in the village of Khiara, near Damascus	1
Saleh Effendi, Director of the Caravan Treasury, bought two young slaves, a boy and a girl	2
Aziz Effendi Daker, a Lieutenant in the army, brought with him five young female slaves	5
Ibn Hamoush, of Bab Serijeh, of Damascus, brought with him a young female slave	1
The pilgrims of Dheir, in the Vilayet of Aleppo, brought with them four male slaves	4
Mohamed Saïd Pasha (conductor of the Hadj) bought a handsome young male slave, but, before leaving Mecca, made him a present to the Shereef of Mecca, who took a fancy to him	1
'Twenty slaves, both male and female, were exported by merchants in the Hedjaz by sea to Aleppo	20
Total	42

No. 168.

Foreign Office to Consul Jago.

Sir,

Foreign Office, March 12, 1887.

I AM directed by the Marquis of Salisbury to transmit to you herewith copy of a despatch which has been received from Mr. Dickson, Her Majesty's Consul

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at Damascus;* and I am to request that you will furnish his Lordship with any observations which you may have to offer on the statements contained therein, and with any suggestions which may occur to you as to the best means of putting a stop to the practice complained of by measures for preventing the purchase and embarkation of slaves on the return of the pilgrims.

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

No. 169.

Consul Biliotti to the Marquis of Salisbury.—(Received March 14.)

My Lord,

Canea, Crete, March 7, 1887.

I HAVE the honour to transmit herewith, for your Lordship's information, copy of a despatch, together with its two inclosures, which I have this day addressed to Her Majesty's Ambassador at Constantinople on the subject of African slaves.

I have, &c.
(Signed) ALFRED BILIOTTI.

Inclosure 1 in No. 169.

Consul Biliotti to Sir W. White.

Sir,

Canea, Crete, March 7, 1887.

I HAD the honour to wire yesterday to your Excellency that the Turkish mail-steamer "Kiamil Pasha," which left last evening from here, had on board six female slaves embarked at Bengazi.

The information was conveyed to me in a letter from Mr. Consul Wood, which having been handed to a passenger was delivered to me after the departure of the "Kiamil Pasha."

However, this delay has in no way been prejudicial to the case, for the instructions (herewith inclosed in copy) received by the Vali of Crete state that the Convention between Her Majesty's Government and the Porte consists in examining if the certificates of manumission with which Africans are provided are regular, and that in order to attain this end these documents are to be examined by the police in the ports of the Ottoman dominions where they land.

In the presence of these instructions, all it was in my power to do was to beg the Vali to ascertain whether any of the slaves on board the "Kiamil Pasha" had been landed here, and, so far as I know, all have continued their voyage in the same steamer.

The very authorities at Bengazi being implicated in the illicit Traffic of Slaves, the false certificate of manumission with which they are furnished will always be in perfect order; the presumed slaves not being examined in Crete, which is the first port they put in, and there being all facility for landing and reshipping them in any intermediate port, no check can be put on African Slave Trade so long as the principle is not put in practice that suspected slaves are to be landed and subject to some practical test in the first port where they are detected on board a Turkish vessel.

I have, &c.
(Signed) ALFRED BILIOTTI.

Inclosure 2 in No. 169.

Extrait d'une Télégramme du Ministère de l'Intérieur au Gouvernement Général de Crète.

LE Ministère de l'Intérieur en répondant par dépêche télégraphique au Gouvernement Général de Crète au sujet de l'affaire des esclaves, dit que d'après une Circulaire en date du 9 Octobre de l'année Ottomane 1300 (1884), la formalité qu'il y a à remplir pour l'exécution stricte de la Convention passée avec le Gouverne-

ment d'Angleterre, consiste à examiner si les certificats dont sont munis les esclaves sont réguliers ou non.

En outre, comme les Arabes, hommes ou femmes, qui arrivent dans les divers ports de l'Empire Ottoman en qualité de domestiques, proviennent des différents pays d'Afrique, on ne doit pas circonscrire seulement en Crète l'action de l'examen de ces individus.

Or, pour exercer une surveillance efficace dans l'entrée des esclaves des provenances de Tripoli ou de Bengazi avec des certificats d'affranchissement, il faut que dans les pays de l'Empire où ces individus débarqueraient, la police exige d'eux leurs papiers et leurs certificats d'affranchissement. Ceux d'entre eux qui ne seraient pas à même d'exhiber ces documents, ou s'ils en présentaient qui ne fussent pas conformes à l'âge et aux signalements y indiqués, ces individus ne pourraient pas être livrés aux personnes qui les accompagnent, mais ils doivent être affranchis immédiatement.

Quiconque agirait contrairement aux prescriptions qui précèdent en assumerait toute la responsabilité.

Ces règlements ayant été communiqués à toutes les autorités compétentes, nous vous invitons à vous conformer à la Circulaire précitée, en ayant soin qu'il n'arrive rien de contraire aux principes qui y sont développés.

(Translation.)

Extract of a Telegram from the Ministry of the Interior to the Governor-General of Crete.

THE Ministry of the Interior, replying by telegraph to the Governor-General of Crete on the subject of the slave-trading case, states that, in accordance with a Circular dated the 9th October of the Ottoman year 1300 (1884), the formality to be gone through for the strict execution of the Convention concluded with the British Government consists in examining whether the certificates held by the slaves are regular or no.

Besides, as the Arabs, men or women, who arrive at the different ports of the Ottoman Empire as servants, come from various countries of Africa, the examination of such persons should not be limited to Crete alone.

In order to keep an effective watch over the entry of slaves coming from Tripoli and Bengazi with free papers, the police have to demand their documents and free papers in those parts of the Empire where they land. Those who could not produce such documents, or where age and appearance did not correspond with the description given therein, could not be handed over to the persons accompanying them, but should be freed at once.

Any one acting in contravention of the above prescriptions would be held entirely responsible.

As these regulations have been communicated to all the competent authorities, we invite you to conform to the Circular quoted above, taking care that nothing occurs contrary to the principles therein set forth.

No. 170.

Sir W. White to the Marquis of Salisbury.—(Received April 9.)

My Lord,

Constantinople, April 4, 1887.

WITH reference to your Lordship's despatch of the 14th September of last year, and to Mr. Fane's despatch of the 18th October,* respecting the Slave Trade at Bengazi, I have the honour to inclose copy of a note received from Saïd Pasha in reply to the Memorandum addressed to his Excellency by Mr. Fane.

Your Lordship will see that Saïd Pasha denies *seriatim* every case to which his Excellency's attention was called.

I have sent a copy of this note to Mr. Wood.

I have, &c.

(Signed) W. A. WHITE.

* See "Slave Trade No. 1 (1887)," Nos. 93 and 97.

Inclosure in No. 170.

Saïd Pasha to Sir W. White.

M. l'Ambassadeur,

Sublime Porte, le 2 Avril, 1887.

J'AI reçu, avec son annexe, la note que Mr. Fane a bien voulu m'adresser en date du 18 Octobre, 1886, relativement à la Traite des Esclaves à Bengazi.

Le Gouverneur-Général du vilayet, à l'attention duquel j'avais signalé les faits mentionnés dans ces pièces, me transmet en réponse un "mazbata" du Conseil d'Administration de la province réfutant, point par point, informations fournies à ce sujet à l'Ambassade de Sa Majesté la Reine.

Voici la substance de ce "mazbata" :—

1. L'esclave du nom de Jadem-bin-Nour, muni d'un certificat d'affranchissement, après avoir erré quelque temps, est retourné lui-même chez son ancien maître, Ali Binnour. Ce dernier étant parti plus tard de Bengazi, Jadem, qui l'avait suivi, s'est de nouveau présenté aux autorités Impériales, disant que son maître allait le revendre. Ali Binnour fut arrêté sur cette déclaration, et déféré au Tribunal compétent; mais sa culpabilité n'ayant pu être établie, il dût être remis en liberté.

2. Quant aux trois esclaves nommés Babiet, Saïd, et Khin, ils ne sont point connus à Bengazi. Il y a même lieu de remarquer que le premier de ces noms n'existe pas dans la langue Arabe. Seulement un esclave du nom de Mehmed Ali, appartenant à Cheik Latif Boussifé, et un autre nommé Saïd, appartenant à un certain Daoud, qui s'était enfui de la maison de leurs maîtres, furent arrêtés sur la demande de ces derniers sur l'inculpation de vol. Mais l'interrogatoire auquel ils ont été soumis ayant établi leur innocence, ils furent mis en liberté et munis de cartes d'affranchissement.

3. Le nègre Djouma, convaincu de vol au préjudice d'un certain Abdoullah Effendi Munivié, a été condamné à six mois d'emprisonnement par le Tribunal Correctionnel.

4. Il est inexact que les nègres affranchis soient tenus, pour pouvoir épouser des esclaves affranchies, de payer une somme quelconque à leurs anciens maîtres, et les autorités Impériales nient également que cinquante esclaves aient été embarqués sur la côte entre Bengazi et Missurata.

5. Il n'a jamais eu de partage d'esclaves parmi les fonctionnaires du vilayet. Tout au contraire, les esclaves affranchis sont placés avec des gages convenables, et sous caution pour être mis à l'abri d'une misère inévitable.

Quant à l'assertion d'après laquelle l'Aide-de-camp du Gouverneur-Général aurait conduit un esclave à Constantinople, elle ne saurait être fondée, cet officier étant absent de Bengazi depuis plus d'un an. L'ex-Président du Tribunal a effectivement amené avec lui à Constantinople un nègre, mais c'était un esclave affranchi qu'il avait pris à son service comme domestique salarié.

Pour ce qui est des quatre négresses embarquées sur un paquebot de la "Mahsoussé" par l'ex-Mutessarif de Derna, leur qualité d'esclaves n'a point été prouvée. Néanmoins, cette affaire a donné lieu à un procès qui dut être suspendu, par suite de la Loi de Destitution, de ce fonctionnaire et de la mort de l'agent principal de la dite Compagnie. Cependant des mesures ont été prises pour la poursuite de l'affaire.

Il est, du reste, impossible que plusieurs esclaves soient embarqués à bord de chaque bateau de la Compagnie "Mahsoussé," en partance de Bengazi pour Constantinople, puisqu'une surveillance sévère est exercée par la police pour empêcher tout embarquement de nègres qui ne seraient pas munis de cartes d'affranchissement.

6. Enfin, en ce qui concerne les nègres qui succomberaient pendant le trajet des caravanes jusqu'à leur arrivée dans le vilayet, les autorités Impériales ne sauraient évidemment en être tenues responsables, étant donné l'immunité du désert qui échappe à toute surveillance.

En présence des éclaircissements qui précède, votre Excellence voudra bien convenir, dans sa haute appréciation, de l'inanité des plaintes de M. le Consul Britannique à Bengazi. Cet Agent semble avoir pris à tâche de dénigrer les fonctionnaires du vilayet, alors qu'ils se sont toujours appliqués à exécuter strictement les prescriptions de la Convention relative à la suppression de la Traite des Nègres, et qu'ils continuent à tenir la main à ce qu'aucune contravention à cet acte ne puisse être commise. De son côté, le Consul de Sa Majesté à Bengazi, au lieu de se faire auprès de son Gouvernement l'écho de griefs mal fondés, devrait les signaler directement aux

autorités Impériales afin que la lumière pût être faite immédiatement sur les lieux, et s'efforcer d'entretenir avec elles des relations cordiales de nature à mieux assurer la marche régulière des affaires.

J'aime à espérer que votre Excellence, partageant cette manière de voir, voudra bien donner au susdit Agent des instructions en conséquence.

Veillez, &c.
(Signé) SAÏD.

(Translation.)

M. l'Ambassadeur,

Sublime Porte, April 2, 1887.

I HAVE received the note, with its inclosure, which Mr. Fane was good enough to forward to me on the 18th October, 1886, relative to the Slave Trade at Bengazi.

The Governor-General of the vilayet, whose attention I called to the circumstances mentioned in those documents, has transmitted to me in reply a "mazbata" of the Administrative Council of the province, categorically refuting the reports furnished on the subject to Her Majesty's Embassy.

The following is the substance of this "mazbata":—

1. The slave named Jadem-bin-Nour, who was furnished with a free paper, after having wandered about for some time, returned of his own accord to his former master, Ali Binnour. The latter having left Bengazi, later on, Jadem, who had followed him, again appeared before the Imperial authorities, alleging that his master was going to sell him again. Ali Binnour was arrested on this charge, and summoned before the competent Tribunal; but his guilt not having been established, he was set at liberty.

2. As regards the three slaves named Babiet, Saïd, and Khin, nothing is known of them at Bengazi. It may even be remarked that the first of these names does not exist in the Arabic language. A slave named Mehmed Ali, belonging to Cheik Latif Boussifé, and another named Saïd, belonging to a man called Daoud, who had fled from their masters' houses, were alone arrested, on the demand of the latter, on a charge of theft; but the inquiry to which they were submitted having established their innocence, they were set at liberty and furnished with free papers.

3. The negro Djouma, who was convicted of robbing a certain Abdoullah Effendi Munivié, was condemned to six months' imprisonment by the Correctional Tribunal.

4. It is not true that liberated negroes are required to pay a certain sum to their former masters, in order to be able to marry liberated slaves, and the Imperial authorities likewise deny that fifty slaves have been embarked on the coast between Bengazi and Missurata.

5. There has never been any division of slaves between the authorities of the vilayet. On the contrary, liberated slaves have places found for them, with suitable wages, and under caution, in order that they may be saved from otherwise inevitable misery.

As regards the statement, that the Aide-de-camp of the Governor-General had taken a slave to Constantinople, there can be no foundation for it, as that officer has been absent from Bengazi for more than a year. The ex-President of the Tribunal did certainly take a negro with him to Constantinople, but it was a freed slave whom he had taken into his service as a salaried servant.

As to the four negresses who were embarked on a steamer of the "Mahsoussé" by the ex-Mutessarif of Derna, it has never been proved that they were slaves. Nevertheless, this circumstance gave rise to a trial which had to be suspended in consequence of the dismissal of that official and the death of the principal agent of the said Company. Measures have nevertheless been taken for reopening the case.

It is indeed impossible that several slaves should have been shipped on board each vessel of the "Mahsoussé" Company clearing from Bengazi for Constantinople, as a strict supervision is exercised by the police in order to prevent all shipping of negroes who are not provided with free papers.

6. The Imperial authorities can clearly not be held responsible as far as concerns the negroes who may have died during the passage of the caravans up to their arrival in the vilayet, in view of the impossibility of keeping any watch at all on the desert.

After the foregoing explanations, your Excellency will, I feel sure, agree in considering that the complaints of the British Consul at Bengazi are unfounded. That Agent appears to have made it his business to disparage the officials of the vilayet, although they have always endeavoured to strictly carry out the terms of the Convention relative to the suppression of the Slave Trade, and continue to take care that no infringement of this Act should be committed. Her Majesty's Consul at Bengazi, for his part, instead of furnishing his Government with stories of unfounded complaints,

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ought to point them out direct to the Imperial authorities, in order that an investigation might be immediately held on the spot, and should strive to keep on cordial terms with them in order to facilitate the conduct of affairs.

I feel confident that your Excellency will share these views, and will be good enough to give instructions to the above-mentioned Agent in this sense.

I have, &c.
(Signed) SAÏD.

No. 171.

Consul Jago to the Marquis of Salisbury.—(Received April 18.)

My Lord,

Jeddah, April 4, 1887.

IN obedience to your Lordship's instructions conveyed to me in Sir V. Lister's despatch dated the 12th ultimo, inclosing copies of despatches from Her Majesty's Agent and Consul-General at Cairo, and Her Majesty's Consul at Damascus, respecting the alleged transport of slaves through the Suez Canal by pilgrims on their return from Mecca, I have the honour to submit the following observations.

The bulk of pilgrims going north after the Haj embark at Yambo, not at Jeddah. They are supposed to take with them a few slaves, but are seldom, if ever, furnished with papers of freedom. Marriage lines are extremely rare. Shipping agents at Jeddah are not brought in contact with pilgrims who buy tickets in the bazaars from passenger brokers. Captains, again, cannot refuse to receive passengers duly furnished with tickets, except at the certain risk of injuring their interests and provoking serious disturbances.

Colonel Schaefer's Memorandum, however, refers to slaves in possession of papers of freedom. These, I believe, are chiefly, if not all, the domestic attendants of civil and military functionaries returning home after service in the Hedjaz, and who, in order to escape molestation at Port Saïd, declare them to be free before the Cadi, then obtain the legalization of the Governor to the seal of the Cadi, and, lastly, that of this Consulate. I have legalized about forty of such papers of freedom during the last twelve months, considering that, as my signature was not necessary, the application for it afforded an additional guarantee of the *bonâ fide* nature of the masters' declaration and intentions. The Governor of Jeddah asserts that all these persons receive wages as servants, and accompany their masters of their own free will.

I believe such to be the case, and that none are taken to be sold or given away.

My experience of these domestic slaves, who are chiefly Gallas, commonly called Abyssinians in the Red Sea, is that, so far being under the influence of fear, they desire to remain with their masters, as, being well treated and cared for, their present state is far superior to what they have hitherto been accustomed.

As an additional precaution, however, I have arranged with the Governor that in future, before legalizing these freedom papers, he should satisfy himself by personal inquiry, and should then send the freed slaves to me, when I shall, after a satisfactory inquiry, legalize his signature.

This seems to be all that can be done here, and I trust that this course may meet with your Lordship's approval.

As time goes on it will be my care to report how it works.

The majority of these freed persons travel by the Austrian Lloyd's steamers, not pilgrim ships, but the recent inauguration of a Turkish line, also between Constantinople and the Red Sea ports, the Mahsoussié Company, would seem to invite attention at Port Saïd to vessels of this line also.

In conclusion, I beg to state that the granting of papers of freedom to slaves before the Cadi is very common in this country. Such are given as rewards for good services or as thanksgiving for Divine mercies bestowed.

The fee, the same in all cases, is a dollar to a Cadi, and a present to the clerk for drawing up the document.

I have, &c.
(Signed) THOS. S. JAGO.

Consul Biliotti to the Marquis of Salisbury.—(Received May 2.)

My Lord,

Canea, Crete, April 21, 1887.

AT about 10 o'clock on the night of Saturday, the 16th instant, and while I was away from home with my cavass, furious howlings of my dog attracted in the garden my servants, who detected a number of women and men. They belonged to the household of Tewfik Pasha, the Commander of Artillery, my close neighbour, and could only have entered my garden by climbing over the partition wall and unbolting a small door which puts in communication the two properties. Having explained that they were looking for a negress slave, who had just escaped from the harem, they withdrew, and two orderlies of Tewfik Pasha made a minute search all over my garden, followed by my man-servants, who watched their proceedings.

Next day, before I had time to communicate with the Vali, the same parties having again entered my premises in the same way, my cavass turned them out, and I at once sent to inform Costaki Pasha of what had taken place, and of my having given orders to my cavass to fire on any party again thus forcing his way into the Consular residence.

In the meantime, I found out that the slave in question had been brought about five months since from Tripoli for Tewfik Pasha, and that she had fled and taken refuge with the negro Chief in this town in consequence of her being ill-treated by her mistress.

Costaki Pasha having immediately communicated with the Commander of Artillery, the latter hastened to come and express to me his regret for the occurrence, which he begged me to view not as a violation of the Consular residence, but as an act of excessive liberty taken by his servants towards a neighbour with whom they knew their master to be on the best terms. He assured me at the same time that he had duly reprimanded the offenders.

I explained to Tewfik Pasha that, with all possible concessions as neighbours, the real gravity of the trespass in the present instance consisted in its having had for object to capture a slave who was presumed to have taken refuge within the precincts of the Consular residence; that the public being aware of this fact, it was indispensable that it should be as publicly known that an immediate satisfaction had been obtained; that a mere reprimand would not attain this result; and that nothing short of the imprisonment of his two orderlies could be considered by me as an adequate atonement for what had taken place.

Having that same day unofficially communicated on the subject with Edhem Pasha, the Military Commander-in-chief, he showed great readiness and promised to look to the way of giving me full satisfaction.

I indirectly heard on the following day that the two orderlies had been sent for trial, but, as I had received no official information, I called on Tuesday last on Costaki Pasha, who, with great eagerness, agreed with me as to the necessity of their being imprisoned.

I then pointed out to his Excellency that the immediate handing to the fugitive slave of a certificate of manumission, by directly telling on those really concerned in the matter, would enable me to be satisfied with a lenient punishment being inflicted on the orderlies.

Costaki Pasha officially informed me yesterday that the two soldiers have been dismissed from their functions as orderlies, that they are in prison, and that he himself signed and handed to the slave in question her certificate of manumission.

Having just called on Costaki Pasha to thank him for his prompt action, I informed him that I had no objection to the punishment of the orderlies not being prolonged, for after all they had merely obeyed orders.

Trusting that my proceedings in this case will meet your Lordship's approval, I have, &c.

(Signed)

ALFRED BILIOTTI.

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No. 173.

Consul Biliotti to the Marquis of Salisbury.—(Received May 2.)

My Lord,

Canea, Crete, April 22, 1887.

IT having come to my knowledge that African slaves had been disembarked at Suda Bay from the Turkish mail-steamer "Souyoutli" on her arrival on the 1st instant from Tripoli, and that they belonged to a military officer, I personally reported the fact to Costaki Pasha on Tuesday last.

His Excellency stated that he had also received identical information from Edhem Pasha, the Military Commander-in-chief, as well as from other sources, and that he had already instituted an inquiry, the result of which he would communicate to me.

Yesterday Costaki Pasha informed me that he had discovered in the possession of Seyar Bey, a Kaïmakam in the troops stationed here, three negro girls of from 10 to 12 years of age, one of about 14 years, and a fifth of 18 years, for all of whom he had signed certificates of manumission, and directed to find places in families.

In consequence of this evident proof of clandestine introduction of African slaves in this island, I suggested to Costaki Pasha, who readily accepted, and in my presence gave immediate orders that a police officer should be in attendance at Suda Bay on the arrival from the coast of Barbary of Turkish mail-steamers for the special purpose of watching the disembarkation of passengers and ascertain that there are no slaves among them.

However, what is taking place is likely to be repeated in the ports subsequently visited by these same Turkish mail-steamers, which seem to be carrying a number of slaves on each trip, and in spite of all precautions interested parties will always manage to disembark one or two negresses at a time under a veil of Turkish women.

Under these circumstances, the only efficient check to this illicit Traffic would be a thorough inspection, including private cabins, store-rooms, coal-bunkers, &c., on board each Turkish mail-steamer arriving from the coast of Africa at Canea or Suda Bay, which are the two first anchorages on the line, and where civil as well as military authorities are well disposed to prevent the Traffic in human flesh.

I have, &c.

(Signed) ALFRED BILIOTTI.

No. 174.

The Marquis of Salisbury to Sir W. White.

Sir,

Foreign Office, May 10, 1887.

I HAVE to request that your Excellency will be good enough to furnish me with any observations that you may have to make on the despatch from Her Majesty's Consul at Canea of the 22nd ultimo, copy of which he has sent to you, reporting the steps recently taken by him for the liberation of five African slaves who had been landed in the island.

I am, &c.

(Signed) SALISBURY.

No. 175.

Foreign Office to Consul Biliotti.

Sir,

Foreign Office, May 10, 1887.

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your despatch of the 22nd ultimo, respecting the liberation of certain African slaves recently imported into Crete; and I am to inform you that his Lordship approves of the action taken by you in this matter as reported therein.

I am, &c.

(Signed) T. V. LISTER.

TURKEY.

No. 176.

Foreign Office to Consul Biliotti.

Sir,

Foreign Office, May 10, 1887.

WITH reference to your despatch of the 21st ultimo, I am directed by the Marquis of Salisbury to express to you his Lordship's approval of your action on the occasion of the incursion of a number of servants belonging to Tewfik Pasha into the garden of Her Majesty's Consulate while searching for an escaped slave, and of the steps taken by you with a view to obtain the punishment of the offenders and the liberation of the slave in question.

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

No. 177.

Foreign Office to Consul Jago.

Sir,

Foreign Office, May 16, 1887.

WITH reference to your despatch of the 4th ultimo, relative to the transport of slaves through the Suez Canal by pilgrims on their return from Mecca, I am directed by the Marquis of Salisbury to inform you that his Lordship approves the arrangements made by you with the Governor of Jeddah for additional precautions to be taken in verifying the papers of freedom of the slaves alleged to be the attendants of civil and military functionaries previous to their legalization at Her Majesty's Consulate.

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

No. 178.

Consul Wood to the Marquis of Salisbury.—(Received May 28.)

(Extract.)

Bengazi, May 12, 1887.

I HAVE the honour to transmit to your Lordship the copy of a communication addressed by me to Her Majesty's Ambassador at Constantinople on the 22nd April, informing his Excellency of the sentence which had been passed on Ali Ghalib Effendi by a Bengazi Tribunal.

Inclosure in No. 178.

Consul Wood to Sir W. White.

Sir,

Bengazi, April 22, 1887.

I HAVE the honour to inform your Excellency that Ali Ghalib Effendi was condemned on the 13th instant by the Tribunal of the "Jenaïa" to pay a fine of 5*l.*, and the costs of summons, &c., amounting to somewhat less than 16*s.*

So secretly was the matter managed that I only became aware of what had taken place some hours after the sentence had passed.

From what I have since been able to gather, it appears that the proceedings, besides being private, were irregular in other respects, Ali Ghalib, who remained in his office at the konak, communicating with the Tribunal through messengers.

The sentence is said to have been based on that part of the Article 178 of the Ottoman Code which deals with simple ill-treatment, whilst it is a matter of public notoriety that the defendant had been guilty of a most savage assault on an unfortunate woman, bound hand and foot in the strictest sense.

The hurried proceedings and the extraordinary leniency of the sentence have surprised natives as well as foreigners.

I have, &c.
(Signed) CECIL G. WOOD.

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No. 179.

Sir W. White to the Marquis of Salisbury.—(Received June 4.)

My Lord,

Constantinople, May 30, 1887.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 10th instant, regarding the steps taken by Mr. Consul Biliotti in the matter of the liberation of five African slaves.

I have considered it advisable to address a note to Saïd Pasha on the matter, and I have now the honour to inclose a copy of this note.

I have, &c.
(Signed) W. A. WHITE.

Inclosure in No. 179.

Sir W. White to Saïd Pasha.

M. le Ministre,

Constantinople, May 30, 1887.

I AM informed that, in spite of the efforts made by the civil and military authorities in Crete in order to put a stop to the Slave Trade, this illicit Traffic is going on owing to the fact that the Turkish mail-steamers of the Mahsoussé Company are carrying a number of slaves on each voyage from the coasts of Africa, and there are evident proofs that these slaves are clandestinely introduced into that island and other ports of the Ottoman Empire.

I need hardly point out to your Excellency that this state of things is contrary to the provisions of the Slave Trade Convention to which his Imperial Majesty the Sultan is a party, and your Excellency will agree with me upon the necessity of finding some efficacious means to prevent this illicit Traffic from being carried on.

Under these circumstances, it appears to me that the only efficient check to such illegal proceedings would be a thorough inspection, including private cabins, store-rooms, coal-bunkers, &c., on board each Turkish mail-steamer arriving from the coast of Africa at Canea or Suda Bay, which are the two first ports of anchorage on the line.

In support of such a proposal I beg leave to quote to your Excellency the third paragraph of Article V of the Convention, which runs as follows:—

“Should there be good reason for believing that vessels sailing under the Ottoman flag, which may be found in Ottoman harbours or waters, have African slaves on board for purposes of traffic, such vessels, on being denounced by a British Consular officer, shall be immediately searched by the Ottoman authorities, and any slaves who may be found on board will be released and manumitted,” &c.

I entertain, therefore, the earnest hope that your Excellency will kindly cause my proposal to be taken into serious consideration by the Sublime Porte, and I avail, &c.

(Signed) W. A. WHITE.

No. 180.

The Marquis of Salisbury to Sir W. White.

Sir,

Foreign Office, June 8, 1887.

WITH reference to your Excellency's despatch of the 30th ultimo, I have to inform your Excellency that I approve of the note which you have addressed to Saïd Pasha on the subject of the illicit Traffic in Slaves which appears to be carried on between the coast of Africa and the Island of Crete.

I am, &c.
(Signed) SALISBURY.

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No. 181.

Foreign Office to Consul Jago.

Sir,

Foreign Office, June 22, 1887.

I AM directed by the Marquis of Salisbury to transmit to you herewith a Report that has been furnished to Sir E. Baring by Lieutenant-Colonel Schaefer relating to the present state of the Slave Trade question at Jeddah;* and I am to instruct you to explain to his Lordship why you have neglected to report to this Department the great increase of Slave Trade within your Consular district.

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

No. 182.

Consul Wood to the Marquis of Salisbury.—(Received July 9.)

My Lord,

Bengazi, May 24, 1887.

ACCORDING to the instructions contained in Sir T. V. Lister's despatch of the 14th September last,† I have the honour to bring to your Lordship's knowledge the following information on the subject of slaves and the Slave Traffic in these parts.

On the 15th December last the Bimbashi of Zaptiehs, whose conduct, since the case of Baheit, Saïd, and Kheïr attests a desire to make amends for past delinquencies, having ascertained that five slaves, furnished with false emancipation papers, had been embarked on board a Turkish steamer, determined to verify his suspicions.

With this intention he proceeded on board the "Ali Saïb Pasha," and succeeded in discovering four negresses and a negro lad whose liberation papers had not emanated from the Administrative Council, but had been made out by a certain Shukri Bey, the head scribe of the "Bidaïa" or Tribunal of First Instance, and bore the seal of that Tribunal, of which he is the keeper.

After some difficulty with the captain of the steamer the Bimbashi landed the above-mentioned five slaves, and having brought them before the Vali, consigned to his Excellency's hands the documents he had confiscated.

His Excellency contented himself with ordering new papers to be made out, and that the slaves should be handed over to the keeping of the Sheikh of the negroes.

On the 14th February, furnished with regular document, they were transferred from the care of the Sheikh of the negroes to that of the Colassi of the "Caracca," Mustapha Effendi, who was about to put them on board the steamer "Hassan Pasha," then in port, when two of the women managed to escape, the one, by name Shereefa, to Her Majesty's Consulate, the other, Howa, to the negro village in the vicinity of the lighthouse, to the eastward of the town. Having listened to Shereefa's story I sent her, accompanied by my cavass, to the Vali; but notwithstanding the publicity thus given to the affair, the unfortunate woman was eventually sent that evening to join her companions.

Shukri Bey, whose disgraceful conduct in other respects obliged his father-in-law to turn him out of his house, is still in the enjoyment of the Vali's favour and of his clerkship.

On the 2nd March six negresses were carried on board of the Mahsoussé steamer "Kiamil Pasha" by two "coldjis," or guardians of the Tobacco Régie, Yusuf Djehouda and Raïs Abdeljeleel.

On the 9th April the arrival of 150 slaves at a place called Wady-el-Faragh, three days from Bengazi, was publicly rumoured, and on the 13th four female slaves being brought to town were seized by the zaptiehs, Ali Effendi and Mustapha Shaoush, but eventually ransomed by their owners at 2 medjidies a-head.

On the 25th April a batch of seven negresses, so recently arrived from the interior that they could hardly understand the questions put to them in Arabic by my cavass, were embarked on one of the Mahsoussé steamers. Although provided with emancipation papers, they quite ignored the names of their owners—I cannot say employers—and their ultimate destination. They were in charge of a native of bad character called Hussein Arab. When required, the list of the names of their

* Inclosure 1 in No. 95.

† "Slave Trade No. 1 (1887)," No. 95.

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owners will prove the little heed the Bengazi officials take to screen their nefarious proceedings.

On the 27th April a negress, who had been emancipated through this Consulate in September last under the name of Miriam, complained to the authorities of having been seized and sold by her late owner, a certain Salah-el-Areiby.

By the Vali's orders this individual was cast into prison, but on the Bimbashi of Zaptiehs announcing his intention of registering the imprisonment, his Excellency warned him to abstain from so doing, and commanded the immediate release of El Areiby, in order, as his Excellency stated, that the incident should not come to my ears and be used to corroborate my reports.

Any comment on these proceedings would be superfluous. I can only hope that the manner in which the Bengazi authorities carry out the instructions said to have been transmitted to them will be carefully noted, as it can only be on the partial attention paid to them just related that the Sublime Porte can justify its maintaining, in the face of the minute details supplied by me, that the most strenuous efforts are made at Bengazi to put an end to a disgraceful state of things.

I have, &c.

(Signed) CECIL G. WOOD.

Inclosure 1 in No. 182.

Consul Wood to Consul Biliotti.

(Extract.)

Bengazi, February 9, 1887.

IT has just come to my knowledge that some eight slaves have been embarked on board the Ottoman steamer leaving this for Crete, some of whom have been furnished with fictitious liberation papers.

Not being able to do anything here I think it is well to warn you of what is occurring, in order that you may take whatever steps you think opportune to save some human beings from a wretched fate, &c.

Inclosure 2 in No. 182.

Consul Wood to Consul Biliotti.

(Extract.)

Bengazi, March 2, 1887.

I AM again obliged to trouble you with regard to slaves.

Having been informed at the last moment that six female slaves have been sent on board the Ottoman steamer "Kiamil Pasha," I can only hurriedly apply to you to use your good offices to have them interrogated on their arrival in your parts.

Of the unfortunate women two belong to our Vali: one was embarked by our Defterdar, but at once sold to the ship's accountant, Hussein Effendi; two were bought for exportation by a certain Hadj Ghalem, and one by the Mulazim of the Caracca.

They are all in possession of emancipation papers, the real worth of which is shown by the transaction entered into by the Defterdar.

The conduct of the Vali and of the principal officials in these matters proves the inutility of any interference on my part here.

No. 183.

Consul Wood to the Marquis of Salisbury.—(Received July 9.)

My Lord,

Bengazi, June 11, 1887.

OWING to the persistence with which the Sublime Porte continues, notwithstanding my various Reports, to maintain, on the authority of the Bengazi officials, the non-existence of a widespread Traffic in Slaves in these parts, I think it my duty to take advantage of all available circumstances to confirm the assertions contained in my past despatches of this series regarding slaves and the Slave Traffic, and to point out likewise the horrible consequences of the more than apathy displayed by the Bengazi officials in such matters.

Having exhausted in the communications lately addressed to your Lordship

and Her Majesty's Embassy the stock of facts in my possession, I have resolved, in carrying out my just expressed intention, to rely mainly on the evidence afforded by the contents of the *notes verbales* addressed by the Sublime Porte to Her Majesty's Embassy since the latter part of 1883, adding, on my part, such data only as cannot well be passed over or impugned.

On a reference to the note addressed to Her Majesty's Ambassador by his Excellency Arifi Pasha on the 2nd September, 1883, it will be found stated that fifty slaves had been liberated in the space of four months.

In the note of November 1885, Saïd Pasha affirmed the emancipation of twenty-five negroes, and, in note of the 4th April of this year, besides the thirteen slaves specially mentioned,* his Excellency puts down the number latterly emancipated at 400.

The number of slaves to whom liberation papers have been granted, on direct application, by the local authorities since the latter part of 1883, amounts, therefore, to 488.

To these must be added the 275 negroes emancipated through the good offices of Her Majesty's Consulate during the same period: it will then be observed that the total number of slaves in Bengazi and its neighbourhood who have been given their freedom amounts in all to 763.

This number does not in itself appear excessive, but when it is considered that but one slave in five seeks emancipation, it will be seen that the human beings actually in a state of bondage at Bengazi cannot be calculated at less than 3,052.

Allowing that the number of slaves in the possession of the nomad population, whose ploughing, sowing, and reaping is mostly performed by negro labour, is but double that existing in the town and immediate neighbourhood of Bengazi,† we have at once a total of 6,104 slaves, and, keeping in mind the fact affirmed by travellers and others who have taken an interest in this question, that for every slave who arrives at his destination at least three succumb on the road,‡ it will be found that the total number of human beings captured and directed to this province alone amounted in somewhat less than four years to 20,601.

In conclusion, I cannot refrain from pointing out that a reference to the despatches I have written on this subject since the end of 1882 will show that the number of slaves reported by me as having been brought to the neighbourhood of Bengazi, and distributed east and west, without any steps being taken to stop them, amounts to somewhat over a thousand.

I have, &c.
(Signed) CECIL G. WOOD.

No. 184.

Consul Jago to the Marquis of Salisbury.—(Received July 11.)

My Lord,

London, July 9, 1887.

IN reply to Sir V. Lister's despatch dated the 22nd June, transmitting to me a Report furnished to Sir E. Baring by Lieutenant-Colonel Schaefer relating to the present state of the Slave Trade question at Jeddah, and instructing me to explain to your Lordship why I have neglected to report the great increase of the Slave Trade within my Consular district, I have the honour to state that I am not aware that such increase has taken place, and that the perusal of Colonel Schaefer's Report does not convince me to the contrary.

Since November 1883 the importations of slaves into the Hedjaz have been subject to great fluctuations owing to political events on the other side, and I believe that since that time the numbers have diminished instead of increased when compared with former years. During the British and Egyptian military operations of 1883-85 few or no negro slaves were imported, owing to the insecurity of the roads between the interior and the coast, and importations were confined to Gallas (commonly called Abyssinians) children brought from the coast south of Massowah, of whom a considerable number were run along the coast, conveyed direct to Mecca,

* Twelve of whom were confiscated on information given by me.—C. G. W.

† The nomad population of this province being put down as numbering 250,000 souls, my estimate is exceedingly moderate.—C. G. W.

‡ In the Italian journal "L'Esploratore" it is written, "Travellers calculate that for every negro led into captivity ten are sacrificed," &c.—Year 1878, p. 121.—C. G. W.

and smuggled into Jeddah by night or in disguise as domestic slaves, taken to the private houses of the brokers, and finally disposed of by private contract. This clandestine introduction into Jeddah is now much facilitated by a heavy rain, which in December last breached the town walls in twenty places, rendering ingress and egress much easier than by the gates, which, however, still continue to be carefully guarded by soldiers. Towards the end of 1884 after a long prevalence of contrary winds nearly 700 arrived on the coast, all about the same time, but generally they are landed in small numbers of ten to thirty. Since the cessation of hostilities a few young negro slaves have begun to be run between Yambo and Jeddah from the coast north of Suakin, of whom a few are taken to Jeddah, but the bulk to Medina and Mecca. Despite the efforts of the English and Egyptian cruizers this trade seems to be slowly increasing, the slaves being often exchanged in part payment for contraband goods run across for Berber and Khartoum, but I am of opinion that it will never attain its former importance, partly owing to the fact that these negroes, who are chiefly used as labour slaves, are, especially of late years, difficult to control, and become on attaining man's estate practically free to go or stay. The bulk of these so-called slaves work as boatmen and mother of pearl shell fishers, and form almost the entire crews of boats which sail in the Red Sea for many months at a time. Desertion among them is very rare, but they are often insubordinate and unruly in the matter of wages and food, and for this reason the acquisition of new labour slaves is diminishing throughout the country.

As regards the Gallas children, who are imported for domestic servants and wives of the inhabitants, their numbers have neither increased nor diminished when averaged year by year, so far as can be ascertained.

A prevalence of contrary winds during many months may denude the brokers' houses of Mecca and Jeddah, causing prices to rise for the time to be again reduced to normal rates when a change in the wind permits many boats to land their small cargoes along the coasts. Prices vary between 60 and 90 dollars and depend upon the supply, the demand apparently always remaining nearly stationary.

I never heard of 100 to 300 dollars having been paid for a slave. Nearly all these young Gallas slaves are absorbed in Arabia, namely, the Hedjaz and Nejd. In former years the pilgrims are said to have purchased largely when they returned home, but the numbers thus acquired during recent years are insignificant, firstly, owing to the want of means of the bulk of the pilgrims, and, secondly, the difficulties they now experience. For instance, Egypt is now closed, and, according to a former Report of Colonel Schaefer, only about forty, provided with papers of manumission, pass through Port Saïd in the course of a year bound to Mediterranean Moslem ports. The paucity of these last, who are in the suites of Turks, Syrians, and North African pilgrims, the richest of those who come on the Haj, speaks well for the efficacy of the control exercised at Port Saïd and its beneficial results in deterring pilgrims from seeking to smuggle slaves northwards by sea. In fact, it is the common belief in Jeddah that young freed slaves have been torn shrieking from the arms of their protectors and carried off to Cairo, notwithstanding their supplications. There then only remains the Persians who travel by sea. They go chiefly by English steamers, and I believe few, even with freedom papers, are so conveyed. As regards the land caravans, it must be remembered that the Haj by land and sea was forbidden by the Shah for two and three years, and the prohibition only removed last year. The numbers taken by Persians by the land route to Bagdad is said to be very small, and confined to domestic servants. Few pilgrims, however, return by this route, owing to the exactions and oppression of Ibu Raschid. There then only remains the Syrian caravan, and, if I remember well, only between twenty and thirty young slaves are so taken, the bulk of whom are in the harems of officials as personal attendants.

I do not share in the fears of Colonel Schaefer, that black slaves will ultimately be taken by land to Constantinople to replace Circassians. Circassians do not, I believe, act as menials, in which capacity only could black slaves be utilized, while the expenses and risk of conveying young slaves a journey of at least eighty days on camel and horseback would go far to deter the most enterprising speculator. So far, I believe, no one has attempted it, the difficulties being too patent.

Domestic slavery being a legal institution in Turkey and sale by private contract being allowed, I am somewhat surprised at Colonel Schaefer's astonishment at the facilities with which his followers, being Moslems, could have purchased slaves in Jeddah and entered the private houses where they are to be found, but he

is right in assuming that if he had attempted to enter, being known as a European, entrance would have been denied him unless accompanied by the proprietor, in accordance with Moslem customs and etiquette.

Colonel Schaefer, however, in his Report, seems to consider importers, dealers, and brokers as identical. Hence some little confusion exists.

The fact, however, is that the importer, that is, the owner in the case of new slaves, is never seen, and never accompanies slaves. The only person who deals with slaves is the broker who is charged with their sale, and in whose private house they board and lodge, and are to be seen if required, or who takes them to the house of a would-be purchaser, as often happens.

The same system obtains in Constantinople and Damascus. To seize slaves in the hands of importers is thus practically impossible unless it could be done at or near the place of landing, 30 to 40 miles down the coast. The broker, if questioned, is always ready to produce ample evidence that a slave in question had already been a domestic slave before he came into his charge. Thus, while evidence to prosecute would be entirely wanting, that for the defence would be procurable *ad libitum*. The Turks, of course, make the most of these difficulties as explanatory of their general inaction, alleging the inviolability of the harem and the impossibility of bringing legally home to a broker a charge of having imported slaves, and the little control they possess beyond the walls of the towns on the coast, which is true enough: the only control exercisable by them would be through those directly interested in rendering it abortive.

I never heard of a Turkish Slave Trade squadron in the Red Sea. The squadron actually there arrived in October 1883, in consequence of political events in the Soudan, and has been since occupied in transporting troops and stores along the coast, shelling or burning refractory Bedouin tribes and villages, and generally in looking after Imperial interests supposed to be threatened. It is true that in 1884 a corvette, the "Sital Bahr," captured a slaver near Hodeidah, but the authorities at Jeddah, naval and civil, were extremely reticent about it, and appeared somewhat disconcerted when I congratulated them on their achievement. Two years afterwards I discovered accidentally that the corvette chased the slaver by orders of the Health Inspector at Hodeidah, under the impression that she was a pilgrim-boat trying to evade the Quarantine Regulations, cholera being about.

Colonel Schaefer has been misinformed when he states that "several times Turkish officials, newly arrived, have seized cargoes of slaves and arrested the dealers, but the Medjliss, principally Jeddawis, released the dealers under the pretext that the slaves were Dacrouri pilgrims." Nothing of the kind has ever occurred there, and Colonel Schaefer endows the Jeddah Medjliss with powers and independence which it does not possess, and is ignorant that Medjlisses in the Hedjaz simply do as they are told, and that Turkish officials are omnipotent in Jeddah and Mecca.

In point of fact, the Jeddah Medjliss has never had to try a slave-dealer or case since at least 1881. Moreover, the Court has been practically non-existent for eighteen months. The Cadi, its President, has been several times in prison, and was exiled the other day, while the members of the Court, duly appointed, have tacitly refused to sit even when the Cadi's services were available, alleging important business occupations. I mention this to show the untrustworthiness of the information supplied to Colonel Schaefer, and which he has inserted in his Report as a fact. The question remains how he came to get at this circumstantial information. If your Lordship will allow me I will refer to a despatch addressed by me to your Department in, I think, June 1886, reporting the seizure and liberation of these slaves, and to another despatch later on, reporting on the same matter in answer to a letter addressed to the Admiralty by Mr. J. S. Oswald, of Suakin, giving his version of the case, and which was sent to the Foreign Office. A comparison of these despatches will show that they refer to one and the same thing; that Colonel Schaefer got his information from Mr. Oswald, who, in his turn, got his from some unknown person in Jeddah, he being at the time in England, and knowing nothing about it. A comparison, again, of the Report sent by Mr. Oswald, for the information of the Admiralty, and the Report submitted to Sir E. Baring by Colonel Schaefer, admits only of two interpretations: either Mr. Oswald grossly exaggerated his previous version for the benefit of Colonel Schaefer, or the latter grossly exaggerated the version he got from Mr. Oswald by shifting the scene from Mecca to Jeddah, and by reporting as a fact a solitary case, which never really occurred, as having occurred "several times." I report on this matter from memory, but I

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believe your Lordship will find the facts as I have stated them. Colonel Schaefer's suggestion, that civil and military officers should try cases of importations of slaves in order to prevent "dealers" being tried by the Medjliss composed of Jeddawis, consequently falls to the ground, while his suggestion, that a premium be offered to Government officials, by allowing slaves seized in the hands of importers to become their property, collapses, for the simple reason that slaves are seldom or ever so seized, and that Government officials requiring domestic slaves manage, as it is, to procure them without payment.

That the Turkish authorities have the power to arrest the trade and seize newly-imported slaves, if they choose, need hardly be stated. The best means would be by raiding the private houses of the brokers, and throwing upon them the onus of proving whether the slaves found in their possession were already the domestic slaves of private persons imported before a given time, or were newly imported.

I do not know when Colonel Schaefer was at Jeddah, but if he was there shortly after certain importations on the coast, variously estimated by the brokers as between 160 and 500, which took place about April last, owing to a change of wind, he would naturally both see and hear of newly-imported slaves from the south, and he could also have ascertained that there had been hardly any for several months before.

I brought the matter to the notice of Safvet Pasha, the new Vali, on his arrival, and he expressed surprise and doubt, but promised to stop fresh importations. His Excellency, however, during a former tenure of office, did not distinguish himself in this direction. Shortly before leaving Jeddah I made inquiries among the brokers and visited certain localities, and ascertained that no slaves had arrived on the coast for several weeks. I ascribed this, however, mainly to the strict blockade of the coast near Massowah now maintained by the Italians. It is very difficult to ascertain the real number of slaves imported, estimates varying considerably, and popular estimates are invariably exaggerated.

An importation of 100 would be said to be 400, and so on. For instance, in April last I was informed by credible persons that 200 slaves had been brought to Jeddah for sale from Suakin by the Egyptian mail-steamer by certain members of the Suakin Medjliss. Strict inquiry caused me to reduce them to 50, but, on communicating with Mr. Consul Cameron on the subject, he considered even this number to be greatly exaggerated, having visited the vessel himself previous to departure.

In conclusion, I beg to state that I am of opinion that no extension is now taking place over former years. The establishment of a blockading squadron on the other side, composed of eight vessels, including Italians, and the capture during the past six months of several slave-boats and the severe punishment of those in charge, must, I think, be held to exercise some deterring influence, and hardly to coincide with an extension of the trade which it never before had.

I have, &c.

(Signed) THOS. S. JAGO.

No. 185.

*Foreign Office to Consul Wood.**

Sir,

Foreign Office, July 15, 1887.

A RESIDENT of Smyrna said to be trustworthy has stated that a whole cargo of black slaves was recently landed at Smyrna from a vessel sailing under the Turkish flag coming from Tripoli. I am directed by the Marquis of Salisbury to instruct you to report upon this statement. If you have reason to believe that it is true, in whole or in part, you should endeavour to collect facts substantiating it.

I am, &c.

(Signed) T. V. LISTER.

* Also to Consul Dennis.

TURKEY.

No. 186.

The Marquis of Salisbury to Sir W. White.

Sir,

Foreign Office, July 18, 1887.

I TRANSMIT to your Excellency copy of a despatch which has been received from Her Majesty's Consul at Jeddah having reference to Colonel Schaefer's Report on the increase of Slave Trade in the Red Sea.*

It will be seen on a perusal of this despatch, that Consul Jago is not of opinion that there is any increase of Slave Trade on those coasts, if the numbers of imported slaves be compared with those that obtained in the years preceding the war in the Soudan.

Your Excellency will also observe that Mr. Jago appears to share the general opinion that the trade could be suppressed by the Turks if they chose to grapple with it.

I should be glad if your Excellency would furnish me with your observations on Mr. Jago's Report.

I am, &c.
(Signed) SALISBURY.

No. 187.

The Marquis of Salisbury to Sir W. White.

Sir,

Foreign Office, July 20, 1887.

I TRANSMIT herewith, for your Excellency's information, copy of a despatch, as marked in the margin,† on the subject of an alleged Traffic in Slaves between Tripoli and Smyrna.

Her Majesty's Consuls at Bengazi and at Smyrna have been requested to furnish a Report on this matter.

I am, &c.
(Signed) SALISBURY.

No. 188.

Sir W. White to the Marquis of Salisbury.—(Received July 30.)

(Extract.)

Therapia, July 16, 1887.

IN my despatch of the 4th April I informed your Lordship that I had forwarded to Mr. Wood a copy of Saïd Pasha's note of the 2nd April, in which the charges brought by Mr. Wood against the local authorities with regard to the Slave Traffic at Bengazi were denied.

I have now received a reply from Mr. Wood, and I have consequently addressed a further note to his Excellency Saïd Pasha, copy of which is herewith inclosed.

Inclosure in No. 188.

Sir W. White to Saïd Pasha.

M. le Ministre,

Therapia, July 15, 1887.

I HAVE had the honour to receive the notes which your Excellency addressed to me, denying the statements contained in the various communications addressed to this Embassy by Her Majesty's Consul at Bengazi, with the view of proving the existence of a widespread Traffic in Slaves in that vilayet.

In his reply to my inquiries, Mr. Consul Wood insists upon the accuracy of the information supplied by him, and likewise upon the great apathy displayed by the officials of the said province.

With regard to the Sublime Porte's note, Mr. Consul Wood, besides other

* No. 184.

† No. 95.

proofs, stated that the names of Baheit, Saïd, and Kheïr were to be seen plainly inscribed in the register kept by the Labita.

In answer to the Sublime Porte's note, Her Majesty's Consul at Bengazi stated that the seizure of twelve slaves out of the sixty-eight he had discovered proves his assertions as to the existence of this illicit Traffic. That the delivery of 400 emancipation papers by the authorities, besides the 275 which he himself has obtained since the beginning of 1883, confirms the above, and clearly shows the number of slaves at Bengazi and the inefficiency of the measures taken to prevent their importation, and that the sentence passed of late on the Mektoubji of the Vilayet is a proof of the ill-treatment inflicted by officials and natives on slaves.

In a subsequent despatch, Mr. Consul Wood corroborates the accuracy of his reports on this subject by pointing out that, on the 15th December last, the Bimbashi of Zaptiehs having ascertained that five slaves, furnished with false emancipation papers, had been embarked on board the Turkish steamer "Ali Saïb Pasha," and discovered four negresses and a negro lad whose liberation papers had not emanated from the Administrative Council, but had been made out by a certain Shukri Bey, the Head Scribe of the Tribunal of First Instance, and bore the seal of that Tribunal of which he is the keeper.

The Bimbashi landed the above-mentioned five slaves and consigned them to the Vali, together with the documents he had confiscated. His Excellency contented himself with ordering that new papers should be made out, and that the slaves should be handed over to the keeping of the Sheikh of the negroes.

On the 14th February these slaves, furnished with regular documents, were transferred from the care of the Sheikh of the negroes to that of the Colassi of the Caracca, Mustafa Effendi, who was about to put them on board the steamer "Hassan Pasha," then in port, when two of the women managed to escape, the one, "Shereefa" by name, to Her Majesty's Consulate; the other, "Howa," to the negro village, in the vicinity of the lighthouse to the eastward of the town.

On the 2nd March, six negresses were carried on board of the Mahsoussé steamer "Kiam il Pasha" by two "coldjis" of the Tobacco Régie, Yusuf Djehouda and Rais Abdelfelleh.

On the 9th April the arrival of 150 slaves at a place called "Wady el Faragh," three days' distance from Bengazi, was publicly reported, and on the 13th four female slaves being brought to town were seized by the zaptiehs, Ali Effendi and Mustapha Shaoush, and eventually ransomed by their owners at 2 medjidies a head.

On the 25th April a batch of seven negresses, who had so recently arrived from the interior that they could hardly understand the questions put to them in Arabic by Mr. Wood's cavass, were embarked on one of the Mahsoussé steamers. Although provided with emancipation papers, they quite ignored the names of their owners and their ultimate destination. They were in charge of a native of bad character, called Hussein Arab.

On the same day a negress, who had been emancipated through Her Majesty's Consul's exertions in September last, under the name of Miriam, complained to the authorities of having been seized and sold by her late owner, a certain Salah-el-Areiby. By the Vali's order this individual was put in prison, but on the Bimbashi of Zaptiehs announcing his intention of registering the imprisonment, he was warned to abstain from so doing, and the accused was at once released.

Any comment upon these proceedings, M. le Ministre, seems to me to be superfluous, and your Excellency, in the high sense of justice which animates you, will no doubt recognize the existence of a widespread Traffic in Slaves in the Vilayet of Bengazi, notwithstanding the formal and persistent denials of the local authorities. In fact, the human beings, actually in a state of bondage at Bengazi, cannot be calculated at less than 3,052.

Allowing that the number of slaves in the possession of the nomad population, whose ploughing, sowing, and reaping is mostly performed by negro labour, is but double that existing in the town and immediate neighbourhood of Bengazi, we have at once a total of 6,104 slaves, and, keeping in mind the fact affirmed by travellers and others who have taken an interest in this question, that for every slave who arrives at his destination at least three succumb on the road, it will be found that the total number of black slaves captured and directed to this province alone amounted, in somewhat less than four years, to 2,601.

Under the circumstances, your Excellency, I have reason to believe, will agree with me in the necessity of taking effective measures to put a stop to the Slave Trade at Bengazi.

I think, moreover, that the Government of His Imperial Majesty the Sultan, bound as it is by the Convention entered into with Her Majesty's Government for the suppression of the Slave Trade within the limits of the Ottoman dominions, cannot hesitate in taking serious steps in that direction.

As on one hand Her Majesty's Consul firmly maintains that the Slave Trade is flourishing at Bengazi, and, from what I have heard, I am inclined to believe the correctness of his assertion, and as, on the other hand, the local authorities persist in giving a categorical denial to Her Majesty's Consul's statements, I think that it would be useless to continue endless correspondence with no advantage whatsoever, and I venture, therefore, to suggest to the Sublime Porte the advisability of opening an inquiry, with a view to ascertain how matters stand in those quarters in connection with the Slave Trade. Should such a proposal meet with the assent of the Imperial Government, one of the Porte's officials might be sent from Constantinople to Bengazi to inquire into and report on this question, in order that the strictest orders may eventually be sent to the Bengazi authorities to put a stop to this illicit Traffic, and to conform their attitude to the provisions of the Slave Trade Convention.

I avail, &c.
(Signed) W. A. WHITE.

No. 189.

Consul Dennis to the Marquis of Salisbury.—(Received July 30.)

My Lord,

Smyrna, July 23, 1887.

I HAVE the honour to acknowledge the receipt this day of your Lordship's despatch of the 15th instant, in which I am instructed to report on a rumour which has reached your Lordship, to the effect that a cargo of black slaves has recently been landed at Smyrna.

All the information that this Consulate has been able to obtain on this subject has been promptly reported to Her Majesty's Ambassador, and I shall have the honour of submitting to your Lordship by the earliest opportunity copies of the entire correspondence that has passed between this Consulate on the one hand and the Governor-General and Her Majesty's Embassy on the other.

The time however at my command will not permit me to report fully by the mail that leaves Smyrna to-day, but I may mention that a number of female slaves, said not to exceed seventeen, were shipped from Bengazi for Salonica in the Ottoman schooner "Mahroussa," of 67 tons, Achmet Amora, master, and, as no market could be found for them at that port, the schooner proceeded to Vourlah, in the Gulf of Smyrna, whence, after three days, the vessel sailed for the Dardanelles; but being compelled by stress of weather to put into Fokea, at the mouth of the gulf, she was betrayed to the authorities as a slaver by one of the crew. The seventeen slaves then on board have been brought to Smyrna, and, as I am assured by the Governor-General, have all received certificates of manumission, and have been placed as servants in respectable Ottoman families.

The schooner, with her master and crew, and the owner of the slaves, Hadji Mehmet Mahdi, have escaped seizure.

I am continuing my inquiries, and hope to be able to clear up certain points connected with this subject, which at present are rather obscure.

I have, &c.
(Signed) GEO. DENNIS.

No. 190.

Sir W. White to the Marquis of Salisbury.—(Received July 30.)

My Lord,

Therapia, July 25, 1887.

WITH reference to my despatch of the 17th December last,* I have the honour to inclose herewith copy of a *note verbale* I have received from the Sublime Porte in reply to the note addressed by Her Majesty's Embassy, copy of which was inclosed in my above-mentioned despatch.

From this note your Lordship will perceive that the Sublime Porte states that no

* See "Slave Trade No. 1 (1887)," No. 100.

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slaves were brought from Mecca and sold at Damascus, but that they were only domestic servants who accompanied the caravan.

In the face of this categorical denial of the facts reported by Her Majesty's Consul at Damascus, it does not appear to me that any advantage would be gained by addressing the Sublime Porte further on this subject, and I therefore, should your Lordship approve, propose to drop this matter.

I have, &c.
(Signed) W. A. WHITE.

Inclosure in No. 190.

Note Verbale.

LE Ministère des Affaires Etrangères a reçu la note verbale que l'Ambassadeur de Sa Majesté Britannique a bien voulu lui adresser le 11 Decembre dernier, relativement aux esclaves qui auraient été emmenés par la caravane de la Mecque à son retour.

Interpellé à ce sujet, le Gouverneur-Général du Vilayet de Syrie informe dans sa réponse que les autorités Impériales saisies en effet par le Consul d'Angleterre de cette affaire se sont empressées d'ouvrir une enquête qui a eu pour résultat de constater qu'aucun esclave n'avait été conduit ou vendu dans les marchés à Damas, les nègres et les négresses qui accompagnaient les personnes revenues de la Mecque étant des domestiques attachés à leur service.

Or, la Convention relative à la Traite n'étant pas applicable à ces derniers, les autorités Impériales qui veillent toujours à sa stricte exécution n'ont pu chercher en cette circonstance à en éluder les effets. Aussi l'Ambassade Sa-Majesté la Reine voudra-t-elle bien, dans sa haute équité, convenir que leur attitude n'a rien eu d'incorrect ni d'irrégulier.

Ministère des Affaires Etrangères, le 20 Juillet, 1887.

(Translation.)

THE Minister for Foreign Affairs has received the *note verbale* which Her Britannic Majesty's Ambassador was good enough to address to him on the 11th December last with respect to the slaves who are alleged to have been brought back by the Mecca caravan on its return.

In reply to a question on this subject, the Governor-General of the Vilayet of Syria states that the Imperial authorities, who were informed of this affair by the British Consul, lost no time in opening an inquiry, with the result of proving that no slave had been bought or sold in the Damascus markets, the negroes and negresses who accompanied the persons returning from Mecca being their domestic servants.

Accordingly, as the Slave Trade Convention is not applicable to these latter, the Imperial authorities who are constantly engaged in watching over its strict execution cannot have sought to evade its effects in this case. And Her Majesty's Embassy with its high sense of justice will admit that their attitude has not been in any way incorrect or irregular.

Ministry for Foreign Affairs, July 20, 1887.

No. 191.

Consul Dennis to the Marquis of Salisbury.—(Received August 3.)

My Lord,

Smyrna, July 26, 1887.

IN reply to your Lordship's despatch of the 15th instant, and in reference to mine of the 23rd instant addressed to your Lordship, I have the honour to submit all the particulars respecting the slaves recently rescued from the Ottoman schooner "Mahroussa" at Phokea that have come to my knowledge.

On the 6th June last Mr. Barker, then acting as Consul during my absence, reported to the Ambassador that the said schooner, while lying at anchor in the Port of Phokea, had been seized as a slaver, as stated in his despatch of that date. It was at

first reported that she had brought twenty-six female slaves from Bengazi, eight of whom had been disposed of at Vourlah before the vessel's capture, but this report has not been confirmed. The actual number found on board was only seventeen. Mr. Barker waited at once on the Vali, who expressed his readiness to give him every information, to furnish him with a copy of the deposition of the seaman who had denounced the vessel as a slaver, even to allow him to interrogate the man, and also to show him the vessel's papers. His Excellency also engaged to obtain from his Administrative Council the requisite decrees for the immediate emancipation of the slaves, and to provide each with a certificate of manumission.

A few days later Mr. Barker, as reported in his despatch to the Embassy, copy inclosed, found difficulties placed in his way by the authorities, the Vali questioning his right to interrogate an Ottoman subject, and refusing him a copy of the seaman's deposition, although he consented at last to furnish him with a précis of the man's evidence. This reluctance of the Vali to keep to his engagement, and the conflicting rumours afloat as to the number of slaves shipped at Bengazi, led Mr. Barker to suspect he had been deceived by the authorities when they stated it not to have exceeded seventeen.

On the 16th June Sir William White replied, informing Mr. Barker that he had addressed a note on the subject to Saïd Pasha, the Foreign Minister, reporting the seizure of the slaver, and complaining of the conduct of the authorities in endeavouring to prevent Mr. Barker from fully investigating the facts. Copy of this note was inclosed in the despatch. In it the Ambassador regrets that the master and crew had not been arrested, and urges Saïd Pasha to call on the local authorities to make due inquiries so as to secure the arrest and trial of the guilty parties, to take immediate steps for the emancipation of the slaves, and to afford every facility to the Acting British Consul in his investigations. On the receipt of this despatch, Mr. Barker sent a Dragoman to inquire if the Vali had received any instructions on the subject from Saïd Pasha. Answer in the negative.

On the 11th July Sir William White informed me that Saïd Pasha had already forwarded to the Vali of Smyrna copy of the above-mentioned despatch from himself, and had instructed the Vali to deal with the case and report the result.

On the 15th July I replied that I had waited on the Vali, who denied having received copy of the Ambassador's note to Saïd Pasha, though I have every reason to believe the contrary to be the case, but assured me that he had freed all the slaves, giving them individually certificates of manumission, and had placed them all as servants in respectable Ottoman families. I was told at the same time that the seaman who had denounced the vessel to the authorities had left Smyrna, for what destination I could not learn. A copy of his deposition was, however, promised me, and has since been received. My Dragoman, Mr. Mercreditch Chumarian, has been allowed to see the schooner's papers, which were left in the hands of the authorities when the vessel escaped at night, and reports them to be in order for the voyage from Bengazi to Salonica. I also gave the Ambassador further particulars which I had gathered from official sources respecting the proceedings of the vessel previous to her capture, of her probable destination since her escape, and of the movements of the slave owner, Hadji Mehmet Mahdi, who is last known to have gone to the Dardanelles. There can be no doubt that the slave-owner's object in leaving Vourlah for Smyrna was to endeavour to sell the slaves, or a portion of them, in this city, and this may have given rise to the report that he had disposed of six slaves at Smyrna. Yet the seaman in his deposition declares that seventeen only were shipped at Bengazi, and two of the slaves who have been examined by my Dragoman have confirmed this statement. Yet both seaman and slaves may, through fear, or hope of gain, have been induced to make statements in opposition to the truth. It is extremely difficult to arrive at the truth in questions of slave-dealing.

Since this correspondence, I have received a copy of the deposition of the seaman in the original Turkish, but of which I transmit a translation. It will be seen from this document that the seaman substantially confirms the foregoing statements.

I have, &c.
(Signed) GEO. DENNIS.

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Inclosure 1 in No. 191.

Acting Consul Barker to Sir W. White.

Sir,

Smyrna, June 6, 1887.

ON Thursday evening last it was reported to me that a Turkish schooner, the description of which I have the honour to inclose, was driven by stress of weather into the port of Fochia, at the entrance of the Gulf of Smyrna, and that whilst lying at anchor off the town a seaman landed from her and informed the authorities that his ship had brought over from Bengazi for sale twenty-six slaves, eight of whom had been disposed of in Vourlah Bay, and that the remainder were concealed on board. That the Kaimakam of Fochia at once dispatched a body of police, accompanied by the informant, to search the vessel, and, by the directions of the latter, the ballast of sand was shifted, when a trap-door was discovered leading into a compartment along the keel—a platform placed across the bilges. In this receptacle were found huddled together eighteen black female slaves in a most pitiable and loathsome state, emaciated and famished: that they were at once taken on shore, and that the authorities attended to their immediate wants. The crew of the ship, however, were not arrested, as the harbour-master imagined that by retaining the papers of the vessel he would prevent her departure; but the master or captain slipped his anchors during the night and sailed, leaving the seaman behind.

This being the month of Ramazan, during which feast the Konak is closed on the eve of Friday, I called on the Governor-General on the following night to ascertain what had become of the slaves, and if any measures had been taken for their emancipation. His Excellency received me most cordially, and, on learning the object of my visit, expressed his readiness to give me every information I might desire to have. He entered into a narrative of the capture, which corresponded with what I had already heard, except that he gave the number of the slaves found on board as seventeen instead of eighteen, and attributed the seizure to the zeal and efficiency of the police, ignoring the seaman. On my calling his Excellency's attention to this discrepancy he appeared much surprised, and at once summoned the Chief of the Police into his presence, and asked him if the seaman did exist, and whether he was in Smyrna or not. The officer replied in the affirmative, and the Vali then turning to me said that it was the first time he had heard of the man, that he would cause his deposition to be taken, and would furnish me with a copy of it. Being desirous of ascertaining whether the rumour of the sale of the eight slaves at Vourlah Bay was correct or not, I specially requested his Excellency to permit me to see the seaman myself, to which he assented. He also promised to telegraph to Fochia for the papers of the ship, and allow me to inspect them.

His Excellency then informed me that twelve of the slaves had been brought to Smyrna by his orders, and were well cared for; and that the remaining five had been kept at Fochia, as they were too ill to travel. He assured me that he would, without delay, convene a meeting of the Administrative Council of the Vilayet, so as to obtain the necessary Decree for the immediate emancipation of these unfortunate creatures, and would provide them individually with a manumission certificate.

To-day I learn that the seaman has been examined by the Chief of the Police, and I shall endeavour to see him myself. I also propose interrogating some of the slaves as soon as the authorities find it convenient to permit me to do so.

I have, &c.
(Signed) ED. R. BARKER.

Inclosure 2 in No. 191.

Acting Consul Barker to Sir W. White.

Sir,

Smyrna, June 11, 1887.

WITH reference to my despatch of the 6th instant, I have the honour to report to your Excellency that having made repeated applications to the Chief of Police at Smyrna to allow me to see the seaman of the "Mahroussa," and finding that he was unwilling to comply with my request, Mr. Chumarian, Dragoman to this Consulate, called, by my direction, upon the Governor-General, and reminding him of his promise to permit me to see the man, and to give me a copy of his deposition, begged of his Excellency to make arrangements that I might meet the seaman at the Konak at his Excellency's earliest convenience. The Vali, however, notwithstanding the assurances he had already given me, declined to accede to this request, remarking that he did not see what right I had to examine an Ottoman subject. Mr. Chumarian then asked for a copy of the seaman's

deposition: this also was at first refused him by the Vali, but on Mr. Chumarian persisting in his demand, his Excellency consented to furnish me with a précis or summary of his evidence.

It is evidently the determination of the authorities to thwart me in my endeavours to arrive at the truth regarding the number of slaves originally shipped on board the "Mahroussa" at Bengazi, and unless peremptory orders are transmitted by the Porte to the Vali to lend me his assistance in my investigation, I fear it will also be impossible for me to ascertain whether the slaves captured at Fochia have been emancipated, or have been appropriated by the higher functionaries of the Government at Smyrna.

Considering, therefore, the difficulties placed in my way by the Turkish officials, I have the honour to request that your Excellency may be pleased to determine what further action I am to take in this matter.

I have, &c.
(Signed) ED. R. BARKER.

Inclosure 3 in No. 191.

Sir W. White to Acting Consul Barker.

Sir,

Therapia, June 16, 1887.

WITH reference to your despatch of the 11th instant on the subject of the discovery of slaves on board a Turkish schooner at Fochia, I inclose herewith, for your information, copy of a note I have addressed to his Excellency Saïd Pasha on this subject.

You will see that I have called his Excellency's attention to the fact that the local authorities are throwing difficulties in the way of the investigation you are making in this case, and I trust that instructions may in consequence be sent to desist from this action.

I am, &c.
(Signed) W. A. WHITE.

Inclosure 4 in No. 191.

Sir W. White to Saïd Pasha.

M. le Ministre,

Therapia, June 16, 1887.

MR. ACTING CONSUL BARKER has reported to me that, on the 30th ultimo, the Turkish schooner "Mahroussa," Captain Ahmed Amora, was driven by stress of weather into the port of Fochia, at the entrance of the Gulf of Smyrna, and while lying at anchor off the town a seaman landed and informed the authorities that his ship had brought over from Bengazi for sale twenty-six slaves, eight of whom had been disposed of in Vourla Bay, and that the remainder were concealed on board. The Kaïmakam of Fochia dispatched at once a body of police, accompanied by the informant, to search the vessel, and, by the directions of the latter, the ballast of sand was shifted, when a trap-door was discovered leading into a compartment along the keel. In this receptacle were found, huddled together, eighteen black female slaves in a most pitiable and loathsome state, emaciated and famished. The slaves were taken on shore, where the authorities attended to their immediate wants: the crew, however, were not arrested, and the harbour-master limited himself to retaining the papers of the vessel, thinking that it would prevent her departure. But the master slipped his anchors during the night and sailed, leaving the seaman behind.

In bringing the above-mentioned facts to your Excellency's knowledge, I cannot help expressing the regret that the master and crew of the Turkish schooner "Mahroussa" have not been arrested, in order to be handed over to the competent authorities and dealt with according to the third paragraph of Article V of the Slave Trade Convention.

Under the circumstances, I beg to request your Excellency to cause categorical instructions to be sent to the Vali of the Vilayet of Aidin, to the effect that the said slaves should be at once provided with their certificates of manumission, and that the local authorities should be called upon to open an inquiry upon the circumstances connected with this case, with a view to enable the Sublime Porte to cause the master and crew of the said ship to be eventually arrested, brought to trial, and punished in accordance with Ottoman laws for the suppression of the Slave Traffic.

Before concluding this note I have to add that Mr. Acting Consul Barker, in a subsequent despatch, has pointed out to me that the local authorities are throwing

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difficulties in the way of investigations which he is making with regard to this case, and I venture to hope that the Sublime Porte will see its way to instruct also the said Vali to afford to the British Consul the necessary assistance in this matter.

I avail, &c.
(Signed) W. A. WHITE.

Inclosure 5 in No. 191.

Sir W. White to Consul Dennis.

Sir,

Therapia, July 11, 1887.

ON the 16th ultimo I forwarded to Mr. Acting Consul Barker a copy of a note I had addressed to Saïd Pasha respecting the discovery of black slaves on board a Turkish schooner at Fochia.

I have now to inform you that his Excellency has forwarded a copy of this note to the Vali of Smyrna, instructing him to deal with the case and report the result of the matter. His Excellency's letter bears the date of 15 Cheval and the No. 109.

You should press the Vali to return a reply to the Sublime Porte to this communication.

I am, &c.
(Signed) W. A. WHITE.

Inclosure 6 in No. 191.

Consul Dennis to Sir W. White.

Sir,

Smyrna, July 15, 1887.

IN reply to your Excellency's despatch of the 11th instant, I have the honour to report that, in obedience to your instructions, I waited yesterday on the Vali, who informed me that he has not yet received from Saïd Pasha a copy of the note your Excellency wrote on the 16th ultimo to the Foreign Minister respecting the discovery of black female slaves on board the Ottoman schooner "Mahroussa" at Fokea, although I have good reason to believe the said note has already reached Smyrna. I learned, however, from the Vali that these black women had all received certificates of manumission by order of the Administrative Council of the Vilayet, and had been placed as servants in respectable Turkish families. The answer I received to my inquiries about the seaman who had denounced the schooner to the authorities as a slaver was less satisfactory. I was told he had left Smyrna, for what destination was unknown, but I am credibly informed that he has been sent away by the authorities. I am promised, however, a copy of his deposition. The schooner's papers were shown to my Dragoman, Mr. Mercreditch Chumarian, who says they were in order for the voyage from Bengazi to Salonica, and had also been *visé* at Fokea. I have also ascertained, from official sources, that the schooner sailed from Bengazi direct for Salonica, and was six days on the voyage—that she did not enter the port of Salonica, but came to an anchor outside. Failing to find a market for her live cargo at Salonica, she ran to Vourla, where the owner of the slaves, Hadji Mehmet Mahdi, who was on board, left her to proceed to Smyrna, with the view of selling the slaves here; indeed, it is reported, though as yet the report wants confirmation, that he landed six slaves at some spot between Vourla and the Castle of Sandjak, and sold them eventually in Smyrna. I hope to obtain further information on this point. As he did not in three days rejoin the vessel, the master, thinking his prolonged absence to be suspicious, set sail for the Dardanelles, but, encountering a strong headwind, he was obliged to take shelter in the port at Fokea. A dispute having arisen between the master and one of his crew, the latter gave information to the local authorities that the schooner had slaves on board.

This seaman has stated his opinion that, on the schooner's escape from Fokea, as already recorded, she probably directed her course to Mersina, as the master's family is residing somewhere on the neighbouring coast.

On my urging the Vali to take steps for the arrest of the master of the "Mahroussa," his Excellency immediately gave orders, in my presence, that a letter should be written to the Governor-General of Tripoli, of Barbery, to that effect.

I did not fail to impress on the Vali the importance of replying to Saïd Pasha, in reference to your Excellency's note to the Foreign Minister of the 16th June.

I have, &c.
(Signed) GEO. DENNIS.

Inclosure 7 in No. 191.

Deposition made on 3rd June, 1887, before the Colonel of Gendarmerie at Smyrna by Mehmed, the Sailor on board the Schooner "Mahroussa," who denounced that Vessel as a Slaver to the Authorities of Phokea.

MY name is Mehmed, son of Suleiman. I live at Tripoli, in Barbary; am 28 years of age, and a sailor by profession. I have been for the last two months in the service of Ahmed, the master of the "Mahroussa," and who is from Tripoli, in Syria. That vessel sailed last from Vourlah, where she lay four days. She reached Vourlah from Salonica, where she remained for three days near the port at the spot called Karáournou, outside the lighthouse. The slave merchant, who was on board the "Mahroussa," went ashore there, and thence he went by land to Salonica, where he remained three days. He there found a certain Cretan captain, named Charké, and hired his vessel for £ T. 45. Ahmed, the master of our vessel, having refused to have anything to do with the Cretan vessel, the slave merchant, Hadji Mehmed, arranged with him to take the "Mahroussa" to Vourlah for £ T. 35; and having given the remaining £ T. 10 to Captain Charké, he dismissed him. We left with the merchant, Hadji Mehmed, on board, and after a passage of twenty-four hours we reached Vourlah, where we remained four days, and then went to Phokea. The day we arrived at Vourlah the captain went ashore to take pratique; and after two hours' absence returned on board. The next day the slave merchant went ashore, and he left Vourlah by steamboat for Smyrna. There he went to the Khan des Arabes, where he remained three days. Our captain, seeing that he delayed his return, began to be suspicious, and got frightened, and wrote a letter to the slave merchant telling him that we were leaving for the Dardanelles, and that he could rejoin us there by steamboat.

Having left Vourlah for the Dardanelles, the bad weather obliged us to run into the port of Phokea. Our captain, believing the merchant to be still at Smyrna, embarked on board a little steamer to rejoin him there, but could not find him in that city, because the merchant, as soon as he had received the letter announcing our departure for the Dardanelles, immediately left by steamboat for that destination.

The captain, on returning to Phokea, wished to take the crew to the Dardanelles. I told him I would not go on with him. I went on shore to inform the Kaïmakam that there were seventeen black female slaves on board the vessel. I did not know that the Slave Traffic was prohibited, but seeing that the captain was afraid, and as I also feared to take any responsibility on my own head, I denounced him to the authorities.

The Kaïmakam sent an agent of police on board, together with the Captain of the Port, who searched the ship in every direction, but could discover nothing, because the slaves were stowed in the hold of the ship beneath the ballast, so that a stranger to the ship could not possibly find them.

The next morning I went myself to the ship, accompanied by the Captain of the Port and the agent of police, but Captain Ahmed having threatened to kill me with his revolver, I would not venture on board. After renewed searches, the police, not being able to discover anything, arrested the captain and took him on shore before the authorities, to whom I declared I was afraid of him, but if they chose to keep him in guard I would go on board and show them where the slaves were.

The next day, accompanied again by the police and the Captain of the Port, I returned to the ship, when, having shown them where the slaves were, we handed them over, to the number of seventeen, to the authorities of Phokea.

These slaves belong to the dealer, Hadji Mehmed, Mahdi of Bengazi. We put them on board by night, four of our crew bringing them in a boat from Menfar, a spot about half-an-hour distant from Bengazi, to which place they had been taken by the dealer. The crew of the schooner consisted of seven persons, all told. From the night when we embarked the slaves and sailed from Bengazi twenty-three days have now elapsed. From Bengazi we went direct to Salonica in seven days, and thence to Vourlah, and afterwards to Phokea. The schooner belongs to Captain Ahmed, who commanded her. I don't know her tonnage, but I know that she can carry 4,000 kilés of wheat or 6,500 of salt. The vessel carried two-boats, one large and one small. She is a two-masted schooner, hull painted white, and copper-bottomed, and is worth about £ T. 800. For the voyage to Salonica the merchant engaged to pay 165 napoleons. The captain told him by letter to rejoin him at the Dardanelles, but I do not know where he is now. He is about 45 years old, short of stature, with a red face, and beard beginning to get grey. He wears a Tunisian fez, with a turban over it, loose breeches of cloth, and leggings of the same.

The captain is a native of Tripoli, in Syria. I cannot tell in what direction he has

gone, but as his family resides on the coast about Alaya, it is probable that he has gone in that direction.

We did not land slaves at any port. We put seventeen on board at Bengazi, and landed exactly that number from the ship at Phokea. I cannot say if the captain has on other occasions smuggled black slaves, for this was the only voyage I have made with him. I have been only two months in his service, but, from what he has himself told me, I learn that he has on previous occasions smuggled powder, salt, and tumbakî. He is about 40 years old, tall, with a big nose and large moustache, his face being shaven. He wears the Turkish fez, and is dressed in European pantaloons and coat. He knows a little Greek, but speaks Turkish and Arabic well. The slave-dealer speaks nothing but Arabic. Neither can speak any European language. I alone can speak a little Italian.

N.B.—The original Turkish, of which this is a translation, made by the Consular Dragoman, Mr. Merceditch Chumarian, is certified by the said Colonel of Gendarmerie as correct.

No. 192.

Sir W. White to the Marquis of Salisbury.—(Received August 3.)

My Lord,

Therapia, July 29, 1887.

I HAVE the honour to state that I instructed Mr. Marinitch to make an earnest appeal to the Sublime Porte that stringent orders might at once be sent to the Governors-General of the Hedjaz and the Yemen to put a stop to the Traffic of Slaves in the neighbourhood of Jeddah, which was reported by Lieutenant-Colonel Schaefer to be greatly on the increase, and to be connived at by the local authorities.

From the inclosed Memorandum by Mr. Marinitch, your Lordship will see that such orders were at once sent; and Mr. Marinitch is of opinion that under existing circumstances, it would not be advisable to recommend the adoption by the Sublime Porte of a set of Regulations for the guidance of their officials, but suggests that Her Majesty's Government might recommend that slaves seized in the hands of importers should, in order to be properly cared for, only be handed over to Government officials.

I have forwarded to Her Majesty's Acting Consul at Jeddah a copy of the instructions which have been issued to the Governors-General of the Hedjaz and Yemen.

I have the honour to inclose copy of a Report I have received from that gentleman, dated the 16th July, and I expect a further communication from him as to the Slave Trade, with recommendations which would enable me to follow up this important question and the revelations obtained by Colonel Schaefer.

I have, &c.
(Signed) W. A. WHITE.

Inclosure 1 in No. 192.

Munir Pasha to their Excellencies the Governors-General of the Hedjaz and Yemen.

(Translation.)

Constantinople, July 14 (26), 1887.

I HAVE received a despatch from the Minister for Foreign Affairs, stating that the British Embassy has informed him that the Traffic in negro slaves is being actively prosecuted at Jeddah and Hodeida, with the connivance of the local authorities, and that the dhows carrying such slaves are allowed to discharge them at Jeddah and other ports on the littoral of the Hedjaz without let or hindrance, and that Her Majesty's Embassy requests that, as this is a flagrant violation of the Convention, the necessary orders may be given for the prevention of this Traffic and the punishment of the offenders. As, therefore, the prevention of the continuance of this abhorrent Traffic in Slaves is imperatively necessary, I have the honour to instruct you to take at once the steps suggested in the above-mentioned despatch from the Minister of Foreign Affairs, and, further, to report to me the result of the measures of prevention adopted by you.

I have, &c.
(Signed) MUNIR.

Inclosure 2 in No. 192.

Memorandum by Mr. Marinitch.

I HAVE the honour to forward, herewith inclosed, a translation of the instructions sent by the Minister of the Interior to the Governors-General of the Vilayets of the Hedjaz and Yemen.

From the perusal of this document, his Excellency will perceive that the Sublime Porte has not hesitated to adopt an attitude in harmony with the stipulations of the Slave Trade Convention for the suppression of the Slave Traffic.

Her Majesty's Embassy is aware of the many serious difficulties which were experienced before inducing the Ottoman Government to conclude the said Convention, and you are, moreover, well acquainted with the strenuous efforts made subsequently by Her Majesty's Ambassadors with a view to impress upon the Sublime Porte the necessity of drawing up some Regulations closely connected with this Convention, and that notwithstanding the pressure brought upon the Turkish Government, the "Projet de Loi," although approved by the Council of State and Council of Ministers, has, as far as I know, never been sanctioned by His Imperial Majesty the Sultan.

Under the circumstances, it would not, I think, be advisable to recommend for the present to the Sublime Porte the adoption of the suggestion made by Colonel Schaefer concerning the set of Regulations to be drawn up for the guidance of the officials in the Hedjaz or the Yemen; but it appears to me that, in conformity with the provisions of Article III of the Slave Trade Convention, Her Majesty's Government might recommend that slaves seized in the hands of importers should, in order to be properly cared for, be handed over only to Government officials, and as much as possible to officials of Turkish nationality.

Now, taking into consideration the fact that it is materially impossible to put at once an entire stop to this Traffic which affects domestic requirements, habits, and manners of all Mahomedan families at large, I venture to express the opinion that the only way open to us at present for checking it gradually would be to press the Ottoman Government to execute strictly their part of the Convention concluded between His Imperial Majesty the Sultan and Her Majesty's Government.

July 28, 1887.

Inclosure 3 in No. 192.

Acting Consul Razzack to Sir W. White.

Sir,

Jeddah, July 11, 1887.

I HAVE the honour to acknowledge the receipt of your Excellency's telegram of the 5th instant, directing me to ascertain all I could regarding Colonel Schaefer's Report about the increase of Slave Trade in Jeddah, and to explain how the local authorities were so inefficient in this.

In reply, I beg to inform your Excellency that I am not aware of any Report of Colonel Schaefer's regarding the increase of the Slave Trade in Jeddah, but there is a Memorandum by that gentleman on the alleged transport of slaves through the Suez Canal by pilgrims on their return from Mecca, which was received on the 28th March last under cover of a despatch from London, signed by Sir T. V. Lister, calling for Mr. Consul Jago's observations and suggestions, and inclosing copies of despatches from Her Majesty's Consul-General at Cairo and Her Majesty's Consul at Damascus respecting the same question, and this Memorandum formed part of Sir E. Baring's despatch to Lord Salisbury.

In his reply to the above despatch, Mr. Consul Jago has fully explained and remarked upon the statements and suggestions made in Colonel Schaefer's Memorandum, and the steps which he proposed to take as a precautionary measure have already received the approval of Lord Salisbury.

As Mr. Consul Jago's reply contains all necessary information, I beg to inclose a copy of his despatch, together with a copy of the despatch from the Foreign Office and that of its inclosures.

I have, &c.
(Signed) ABDUR RAZZACK.

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No. 193.

The Marquis of Salisbury to Sir W. White.

Sir, *Foreign Office, August 3, 1887.*
 WITH reference to your despatch of the 25th ultimo, relative to the importation of African slaves by Mecca pilgrims, I have to inform you that I concur in the opinion expressed by your Excellency as to the uselessness of pressing the matter further upon the Sublime Porte for the present.

I am, &c
 (Signed) SALISBURY.

No. 194.

The Marquis of Salisbury to Sir W. White.

Sir, *Foreign Office, August 3, 1887.*
 I APPROVE the note which you addressed to the Sublime Porte with regard to the charges brought against the local authorities at Bengazi by Mr. Wood, Her Majesty's Consul at that place, respecting the existence of a widespread Traffic in Slaves in that vilayet, copy of which was inclosed in your Excellency's despatch of the 16th ultimo.

I am, &c.
 (Signed) SALISBURY.

No. 195.

Foreign Office to Consul Jago.

Sir, *Foreign Office, August 4, 1887.*
 I AM directed by the Marquis of Salisbury to transmit to you herewith, for such observations as you may have to make thereupon, a despatch from Mr. Portal, Her Majesty's Acting Agent and Consul-General at Cairo,* inclosing translations of some letters found in some slave dhows captured in the Red Sea.

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

No. 196.

Consul Jago to the Marquis of Salisbury.—(Received August 6.)

My Lord, *London, August 6, 1887.*
 I HAVE the honour to acknowledge the receipt of Sir V. Lister's despatch dated the 4th instant, transmitting to me, for such observations as I may have to make, a despatch from Her Majesty's Acting Agent and Consul-General at Cairo, inclosing translations of some letters found in some slave dhows captured in the Red Sea.

In reply, I beg to state that, although I am unable to identify at this distance the names of the slave-dealers given, I have little doubt that the letters emanate from an Arab of the Eastern Soudan, who has established himself at Jeddah as agent or partner of others in the Soudan for the purpose of purchasing and running contraband goods across from near Jeddah for the Berber and Khartoum markets, and which he is enabled to acquire by the proceeds of the sale of slaves sent to him from the opposite side.

In my opinion, if this contraband trade could be seriously checked, a great blow would be dealt at slaves being imported into the Hedjaz from the Soudan coast north of Suakin, as the country is evidently becoming poorer, and little, excepting slaves, appears now available for barter against merchandize in the Soudan. This blockade running is very profitable, owing to the high prices obtainable in the Soudan, and it is asserted that even the capture of two boats out of three would still leave a profit to the adventurer,

As I have before reported, nothing can be done at present at Jeddah to prevent this contraband trade between Jeddah and the Soudan, as the boats clear with regular papers, and no legal proof can be obtained that they are actually destined to run the blockade,

* No. 100.

although the fact is patent to observers. A few months ago I was enabled to send private information to Suakin, and six boats were captured in consequence, but unfortunately dread of the consequences prevented my source of information becoming permanent.

As regards the letters found in the slave dhows they appear sufficiently clear and explicit, and I would most respectfully submit that the originals should be forwarded to Her Majesty's Consulate at Jeddah, with instructions to lay them before the authorities there, and require the arrest and punishment of the writer and his associates according to law and Treaty.

I have, &c.
(Signed) THOS. S. JAGO.

No. 197.

The Marquis of Salisbury to Sir W. White.

Sir,

Foreign Office, August 8, 1887.

WITH reference to your Excellency's despatch of the 29th ultimo, reporting the steps taken by you with a view to induce the Sublime Porte to take prompt measures to put a stop to the Traffic in Slaves in the neighbourhood of Jeddah, I have to inform you that your Excellency's action in the matter is approved.

I am, &c.
(Signed) SALISBURY.

No. 198.

The Marquis of Salisbury to Sir W. White.

Sir,

Foreign Office, August 10, 1887.

WITH reference to your Excellency's despatch of the 29th ultimo, I transmit to you herewith copies of correspondence* which has passed between the Acting British Agent and Consul-General at Cairo, this Department, and Her Majesty's Consul at Jeddah, at present on leave in this country, respecting certain letters which have been captured on board slave dhows in the Red Sea, and which would seem to implicate certain persons now residing in Jeddah in illegal practices connected with slave-trading.

I have to request your Excellency to instruct the Acting British Consul at Jeddah in the sense suggested in the concluding paragraph of Mr. Jago's letter, at the same time using your discretion in making to the Sublime Porte such representation in the matter as your Excellency may deem desirable, with a view to the support of the prosecution which will be carried out against the offenders.

I am, &c.
(Signed) SALISBURY.

No. 199.

Sir W. White to the Marquis of Salisbury.—(Received August 13.)

My Lord,

Therapia, August 8, 1887.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 20th ultimo.

The alleged Traffic in Slaves between Tripoli and Smyrna, mentioned in Mr. Portal's despatch, inclosed in your Lordship's above-mentioned despatch, must, I imagine, refer to the case of the Turkish schooner "Mahroussa," driven into the port of Fochia, having on board eighteen female slaves brought over from Bengazi for sale.

On the 16th June last a note was addressed by Her Majesty's Embassy to the Sublime Porte, requesting it to send stringent orders to the Vali of Aidin with a view to have certificates of manumission granted at once to the black slaves found on board the Turkish schooner "Mahroussa," and to inquire into the circumstances connected with the case, in order that the said vessel, her master, and all persons who might be proved to have acted in connivance with them, should be eventually handed over to the competent Ottoman authorities.

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A copy of this note was forwarded to the Vali of Smyrna instructing him to deal with the matter, and although the Vali has not yet sent an answer, Mr. Dennis has informed me that the slaves have been manumitted and placed as servants in respectable Turkish families.

As I understand that Mr. Dennis has reported this case to your Lordship, it is unnecessary for me to enter further into the details of the steps taken by Her Majesty's Embassy and the result obtained.

I have, &c.
(Signed) W. A. WHITE.

No. 200.

Sir W. White to the Marquis of Salisbury.—(Received August 13.)

My Lord,

Therapia, August 8, 1887.

AS I informed your Lordship in my despatch of the 16th ultimo, I had addressed a note to the Sublime Porte maintaining the accuracy of the information contained in the various despatches received from Mr. Consul Wood, and impressing upon it the necessity of sending a special official from Constantinople to Bengazi to make a Report in connection with this question.

I am now informed that this note is about to be forwarded to the Minister of the Interior, for his Excellency's consideration.

I have, &c.
(Signed) W. A. WHITE.

No. 201.

Sir W. White to the Marquis of Salisbury.—(Received August 13.)

My Lord,

Therapia, August 9, 1887.

I HAVE the honour to inclose a copy of a further despatch I have received from Her Majesty's Acting Consul, Abdur Razzack, giving further information with regard to the Slave Trade in the Hedjaz.

I have, &c.
(Signed) W. A. WHITE.

Inclosure in No. 201.

Acting Consul Razzack to Sir W. White.

Sir,

Jeddah, July 25, 1887.

I HAVE the honour to inform your Excellency that there never has been any cessation of the Slave Trade in the Hedjaz, and the fluctuations in its activity have been in proportion to the facilities of importation and the vigilance exercised by the Egyptian authorities and British cruizers on the other side.

As long as hostilities continued in the Soudan very few black slaves were imported, and there was a great dearth of even Abyssinians or Gallas, and prices, especially for the blacks, were very high, but latterly, after the Soudan war was over, there has been a renewal of the trade, and the condition and the extent of this Traffic and its variations have been from time to time reported to the Foreign Office from this Consulate.

The authorities on either side of the Red Sea seem to be powerless, the one in preventing the departure, and the other in opposing the landing, of batches of slaves from and on their respective coasts. What the Egyptian Government, with its special organization, aided by British men-of-war, find it impossible to restrain, the authorities of the Hedjaz, with a force of police and regulars barely sufficient for garrisoning the country, and with a large seaboard, find it much more difficult to check.

It is true there is a Turkish man-of-war here, but it seldom, if ever, leaves the harbour for a cruise, and were it done, no man-of-war could enter the numerous creeks and inlets, hedged by numberless reefs which lie along the coast both on the north and south of Jeddah.

Formerly, slavers used to start from the creeks and coves north of Suakin, but now they find it more convenient to sail from certain places near and about Massowah, and now for some time past as soon as a batch arrives it is generally spoken of as having come from Massowah.

The slave dhows never come into Jeddah harbour, nor are the slaves landed in Jeddah, where they would be at once seized, but the landing takes place in some convenient spot on the coast above or below Jeddah, near to some Bedouin village, where the slaves, as soon as landed, are absorbed and transported across the country in small batches to Mecca or smuggled into Jeddah, where they are disposed of privately.

No slaves are sold in the open market, but there are private houses where one can go and buy them as well. These private sale-rooms are not interfered with by the authorities, and, were they to be entered, the owners would at once say they were Takroori pilgrims or members of private families, and there would be many ready to swear to the truth of it.

The slaves which are now imported are both blacks and Gallas, and are brought here by Soudanese merchants who come from Berber and Kassala, and who not only bring slaves, but silver jewellery and gold dust also, and after disposing of all their wares in Jeddah they purchase a variety of goods and carry them back to their country.

Some boats, about six in number, belonging to merchants of this class, on information supplied by this Consulate to Mr. Consul Cameron, of Suakin, were captured a few months ago on their way back to the opposite coast.

Very few, if any, freshly-bought slaves are carried away by sea, but the land caravans from Syria, Nejd, and Persia, especially the two latter, carry away a considerable number every year.

Just as I had concluded this I received a letter from Mr. Consul Jago, in which he informs me that he has received a despatch from the Foreign Office about Colonel Schaefer's Memorandum, alleging the increase of the Slave Trade at Jeddah, and that he has replied to it. I have telegraphed to him to send a copy of his reply to your Excellency.

I have, &c.
(Signed) ABDUR RAZZACK.

No. 202.

Consul-General Blunt to the Marquis of Salisbury.—(Received August 20.)

My Lord,

Salonica, August 8, 1887.

I HAVE the honour to transmit herewith, for the information of your Lordship, a copy of Mr. Consular Assistant Wratislaw's Report relative to the manumission of the Arab slave girl, Messed, who recently took refuge at this Consulate-General, and I have great pleasure in bringing under your Lordship's notice the tact and ability with which Mr. Wratislaw has dealt with this case.

I have, &c.
(Signed) J. G. BLUNT.

Inclosure in No. 202.

Mr. Wratislaw to Consul-General Blunt.

Sir,

Salonica, August 5, 1887.

I HAVE the honour to report that, in accordance with the instructions I received from you on the eve of your departure for Constantinople on sick leave, I paid an unofficial call on his Excellency the Vali on the 28th June in connection with the case of the Arab girl, Messed, who had taken refuge at the Consulate. His Excellency expressed himself as most anxious to see justice done to the girl, and appeared much concerned that she should have been again sold by her former master, an officer in the Turkish army, after the latter had given you a written promise not to treat her in any way as a slave. I should mention that the girl, who had been put under the charge of Hussein Aga, the Chief Cavass of this Consulate-General, foolishly left his house on the evening of the 27th, and, according to information which I received, was found by her master in the street, seized by him, and forcibly removed to his house, suffering considerable ill-treatment on the way.

I informed his Excellency of this occurrence, and begged him to lose no time in

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taking what steps he might think necessary, as it was extremely likely that an attempt would be made to send the girl elsewhere now that it was known that Her Majesty's Consulate was intervening on her behalf.

This Ghalib Pasha promised to do, and assured me that I need be under no apprehension now that he was informed of the affair.

On the 30th I paid another visit to the Konak, having learnt that nothing had been done in the matter, and that the girl had, as I anticipated, been removed.

Ghalib Pasha informed me that he had already given orders to the police that the girl should be found and brought before him, but that he would now give still more stringent instructions to that effect.

On leaving the Konak, I made inquiries at the police-station, and found that the orders just received after my second visit were the first intimation the police authorities had received. From this point, however, the Vali seems to have taken the case up seriously. The girl was eventually found and brought before the Medjliss. Her master having failed to attend after two summonses, the matter was investigated in his absence, and Messed, who absolutely refused to return in any capacity to her former home, received her manumission papers, and was informed that she was free to go where she pleased.

She subsequently called at the Consulate, and requested me to examine her papers and indorse them, which I did. She seemed exceedingly grateful for what had been done for her.

I have, &c.
(Signed) A. C. WRATISLAW.

No. 203.

Foreign Office to Consul-General Blunt.

Sir,

Foreign Office, August 22, 1887.

IN reply to your despatch of the 8th instant, I am directed by the Marquis of Salisbury to instruct you to signify to Consular Assistant Wratislaw his Lordship's entire approval of the steps which, according to the Report included in your despatch, he appears to have taken relative to the manumission of the Arab slave girl, Messed.

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

No. 204.

Sir W. White to the Marquis of Salisbury.—(Received August 27.)

My Lord,

Therapia, August 15, 1887.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 18th ultimo, on the subject of the alleged increase of the Slave Trade at Jeddah, and to inclose herewith a Memorandum by Mr. Marinitch, to whom I showed your Lordship's despatch.

As your Lordship is aware, Mr. Marinitch has had considerable practical experience of the question of the Traffic of Slaves in this country, and his remarks are fully indorsed by me.

I have, &c.
(Signed) W. A. WHITE.

Inclosure in No. 204.

Memorandum by Mr. Marinitch.

I HAVE duly perused Mr. Consul Jago's Report, dated the 9th July, inclosed in Lord Salisbury's despatch of the 18th July, having reference to Colonel Schaefer's Memorandum on the increase of Slave Trade in the Red Sea.

As you may have observed, Her Majesty's Consul at Jeddah has expressed his firm opinion that if the number of imported slaves be compared with those that obtained in the years preceding the war in the Soudan, it will be found that no such increase has taken place in the Slave Trade on those coasts.

I venture to observe that Mr. Consul Jago's experience in dealing with matters connected with slavery, and likewise his long residence at Jeddah, justify me in looking upon his statements as conclusive, and I have nothing to argue against them.

Respecting the other points alluded to in Mr. Consul Jago's Report, I think that I may also share, in general, the views expressed by that Consular officer, and I take the liberty to refer Her Majesty's Embassy to the contents of my Memorandum of the 28th July.

Pera, August 10, 1887.

No. 205.

Sir W. White to the Marquis of Salisbury.—(Received August 27.)

My Lord,

Therapia, August 20, 1887.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 10th instant, transmitting copies of correspondence between the Acting British Agent and Consul-General at Cairo, the Foreign Office, and Her Majesty's Consul at Jeddah, respecting certain letters captured on board slave dhows in the Red Sea, and which would seem to implicate certain persons now residing in Jeddah in illegal practices connected with slave-trading.

On the receipt of this despatch I caused a "takrir" to be presented to the Sublime Porte, requesting it to cause instructions to be sent to the Vali of the Hedjaz, directing him to give him support to any steps Her Majesty's Acting Consul at Jeddah might take, with a view to obtain the arrest and punishment of the writer and his associates.

I have also sent copies of the letters in question to Mr. Acting Consul Abdur Razzack, with instructions to lay them before the authorities and try and obtain the punishment of the offenders, but I imagine Mr. Abdur Razzack may possibly require the original letters in order to follow up the case with some hope of success.

I have, &c.
(Signed) W. A. WHITE.

No. 206.

The Marquis of Salisbury to Sir W. White.

Sir,

Foreign Office, August 31, 1887.

I HAVE to approve the action which your Excellency has taken in the matter of the letters captured on board slave dhows in the Red Sea, as mentioned in your despatch of the 20th instant.

I have to add that Mr. Portal will receive instructions to forward the original documents to Acting Consul Razzack should they be in his possession.

I am, &c.
(Signed) SALISBURY.

No. 207.

Consul Wood to the Marquis of Salisbury.—(Received September 6.)

My Lord,

Bengazi, August 26, 1887.

I HAVE the honour to acknowledge the receipt yesterday of your Lordship's despatch of the 15th ultimo, directing me to report upon the statement made by a resident at Smyrna as to the landing of a whole cargo of black slaves at that place from a vessel under Ottoman colours, coming from Tripoli.

In obedience to these instructions, I have the honour to lay before your Lordship information which had already come to my knowledge, but which stress of work prevented my forwarding at an earlier date.

On the 10th July I heard, for the first time, that the Ottoman schooner "Mahroussa," Reïs-el-Murr Eshshamy, which had left Bengazi on the 6th May last, had shipped some twenty-two slaves at Tocra and Tolmeita, on the coast to the eastward of this.

Later reports confirmed this information, and made known the arrival of the "Mahroussa" at Smyrna, where ten of the negroes belonging to a native of Bengazi, a certain Ibrahim Weld Bint Drees, were successfully disembarked, and that whilst Reïs-

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el-Murr was awaiting a favourable opportunity to land the remainder, the nature of his cargo was discovered through the indiscretion of one of his crew.

Rumour likewise points out that, on the matter becoming public, the "Mahroussa" was searched by the police authorities, who confiscated the slaves found on board, but that, owing to a pecuniary consideration, Reis-el-Murr Esshamy was left unmolested, whilst no measures were taken to prevent the escape of the vessel, which, shortly afterwards, slipped her moorings and made for the open sea.

No telegraphic communication existing between this and Smyrna, and our postal communications with the Levant having been rare and far between, I have not been able to gather any more precise information than that I have just submitted, and which has been collected here.

I have, &c.
(Signed) CECIL G. WOOD.

No. 208.

The Marquis of Salisbury to Sir W. White.

Sir,

Foreign Office, September 9, 1887.

WITH reference to your Excellency's despatch of the 8th ultimo, I transmit herewith, for your Excellency's information, a copy of a despatch, as marked in the margin,* received from Mr. Wood, Her Majesty's Consul at Bengazi, relating to the cargo of slaves discovered on board the vessel "Mahroussa" at Smyrna.

I am, &c.
(Signed) SALISBURY.

No. 209.

Sir W. White to the Marquis of Salisbury.—(Received September 10.)

(Extract.)

Therapia, August 26, 1887.

I TRANSMITTED to your Lordship copy of a note I had addressed to his Excellency Saïd Pasha, in which I gave evidence of the widespread Traffic of Slaves at Bengazi, maintaining the correctness of the information furnished by Mr. Consul Wood, and impressing on the Sublime Porte the necessity of sending to Bengazi an official to make an inquiry and report upon the Slave Trade question.

This note was forwarded in due course to the Minister of the Interior for his consideration, and his Excellency Munir Pasha has not hesitated to instruct the new Vali to make full inquiries on the subject, and to report how matters stand in those parts as regards this question.

With respect to the dispatch of an official from the Sublime Porte to Bengazi, Munir Pasha stated that whereas a new Vali has just been appointed there who is on the way to his post, he did not consider it necessary to adopt such a course, but would, in any case, wait for the Report of the new Vali.

Should this not be satisfactory, his Excellency has promised to recommend and support the suggestions made by Her Majesty's Embassy on this subject.

No. 210.

The Marquis of Salisbury to Sir W. White.

Sir,

Foreign Office, September 14, 1887.

I HAVE to request your Excellency to convey to the Sublime Porte the acknowledgments of Her Majesty's Government for the friendly action shown in sending instructions to the new Vali of Bengazi with regard to Slave Trade matters at that place, as reported in your Excellency's despatch of the 26th ultimo.

Should your Excellency not have already communicated this intelligence to Consul Wood, I should be glad if you would at once do so.

I am, &c.
(Signed) SALISBURY.

* No. 207.

Sir W. White to the Marquis of Salisbury.—(Received October 8.)

My Lord,

Therapia, September 27, 1887.

WITH reference to my despatch of the 8th ultimo, and to your Lordship's despatch of the 9th instant, respecting the cargo of slaves discovered on board the Ottoman schooner "Mahroussa" at Smyrna, I have the honour to inclose herewith copy of a Memorandum by Mr. Dragoman Marinitch, in which he suggests that a copy of the *note verbale* from the Sublime Porte of the 20th instant to this Embassy, reporting the steps taken relating to black slaves at Fochia and denying the reported sale of slaves at Vourla, should be sent to the Foreign Office.

I now beg to inclose a copy of this note, and, on Mr. Marinitch further suggesting that a reply should be sent to the Porte by this Embassy expressing satisfaction at the steps taken by the Imperial authorities in this matter, I addressed a *note verbale* to the Sublime Porte on the 26th instant, expressing the satisfaction of Her Majesty's Embassy at the measures taken by the Porte for the seizure of the schooner "Mahroussa" and the capture and punishment of her crew for the glaring infraction of the provisions for the suppression of the Slave Trade.

I at the same time ventured to express the hope that the strictest orders would be sent to obtain the desired result.

I have, &c.
(Signed) W. A. WHITE.

Inclosure 1 in No. 211.

Saïd Pasha to Sir W. White.

M. l'Ambassadeur,

Sublime Porte, le 20 Septembre, 1887.

DÈS la réception de la note que votre Excellence m'a fait l'honneur de m'adresser le 16 Juin dernier, No. 79, je me suis empressé d'interpeller le Gouverneur-Général du Vilayet d'Aidin au sujet des esclaves découvertes à bord du schooner "Mahroussa."

Dans sa réponse son Excellence Nazif Pacha fait savoir que les autorités Impériales, dès qu'elles eurent connaissance que ce bateau recérait des esclaves, effectuèrent des perquisitions minutieuses et parvinrent, en effet, à découvrir dans la cale dix-sept négresses. Celles-ci furent aussitôt affranchies et placées dans des maisons de particuliers moyennant gages.

Quant au capitaine du navire, qui a levé l'ancre pendant la nuit et a pris la large furtivement, des mesures ont été adoptées pour son arrestation et il subira la peine qu'il a encourue aussitôt qu'il sera entre les moins de la justice.

Pour ce qui est de la nouvelle d'après laquelle huit esclaves aurait été vendues à Vourla, elle est dénuée de fondement. Le bateau a fait, il est vrai, escale dans ce port ; mais aucune esclave n'a été débarquée.

D'ailleurs le Gouverneur-Général s'explique d'autant moins les plaintes formulées à cette occasion par le Consul intérimaire Mr. Barker que quelques jours auparavant M. le Consul lui-même a exprimé en personne la satisfaction de son Gouvernement pour la façon de procéder des autorités Impériales.

Veillez, &c.
(Signé) SAÏD.

(Translation.)

M. l'Ambassadeur,

Sublime Porte, September 20, 1887.

IMMEDIATELY on receipt of the note your Excellency was good enough to address to me on the 16th June last, No. 79, I hastened to make inquiries of the Governor-General of the Vilayet of Aidin as to the slaves discovered on board the schooner "Mahroussa."

In his answer his Excellency Nazif Pasha states that the Imperial authorities, as soon as they received information that this vessel concealed slaves, made careful search and discovered in the hold seventeen negresses. These were at once liberated and placed in the households of various private persons as paid servants.

With regard to the captain of the ship who weighed during the night and secretly went to sea steps have been taken to arrest him, and he will suffer the penalty to which he has rendered himself liable as soon as he falls into the hands of justice.

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The report that eight slaves had been sold at Vourla is without foundation. The ship touched, it is true, at that port; but no slaves were put ashore.

Moreover, the Governor-General finds it the more difficult to understand the complaints that have on this occasion been made by the Acting Consul, Mr. Barker, as a few days before the Consul himself expressed in person the satisfaction of his Government at the manner in which the Imperial authorities had been acting.

I have, &c.
(Signed) SAÏD.

Inclosure 2 in No. 211.

Memorandum by Mr. Marinitch.

I HAVE perused the Sublime Porte's note dated the 20th September, which has reference to the black slaves discovered on board the Ottoman schooner "Mahroussa."

I think that a copy of this note may be sent to the Foreign Office.

Having duly perused the deposition of the seaman who denounced the said schooner to the local authorities as a slaver, and which was transmitted in Mr. Consul Dennis' despatch dated the 5th August, I found no statement whatever proving the sale of eight slaves at Vourla, which Saïd Pasha in his note asserts to be devoid of foundation.

I venture to add that a reply may be sent to the Porte to express satisfaction for the steps taken by the Imperial authorities in this matter, and express at the same time the earnest hope that stringent orders will be sent again with a view to seize the said schooner and arrest her captain and crew, in order to deal with them in accordance with the Convention for the suppression of the Slave Trade.

Pera, September 24, 1887.

No. 212.

The Marquis of Salisbury to Sir W. White.

Sir,

Foreign Office, October 14, 1887.

WITH reference to your Excellency's despatch of the 27th ultimo, I have to state to your Excellency that I approve your having addressed a note to the Sublime Porte, expressing the satisfaction of Her Majesty's Government at the measures taken by the Porte for the seizure of the schooner "Mahroussa" and the punishment of her crew for engaging in the Slave Trade.

I am, &c.
(Signed) SALISBURY.

No. 213.

Foreign Office to Consul Wood.

Sir,

Foreign Office, October 14, 1887.

WITH reference to your despatch of the 26th August last, I am directed by the Marquis of Salisbury to transmit to you herewith, for your information, a copy of a despatch, as marked in the margin,* received from Sir W. White, Her Majesty's Ambassador at Constantinople, reporting communications that he has had with the Sublime Porte relative to the case of the schooner "Mahroussa."

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

* No. 211.

Consul-General Blunt to the Marquis of Salisbury.—(Received October 15.)

My Lord,

Salonica, October 7, 1887.

AN Arab slave girl, named Haïrié, having taken refuge at this Consulate-General, and begged me to assist her to obtain her manumission on the ground that her owner, a certain Mustapha Effendi of Salonica, ill-treated her, and was about to send her into the interior to be privately sold, I sent her to the Governor-General, with a request to his Excellency to inquire into her case.

I have now the satisfaction to report to your Lordship that this girl has been emancipated by an order of the Administrative Council.

I inclose a translated copy of the order.

I have, &c.
(Signed) J. E. BLUNT.

Inclosure in No. 214.

Order of the Administrative Council of Salonica liberating Arab Slave Girl Haïrié.

(Translation.)

LA négresse Haïrié, fille d'Abdullah, qui se trouvait dans la maison de Mustapha Effendi de Salonique, s'est présentée à l'autorité pour exposer qu'elle est depuis plusieurs années en état d'esclavage, et elle a demandé et réclamé sa mise en liberté.

Considérant qu'il est contraire à la justice et l'humanité que la susdite Haïrié se trouve si longtemps en état d'esclavage, le Gouvernement rend à la dite Haïrié la liberté afin qu'elle puisse, à l'instar de toute personne libre, se rendre librement où elle veut, sans que personne puisse l'en empêcher.

En foi de quoi nous lui avons délivré le présent ordre d'affranchissement.

(L.S.) Le Conseil Administratif du Vilayet de Salonique.

Le 19 Septembre (1 Octobre), 1887.

(Translation.)

Order of the Administrative Council of Salonica liberating Arab Slave Girl Haïrié.

THE negress Haïrié, daughter of Abdullah, who was in the house of Mustapha Effendi of Salonica, presented herself before the authorities in order to declare that for several years past she has been in a state of slavery, and she has requested and claimed to be set free.

Considering that it is contrary to justice and humanity that the said Haïrié should for a long time have been in a state of slavery, the Government give the said Haïrié her liberty, in order that, like every other free person, she may go freely where she will without any one preventing her.

In witness whereof we have delivered to her the present order of liberation.

(L.S.) The Administrative Council of the Vilayet of Salonica.

September 19 (October 1), 1887.

No. 215.

Foreign Office to Consul-General Blunt.

Sir,

Foreign Office, October 20, 1887.

WITH reference to your despatch of the 7th instant, I am directed by the Marquis of Salisbury to inform you that his Lordship has learnt with satisfaction the successful result of your application to the local authorities for the manumission of the slave girl, Haïrié.

I am, &c.

(Signed) T. V. LISTER.

No. 216.

Consul-General Blunt to the Marquis of Salisbury.—(Received October 22.)

My Lord,

Salonica, October 15, 1887.

I HAVE the honour to transmit herewith, for the information of your Lordship, the translation, as published in the "Turquie" newspaper, of a Circular of the Minister of

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the Interior to the provincial authorities relative to the status of children born in Turkey of black slaves, and to their liability to serve in the army.

I have, &c.
(Signed) J. E. BLUNT.

Inclosure in No. 216.

Extract from the "Turquie," May 3, 1887.

LE Ministre de l'Intérieur vient de transmettre aux autorités administratives une circulaire ayant trait aux soi-disant esclaves par rapport au service militaire.

Des nègres établis en Turquie mettent en avant leur état d'esclavage pour se soustraire au service militaire. Le Gouvernement Impérial, ne reconnaissant pas officiellement l'état d'esclave, considère, d'après la loi, comme étant libre toute personne habitant l'Empire; néanmoins ceux qui sont nés en pays étrangers, qui sont arrivés en Turquie en état d'esclaves, et qui se disent tels, pourront être exemptés du service, mais leurs enfants ne pourront aucunement profiter de cette exemption. Il en sera de même pour les nègres qui sont nés et élevés dans le pays. Ceux-ci cessent d'être esclaves, et, considérés comme citoyens, ils sont soumis à toutes les charges comme ils peuvent aussi bénéficier de tous les droits de citoyens.

(Translation.)

THE Minister of the Interior has just sent to the administrative authorities a Circular dealing with the military service of pretended slaves.

Negroes living in Turkey plead their state of slavery in order to escape military service. The Imperial Government, which does not officially recognize the state of slavery, looks upon every inhabitant of the Empire as legally free. Aliens by birth, brought into Turkey as slaves, and declare themselves as such, may be exempted from service, but their children can, under no circumstances, take advantage of this exemption. The same rule applies to negroes who are born and bred in the country. They are no longer slaves, and, being looked upon as citizens, are subject to all the duties in the same way as they benefit by all the rights of citizens.

No. 217.

Consul Dennis to the Marquis of Salisbury.—(Received October 27.)

(Extract.)

Smyrna, October 19, 1887.

I HAVE the honour to forward copy of a despatch sent to Her Majesty's Ambassador at Constantinople.

Inclosure in No. 217.

Consul Dennis to Sir W. White.

(Extract.)

Smyrna, October 19, 1887.

IN carrying out your Excellency's instructions conveyed by telegram of the 17th, I found the Vali apparently very willing to comply with my demands that the "Kiamil Pasha" should be searched, all slaves found on board liberated, and the people concerned in bringing them from Africa arrested and dealt with according to Ottoman laws on the Slave Traffic. I was surprised, however, to learn that the officers of the ship had refused to allow the police to go on board until the arrival of the Captain of the Port—a very suspicious circumstance. It was night, therefore, before my Dragoman, with the Chief of Police and Captain of the Port, could board the steamer. My Dragoman reports having seen in a cabin a negro and his wife, with a babe at her breast—said to be passengers—and five women who had certificates of freedom, which they showed him. Not satisfied with this inspection by night, he went on board again in the morning, accompanied by the same officials, and visited, as he believes, every part of the ship, even the hold, but could find no slaves. Yet he confesses himself far from satisfied that there were none on board. A cavass that I sent on board immediately on the steamer's arrival saw three little girls under 12, all in rags, but these were not seen by the Dragoman on either of his visits, and had probably been concealed. A passenger from Crete, who claims to be a British subject,

assured my cavass he had seen between thirty and forty slaves on board, but I have had no opportunity of communicating with this man.

The ship, it appears, on leaving Tripoli, touched at Bengazi and Derna, to pick up soldiers who had served their time; and from the mouth of one of these men I learn that there was a partition in the bow of the ship, behind which there were women, girls, and boys, and from the noise they made he judged them to be very numerous. The boys talked to the soldiers through the cracks in the partition. There can be no doubt, then, that there are still many slaves on board, and the slave-owners also. I also learn that the Vali has written to the Minister of Marine that he has reason to believe the same, and has suggested that a more rigid search should be made on the steamer's arrival at Constantinople.

I am rather surprised at this step on the part of his Excellency, for I know by experience that all classes of Ottoman officials resent this interference on the part of foreigners with their domestic institutions. But when a vessel belonging to a leading Ottoman Navigation Company, like the "Mahroussé," is found to be engaged in the Slave Traffic, it is time that some stringent measures should be taken to put a stop to this outrageous breach of the Convention, and to prove to the Company that they cannot defy the laws and Treaties of their country with impunity.

No. 218.

Consul Biliotti to the Marquis of Salisbury.—(Received October 31.)

My Lord,

Canea, Crete, October 16, 1887.

I HAVE the honour to transmit herewith, for your Lordship's information, a copy of a despatch which I address to-day to Her Majesty's Ambassador at Constantinople on the subject of slaves embarked on the coast of Africa.

I have, &c.
(Signed) ALFRED BILIOTTI.

Inclosure in No. 218.

Consul Biliotti to Sir W. White.

Sir,

Canea, Crete, October 16, 1887.

I HAVE just had the honour to wire to your Excellency that the Ottoman steamer "Kiamil Pasha," of the Mahroussa Company, departed last night for Smyrna, Constantinople, with eighteen African slaves on board from Bengazi, and that besides these, it is said that there are twenty more from Tripoli.

The letter of Her Majesty's Consul at Bengazi, conveying me these details, having reached me as the "Kiamil Pasha" was weighing anchor, I telegraphed this morning the information to the Vali, who is at Rethymo, and to which place that steamer was proceeding, and also that the Ottoman schooner "Mahroussa," which landed a cargo of slaves at Smyrna, is in one of the ports of Crete.

At the same time, I communicated in writing the same information to the Lieutenant-Governor-General at Canea, and wired to the Vice-Consuls at Candia and Rethymo to ascertain whether any slaves are landed there as well, as whether the schooner "Mahroussa" is in one of those ports.

The question concerning slaves on board Ottoman steamers calling at Crete on their way from the coast of Africa to other Turkish ports being still pending at Constantinople, I doubt that, notwithstanding his inclination to prevent the illicit Traffic, the Vali will assume to act under his personal responsibility.

I have, &c.
(Signed) ALFRED BILIOTTI.

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No. 219.

The Marquis of Salisbury to Sir W. White.

Sir,

Foreign Office, November 1, 1887.

HER Majesty's Consul at Smyrna has forwarded to me copies of the correspondence which has recently passed between your Excellency and himself respecting a supposed breach of the Slave Trade Convention by the Ottoman steam-ship "Kiamil Pasha." I have to request your Excellency to inform me of the result of the search which was doubtless made in accordance with the suggestions of Mr. Dennis and the Vali upon the ship's arrival at Constantinople.

I am, &c.
(Signed) SALISBURY.

No. 220.

Sir W. White to the Marquis of Salisbury.—(Received November 5.)

My Lord,

Constantinople, October 31, 1887.

WITH reference to your Lordship's despatch of the 10th August respecting the capture of letters on board slave dhows, directing me to take measures to support the prosecution to be carried out against certain persons who appeared to be implicated in the Slave Trade, I have the honour to inform your Lordship that I instructed Her Majesty's Acting Consul at Jeddah in the sense of your Lordship's despatch, and caused the Porte to send instructions to the Vali of the Hedjaz in the matter.

I have now the honour to inclose a copy of a despatch from Mr. Razzack, reporting the action he had taken, and stating that he had learnt from the Kaïmakam that one of the offenders was already dead, and the other was living in Tokar on the African side. Both were therefore beyond the reach of the law.

Private inquiry subsequently confirmed this information.

In a later despatch (copy inclosed) Mr. Razzack informed me that he had received a letter from the Governor-General of Suakin, forwarding three letters found on the captured slave dhows, and of a letter which his Excellency had addressed on the 11th June to the Kaïmakam of Jeddah, inclosing the originals of the letters.

Mr. Razzack points out that if these original letters had been sent to the Jeddah Consulate he could himself have presented them to the Kaïmakam, and have secured the punishment of the slave-dealer at the time.

I am, &c.
(Signed) W. A. WHITE.

Inclosure 1 in No. 220.

Acting Consul Razzack to Sir W. White.

Sir,

Jeddah, October 1, 1887.

I HAVE the honour to acknowledge the receipt of your Excellency's despatches, dated the 20th August and 9th September respectively, regarding the slave-dealers, Ali-ba-Shuein and Mohammed-ibu-Omar-ba-Shuein; also translations of two letters from the former to the latter which were found in some slave dhows captured in the Red Sea.

On the receipt of your Excellency's first despatch I instituted private inquiries throughout the town, but could find no trace of the two men above mentioned, and therefore I telegraphed to your Excellency to know if the names were correct.

On receiving your Excellency's reply I wrote to the Vali, asking his Excellency to help me in the matter, and addressed a letter to the Governor of Jeddah, demanding the apprehension and punishment of the slave-dealer, Ali-ba-Shuein, and his confederates.

In reply to my letter, the Kaïmakam of this place informed me a few days after that there was a person named Ali-ba-Shuein, and not Bashuein (the difference being only of a dot in Arabic), who was living in Jeddah, but had died about the time of the Haj, and that Mohammed-ibu-Omar-ba-Shuein was living in Tokar, on the African side, and therefore both were beyond the reach of law.

This information was confirmed by further private inquiries which I had caused to be made.

I have, &c.
(Signed) ABDUR RAZZACK.

Inclosure 2 in No. 220.

Acting Consul Razzack to Sir W. White.

Sir,

Jeddah, October 7, 1887.

IN continuation of my despatch of the 1st instant regarding the slave-dealers, Ali and Mohammed-ba-Shuein, I have the honour to inform your Excellency that I received yesterday from the Governor-General of Suakin a letter, dated the 3rd instant, forwarding to me, at the desire of Mr. Portal, Her Majesty's Agent and Consul-General at Cairo, copies of the three letters found in the captured slave dhows and of a letter which his Excellency seems to have written on the 11th June, 1887, to the Kaïmakam of Jeddah, transmitting the originals of the three captured letters, and asking him to punish the slave-dealer according to law.

The captured letters are dated the 11th Ramadan (3rd June, 1887), and the Governor-General of Suakin's letter to the Kaïmakam of Jeddah is dated the 11th June, 1887. The latter therefore must have received the letter about the middle of June, when the slave-dealer was alive and living in Jeddah, but no steps seem to have been taken against him.

If these original letters, instead of being sent to the Kaïmakam, could have been sent to this Consulate, Her Majesty's Consul would have presented those letters to the Kaïmakam himself and ensured the punishment of the slave-dealer at the time.

I have, &c.

(Signed) ABDUR RAZZACK.

No. 221.

Foreign Office to Consul Biliotti.

Sir,

Foreign Office, November 5, 1887.

WITH reference to your despatch of the 16th ultimo, relative to the shipment of slaves from Bengazi and Tripoli, I am directed by the Marquis of Salisbury to inform you that his Lordship approves your action in this matter, as reported in your despatch of the 16th ultimo, addressed to Her Majesty's Ambassador at Constantinople.

I am, &c.

(Signed) T. V. LISTER.

No. 222.

Consul Wood to the Marquis of Salisbury.—(Received November 10.)

My Lord,

Bengazi, October 14, 1887.

WITH reference to my despatch of the 26th August, reporting the information which I had been able to gather as to the landing of a cargo of slaves at Smyrna by the Ottoman schooner "Mahroussa," Captain Ahmed-el-Murr Esshami, I have now the honour to state that a reference to past Memoranda proves that this is not the first time that Reis-el-Murr has engaged in such ventures, for on the 4th September of last year he is reported to have embarked some thirty-two slaves, twenty of whom were the property of two natives of this place, named respectively Bauhowwia Kroosh and Mohammed Shatwan-el-Wakwak.

These negroes were shipped at a point five days' journey to the westward of Bengazi, known as the "Breiga."

Before concluding, I think it right to rectify that part of my above-mentioned despatch wherein I alluded to the "native interpreter to the Italian Consular Agency," which should have stood "native interpreter to the Netherlands Vice-Consulate."

This mistake arose from the fact that both the Italian Agency and the Netherlands Vice-Consulate are held respectively by father and son, who inhabit the same house and make use of the services of the same cavass and interpreter.

In conclusion, I have the honour to report that I acquainted Mr. Consul Biliotti on the 13th instant with the information which had reached me as to the presence of the "Mahroussa" in Cretan waters.

I have, &c.

(Signed) CECIL G. WOOD.

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No. 223.

The Marquis of Salisbury to Sir W. White.

Sir, *Foreign Office, November 17, 1887.*
 WITH reference to your Excellency's despatch of the 27th September last, I transmit to you herewith copy of a despatch from Mr. Wood, Her Majesty's Consul at Bengazi,* relative to the landing of slaves at Smyrna from the Ottoman schooner "Mahroussa," and I have to request your Excellency to draw the attention of the Sublime Porte to the alleged nefarious practices of Reis-el-Murr.

I am, &c.
 (Signed) SALISBURY.

No. 224.

Sir W. White to the Marquis of Salisbury.—(Received November 19.)

My Lord, *Constantinople, November 3, 1887.*
 WITH reference to previous correspondence on the subject of the Slave Trade at Bengazi, I have the honour to forward herewith copy of a *note verbale* I have received from the Sublime Porte, which states that fresh orders have been sent to the Governor-General of the Vilayet of Crete for the vigorous application of the regulations now in force.

I have, &c.
 (Signed) W. A. WHITE.

Inclosure in No. 224.

Note Verbale.

LE Ministère des Affaires Étrangères a reçu la note verbale que l'Ambassade de Sa Majesté Britannique a bien voulu lui adresser le 28 Février dernier, pour se plaindre de ce que le paquebot-poste Ottoman "Sugutli," ayant à son bord huit esclaves embarqués à Benghazi, a quitté la Canée sans que l'ex-Gouverneur-Général de Crète ait consenti à faire visiter le navire et débarquer les esclaves.

Les instructions dont les autorités Impériales du littoral de l'Empire sont munies, les autorisant à faire effectuer par la police des recherches dans les navires qui leur sont dénoncés comme ayant des esclaves à bord, le Ministère de l'Intérieur vient de réitérer ses ordres au Gouverneur-Général du Vilayet de Crète afin qu'il ait à tenir rigoureusement la main à la stricte application de cette mesure.

Le 2 Novembre, 1887.

(Translation.)

THE Minister for Foreign Affairs has received the *note verbale* which Her Britannic Majesty's Ambassador was good enough to address to him on the 28th February last, complaining that the Ottoman mail-steamer "Sugutli," having on board eight slaves embarked at Bengazi, left Canée without the ex-Governor-General of Crete having consented to have the vessel searched and the slaves disembarked.

The instructions with which the Imperial authorities of the littoral are furnished authorize them to have search made by the police on the vessels which are denounced as having slaves on board, and the Minister of the Interior has just repeated his orders to the Governor-General of the Vilayet of Crete, in order that he should be most careful to enforce the strict application of this Regulation.

November 2, 1887.

No. 225.

Sir W. White to the Marquis of Salisbury.—(Received November 19.)

My Lord,

Constantinople, November 9, 1887.

IN reply to your Lordship's despatch of the 1st November last, I have the honour to inclose a Memorandum by Mr. Marinitch on the subject of the breach of the Slave Trade Convention by the Ottoman steamer "Kiamil Pasha."

Your Lordship will observe by this Memorandum the steps which have been taken by the Minister of Police for the punishment of the dealers in this Slave Traffic, as well as the measures for the future prevention of such illegal Traffic.

I have instructed Mr. Marinitch to convey to the Ottoman authorities my appreciation of the prompt manner in which they have taken action in this matter.

I have, &c.
(Signed) W. A. WHITE.

Inclosure in No. 225.

Memorandum by M. Marinitsch.

DÈS que j'ai eu connaissance du télégramme transmis par M. le Consul Biliotti, en date du 16 courant, je me suis empressé d'informer le Ministère de la Police que le paquebot-poste Ottoman "Kiamil Pacha," parti de la Canée le 15, avait à bord un nombre considérable d'esclaves embarqués à Benghazi et à Tripoli de Barbarie, et le prier de faire des recherches à l'arrivée du dit bateau pour pouvoir saisir les esclaves et les affranchir à teneur des dispositions de la Convention relative à la suppression de la traite des nègres.

À la réception des télégrammes de M. le Consul Dennis, en date du 18 et 19 courant, j'ai écrit de nouveau au Ministère de la Police pour lui faire part que d'après toutes les indications le vapeur "Kiamil Pacha" avait des esclaves cachés à bord dans plusieurs endroits et qu'il y avait même des marchands d'esclaves, et j'ai demandé à la police de faire faire les perquisitions les plus rigoureuses en présence de mon Cavass, en vue d'opérer la découverte des esclaves cachés. Je me suis rendu moi-même aussi au Ministère de la Police pour faire ressortir aux yeux des autorités la nécessité de sévir contre les coupables pour prouver qu'un bateau appartenant à une Compagnie de Navigation Ottomane comme la "Mahsoussé" ne pouvait pas se livrer impunément au commerce des esclaves en dépit des Lois et des Traités qui le prohibent absolument.

J'ai la satisfaction de pouvoir annoncer à l'Ambassade que le Ministre de la Police, guidé par les sentiments du devoir, a de suite pris toutes les mesures qui étaient dictées par la gravité du cas.

En effet, à l'arrivée du vapeur "Kiamil Pacha," des recherches minutieuses ont été opérées à bord par les Agents de la Police et de la Préfecture du Port, mais ces recherches n'ont pas donné tous les résultats voulus grâce à la connivence du capitaine et des officiers du bord qui avaient intérêt à cacher les esclaves qu'ils avaient transportés à Constantinople. On est parvenu, il est vrai, à découvrir quelques esclaves, mais elles étaient munies de leurs cartes d'affranchissement.

Toutefois, comme les autorités avaient conçu de forts soupçons sur l'existence d'autres esclaves à bord, elles prirent des mesures pour surveiller le navire et empêcher tout débarquement clandestin. C'est ainsi, qu'elles ont pu mettre la main sur douze esclaves que l'on avait essayé de débarquer la nuit munies de certificats d'affranchissement irréguliers. Ces esclaves se trouvent en ce moment gardés et soignés au Ministère de la Police et ils ont été affranchis d'office par le Gouvernement Ottoman comme le prévoit la Convention et seront placés comme domestiques.

Quant aux autres quatorze esclaves que l'on est parvenu à débarquer en secret, la police est déjà sur leur trace et elle espère les saisir aussi.

Le Ministère de la Police a fait un long Rapport au Grand Vezir sur cette regrettable affaire et après avoir flétri la conduite du commandant du steamer et de ses officiers a demandé à ce qu'ils soient placés sous jugement pour qu'ils puissent recevoir la punition qu'ils méritent. Le Grand Vezir a promis d'appuyer le Ministre de la Police dans son action. En ce moment on interroge les esclaves pour pouvoir découvrir ceux qui les ont conduit à Constantinople et sévir contre eux d'une manière exemplaire.

Le Ministre de la Marine, duquel dépendent tous ces officiers, a déjà fait savoir au Ministre de la Police qu'il prendra les mesures les plus sévères contre les coupables.

Désireux de pouvoir mettre un terme à ce trafic illicite, le Ministre de la Police a saisi le cas du "Kiamil Pacha" pour transmettre des ordres aux autorités de la Police à Bassorah, Bagdad, Hodeida, Djeddah, Benghazi, et Tripoli, leur prescrivant de veiller à ce qu'à l'avenir aucun nègre ou négresse ne soit embarqué à moins de pouvoir prouver qu'ils sont mariés et libres.

Le Ministre de la Police a prié la Porte de communiquer les mêmes ordres aux autorités Provinciales.

J'ai appris de plus que le Ministre de la Police avait, il y a quelque temps, pris certaines dispositions en vue d'empêcher que les vapeurs de la Compagnie Ottomane "Mahsoussé" ne transportent des esclaves. Son Excellence se trouve, dès lors, justifiée de sévir énergiquement contre le capitaine et les officiers du steamer "Kiamil Pacha" qui n'ont pas tenu compte des prescriptions de la Police.

Je me ferai un devoir de vous rapporter ultérieurement le résultat de l'action du Ministre de la Police dans cette circonstance, qui me paraît digne de tout éloge.

Si quelque circonstance imprévue ne viendra pas arrêter la Porte dans l'adoption de ses mesures, il y a tout lieu de croire que l'énergie déployée par les autorités aura pour effet d'empêcher que le trafic des esclaves ne s'opère sur une grande échelle et sous les yeux des autorités provinciales.

(Signé) HUGO MARINITSCH.

(Translation.)

AS soon as I became aware of the contents of telegram sent by Consul Biliotti on the 16th instant, I hastened to inform the Ministry of Police that the Ottoman mail-steamer "Kiamil Pasha," which left Canea on the 15th, had on board a considerable number of slaves embarked at Bengazi and Tripoli in Barbary, and to beg them on the arrival of the said vessel to cause search to be made, in order that the slaves might be seized and liberated in accordance with the terms of the Convention relative to the suppression of the negro slave trade.

On the receipt of Consul Dennis' telegram of the 18th and 19th instant, I wrote again to the Ministry of Police to inform them that, according to all the evidence, the steamship "Kiamil Pasha" had slaves hidden on board in various parts of the vessel, and that there were even slave-merchants on board, and I requested the police to cause the strictest search to be made in presence of my Cavass, with a view to the discovery of the slaves who were hidden. I also went in-person to the Ministry of Police for the purpose of drawing the attention of the authorities to the necessity of taking strong measures against the guilty parties, in order to show that a vessel belonging to an Ottoman Navigation Company such as the "Mahsoussé" could not with impunity take part in slave-trading in violation of the Laws and Treaties which prohibit it absolutely.

I am happy to be able to inform the Embassy that the Minister of Police, guided by a feeling of duty, at once took all the measures which were called for by the seriousness of the case.

On the arrival of the steam-ship "Kiamil Pasha," careful search was made on board by the Agents of the Police and the Prefecture of the Port, but this search did not produce all the expected results, in consequence of the connivance of the captain and the officers of the ship whose interest it was to keep the slaves they had brought to Constantinople hidden. They did, it is true, find a few slaves, but they were all provided with free papers.

As, however, the authorities had conceived strong suspicions of the existence on board of other slaves they took measures to have the vessel watched, and to prevent any clandestine landing. They were thus able to lay hands on a dozen slaves, while an attempt was being made to disembark during the night, they being furnished with irregular free papers. These slaves are at present kept in custody and looked after at the Ministry of Police, and they have been officially liberated by the Ottoman Government, as provided by the Convention, and will be sent out as servants.

As to the other fourteen slaves who were successfully landed in secret, the police are already on their traces, and hope shortly to seize them likewise.

The Ministry of Police has sent a long Report to the Grand Vizier on this unfortunate business, and, after censuring the conduct of the Commandant of the steamer and of his officers, has requested that they may be brought to trial, in order that they may be punished as they deserve. The Grand Vizier has promised to support the Minister of Police in his action.

The slaves are now being questioned, in the hope of discovering those who took them to Constantinople, and of proceeding against them with the utmost severity of the law.

The Minister of Marine, under whom all these officers are placed, has already informed the Minister of Police that he will take the severest measures against the culprits.

Desirous of putting a stop to this illegal traffic, the Minister of Police has taken advantage of the case of the "Kiamil Pasha" to transmit to the police authorities at Bassorah, Bagdad, Hodeida, Jeddah, Bengazi, and Tripoli instructions that for the future no negro or negress is to be embarked till they have proved that they are married and free.

The Minister of Police has requested the Porte to communicate the same orders to the provincial authorities.

I have, moreover, learnt that a short time ago the Minister of Police took steps to prevent the transport of slaves by the steamers of the Ottoman Company "Mahsoussé." His Excellency will hence be justified in taking energetic measures against the captain and the officers of the steamer "Kiamil Pasha," who have set the Regulations of the police at defiance.

I shall make a point of ultimately reporting to you the result of the action of the Minister of Police in this case, which appears to me to be worthy of all praise.

Should no unforeseen circumstance intervene to prevent the adoption by the Porte of its measures, there is every reason to believe that the energy displayed by the authorities will have the effect of preventing the Traffic in Slaves being carried out on a large scale and under the eyes of the provincial authorities.

(Signed) HUGO MARINITSCH.

No. 226.

Consul Jago to the Marquis of Salisbury.—(Received November 21.)

My Lord,

Jeddah, November 2, 1887.

I HAVE the honour to transmit herewith a copy of a despatch which I have addressed to Her Majesty's Acting Consul at Suakin, acquainting him, for the information of the Egyptian authorities, with the capture of slaves brought to Jeddah from Rowayah, Eastern Soudan, by an Austrian Lloyd's steamer.

I also inclose a copy of a letter I have received from the Austrian Vice-Consul here, stating that measures would be taken to prevent slaves in future from being brought as passengers by Austrian steamers.

During the last five or six months a great diminution has taken place in the importation of both negro and Galla slaves on the coasts of the Hedjaz, and very few are now being brought. The falling-off of the former is ascribed to the prohibition, about six months since, by the late Mahdi's successor, of the exportation of male slaves to Arabia, fearing their relapse into religious infidelity, permitting females only to be sent when declared as wives or domestic servants. This prohibition is said to be strictly enforced, and persons convicted of having run slaves across have, it is alleged, been imprisoned at Tokar.

As regards the Gallas, who all come from the vicinity of Massowah, the capture of Harrar by the Abyssinians and the strictness of the Italian blockade seem to sufficiently account for it.

The military operations of the Egyptian authorities last summer on the opposite coast, resulting in the building of a fort and the deportation to Suakin of a large number of Arabs, one of whose chief means of livelihood was slave running in conjunction with their allies on this side, namely, the Zobeid tribe inhabiting the coast between Jeddah and Yambo, have also largely contributed to restrict operations.

The system adopted by this Consulate, as reported by me to your Lordship in my despatch dated the 4th April last, of requiring the personal attendance at the Consulate, for examination and inquiry, of freed slaves furnished with papers of manumission, proceeding through the Suez Canal with their masters as domestic servants, seems to work well, and is now so well understood that I believe all such freed slaves are brought to this Consulate previous to departure. During the past four months twenty-five such papers of freedom have been legalized in this manner by this Office, the masters being Turkish functionaries proceeding home.

The present Governor of Jeddah, newly appointed, assures me of his intention to do his utmost to limit the importation of slaves, while pointing out the inadequacy of the means at his command of effectually checking it. About a month since five slaves were

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captured by him outside the town, liberated, and placed by him as paid servants with Turkish officials.

I have, &c.
(Signed) THOS. S. JAGO.

Inclosure 1 in No. 226.

Consul Jago to Her Majesty's Acting Consul, Suakin.

Sir, *Jeddah, October 28, 1887.*

HAVING been recently informed that slaves were being brought to Jeddah by the Austrian Lloyd's steamers from Rowayah, I gave private notice to the Austrian Vice-Consul and the Governor that, as the steam-ship "Medusa" was shortly expected from Rowayah, slaves might possibly be brought in her.

In consequence, the Austrian Vice-Consul boarded her on arrival on the 26th instant, and found four black slaves, three youths, and one child of about five years of age.

They were handed over to the Governor of Jeddah, who has furnished them with papers of manumission, and otherwise provided for them.

It is alleged that they were brought over by a certain Ibrahim Bey Nashar, agent of the Government Salt Lessee at Suakin, whose father, Hassan, is one of the chief slave brokers here.

As Rowayah is, I believe, within your Consular district, I beg to suggest that information should be given to those authorities with a view to exercising surveillance there over the export of slaves to this side.

I have, &c.
(Signed) THOS. S. JAGO.

Inclosure 2 in No. 226.

M. Stross to Consul Jago.

Cher Monsieur Jago, *Djeddah, le 28 Octobre, 1887.*

JE viens vous remercier de l'information que vous avez bien voulu me donner concernant l'importation d'esclaves importés de Rowayah par les bateaux du Lloyd.

Vous aurez sans doute déjà appris que par suite de ces informations j'ai fait saisir à bord du "Medusa" quatre esclaves embarqués à l'insu du Capitaine, et que j'ai fait consigner aux autorités locales.

En même temps j'ai pris toutes les mesures nécessaires pour que—s'il est possible—ces faits ne se reproduisent plus.

En vous remerciant encore une fois je vous prie &c.

(Signé) LUDWIG STROSS,
Gérant le Vice-Consulat I. et R. d'Autriche-Hongrie.

(Translation.)

Dear Mr. Jago, *Djeddah, October 28, 1887.*

I WRITE to thank you for the information you have been good enough to give me relative to the importation of slaves brought from Rowayah by the Lloyd boats.

You will no doubt have already learnt that on receipt of this information I caused four slaves to be seized on board the "Medusa" who had been embarked without the knowledge of the captain, and whom I handed over to the local authorities.

At the same time I took all the necessary measures for preventing, if possible, a repetition of these occurrences.

Again thanking you, I have, &c.

(Signed) LUDWIG STROSS,
Acting Vice-Consul of Austria-Hungary.

No. 227.

The Marquis of Salisbury to Sir W. White.

Sir, *Foreign Office, November 23, 1887.*

WITH reference to your Excellency's despatch of the 3rd instant, on the subject of Slave Trade at Bengazi, I have to request that you will express to the Porte the

ppreciation of Her Majesty's Government in regard to the orders sent to the Governor-General of the Vilayet of Crete for the rigorous application of the Regulations.

I am, &c.
(Signed) SALISBURY.

No. 228.

The Marquis of Salisbury to Sir W. White.

Sir,

Foreign Office, November 23, 1887.

WITH reference to your Excellency's despatch of the 9th instant, I have to inform you that I approve the communication addressed by your Excellency to the Ottoman authorities on the subject of the breach of the Slave Trade Convention by the Turkish steamer "Kiamil Pasha."

I am, &c.
(Signed) SALISBURY.

No. 229.

Foreign Office to Consul Wood.

Sir,

Foreign Office, November 23, 1887.

WITH reference to your despatch of the 14th ultimo relative to Slave Trade at Bengazi, I am directed by the Marquis of Salisbury to transmit herewith, for your information, copy of a despatch from Her Majesty's Ambassador at Constantinople,* reporting the dispatch of orders by the Porte to the Governor-General of the Vilayet of Crete for the rigorous application of the Regulations.

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

No. 230.

Sir W. White to the Marquis of Salisbury.—(Received December 19.)

My Lord,

Constantinople, December 13, 1887.

WITH reference to your Lordship's despatch of the 17th ultimo, I have the honour to inclose copy of a note which I have addressed to the Sublime Porte, in accordance with your Lordship's instructions, calling its attention to the nefarious practices of Reis-el-Murr, master of the Ottoman slaver "Mahroussa."

I have, &c.
(Signed) W. A. WHITE.

Inclosure in No. 230.

Sir W. White to Saïd Pasha.

M. le Ministre,

Constantinople, December 12, 1887.

IN its note of the 26th September last, Her Majesty's Embassy had the honour of calling your Excellency's attention to the landing of slaves at Focchia by the Ottoman schooner "Mahroussa," and of requesting your Excellency to cause measures to be taken in conformity with the Slave Trade Convention.

In obedience to instructions conveyed to me by Her Majesty's Principal Secretary of State for Foreign Affairs, I now beg leave to state to the Sublime Porte that it is not the first time that Reis Ahmed-el-Murr Esshami, master of the said schooner, has been engaged in illegal proceedings of this nature.

It appears that on the 4th September last year he embarked some thirty-two slaves, twenty of whom were the property of two natives of Bengazi, named Boukownia Kroosh and Mohammed Statwan-el-Wakwak.

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These black slaves were shipped at a point five days' journey to the westward of Bengazi, known as the "Bruga."

From information which has reached Her Majesty's Embassy, it results that the schooner "Mahroussa" was of late to be found in Cretan waters.

In bringing the above facts to your Excellency's knowledge, I venture to impress upon the Sublime Porte the necessity of causing stringent orders to be sent, with the object of having the said schooner seized and the master and crew dealt with according to the provisions of the Slave Trade Convention.

I avail, &c.
(Signed) W. A. WHITE.

No. 231.

Sir W. White to the Marquis of Salisbury.—(Received December 19.)

My Lord,

Constantinople, December 13, 1887.

I HAVE the honour to inform your Lordship that I have addressed a note to the Sublime Porte in accordance with the instructions contained in your Lordship's despatch of the 23rd ultimo, expressing Her Majesty's Government's appreciation of its action in sending orders to the Governor-General of Crete for the rigorous application of the Regulations with regard to the Bengazi Slave Trade.

I have, &c.
(Signed) W. A. WHITE.

ADJUDICATIONS AND BOUNTIES.

No. 232.

Treasury to Foreign Office.—(Received December 7.)

Sir,

Treasury Chambers, December 6, 1887.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to transmit, for the information of the Secretary of State, the accompanying copies of Returns which my Lords have received from their Adviser in Slave Trade matters, viz. :—

No. 1. List of the adjudications in the Vice-Admiralty Courts and Mixed Courts of Justice, reported to their Lordships between the 1st October, 1886, and the 30th September, 1887.

No. 2. Account of slave bounty paid by command of their Lordships during the same period.

No. 3. Account of tonnage bounty paid for the same period.

I am, &c.
(Signed) R. E. WELBY.

Inclosure 1 in No. 232.

(No. 1.)—List of the Adjudications in the Vice-Admiralty Courts and Mixed Courts of Justice reported to the Treasury between the 1st October, 1886, and the 30th September, 1887.

Name of Capturing Ship.	Name of Prize.	Dates of—		In what Court adjudged.	Decretal part of Sentence.
		Capture.	Adjudication.		
Briton	Name unknown .. (No. 10 of 1886)	June 30, 1886	July 14, 1886	Consular Court, Zanzibar	Vessel and 2 slaves condemned.
Ditto	Name unknown .. (No. 11 of 1886)	July 1, ..	.. 1, ..	Ditto ..	Vessel and 1 slave condemned.
Ditto	Name unknown .. (No. 12 of 1886)	.. 2, ..	.. 13, ..	Ditto ..	Vessel and 16 slaves condemned.
Ditto	Name unknown .. (No. 13 of 1886)	.. 18, ..	.. 26, ..	Ditto ..	Vessel and 11 slaves condemned.
Ditto	Rupaiya .. (No. 14 of 1886)	.. 17, ..	.. 26, ..	Ditto ..	Vessel and 7 slaves condemned.
Coquette	Gabra Zeraph ..	June 11, ..	June 29, ..	Court - martial held at Suakin	Vessel condemned.
Turquoise	Name unknown .. (No. 15 of 1886)	Oct. 13, ..	Nov. 20, ..	Consular Court, Zanzibar	Ditto.
Cygnat	Nasr ..	Apr. 21, ..	Apr. 30, ..	Court - martial held at Suakin	Ditto.
Reindeer	Mkundoo .. (No. 17 of 1886)	Oct. 19, ..	Nov. 30, ..	Consular Court, Zanzibar	Vessel and 5 slaves condemned.
Ditto	Mali .. (No. 18 of 1886)	Nov. 1, ..	.. 30, ..	Ditto ..	Vessel and 10 slaves condemned.
Ditto	Name unknown .. (No. 1 of 1887)	Jan. 17, 1887	Jan. 18, 1887	Ditto ..	Vessel and 2 slaves condemned.
Turquoise	Name unknown .. (No. 2 of 1887)	Feb. 8, ..	Feb. 21, ..	Ditto ..	Vessel and 4 slaves condemned.
Dolphin	Ter-el-Nil ..	Mar. 23, ..	Mar. 24, ..	Court - martial held at Suakin	Vessel and 26 slaves condemned.
Albacore	Saadoon ..	.. 23, ..	.. 24, ..	Ditto ..	Vessel and 33 slaves condemned.
Turquoise	Name unknown .. (No. 4 of 1887)	Apr. 9, ..	May 7, ..	Consular Court, Zanzibar	Vessel and 6 slaves condemned.
Ditto	Mutashall .. (No. 5 of 1887)	.. 15, ..	.. 7, ..	Ditto ..	Vessel and 4 slaves condemned.
Ditto	Name unknown .. (No. 3 of 1887)	.. 13, ..	.. 13, ..	Ditto ..	Vessel condemned.
Ditto	Name unknown .. (No. 6 of 1887)	May 4, ..	.. 7, ..	Ditto ..	Vessel and 1 slave condemned. Cargo restored.
Starling	Marzooka ..	Jan. 10, ..	Jan. 18, ..	Court - martial held at Suakin	Vessel and 7 slaves condemned.
Ditto	Hashimieb ..	.. 12, ..	.. 18, ..	Ditto ..	Vessel and 1 slave condemned.
Ditto	Name unknown ..	Mar. 4, ..	Mar. 12, ..	Ditto ..	Vessel condemned.
Turquoise	Name unknown .. (No. 7 of 1887)	May 30, ..	June 30, ..	Consular Court, Zanzibar	Vessel and 53 slaves condemned.

(Signed)

H. C. ROTHERY.

ADJUDICATIONS AND BOUNTIES.

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Inclosure 2 in No. 232.

(No. 2.)—ACCOUNT of Bounties paid for captured Slaves, as undermentioned, by Commands of the Lords Commissioners of the Treasury, between the 1st October, 1886, and the 30th September, 1887.

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.
1887 Feb. 4	Naval Prize Account.	Briton	Fatfeh Rahman (No. 8 of 1886)	31	..	..	£ 155
July 28	Ditto	Albacore.. ..	Saadun	33	..	..	165
„ 30	Ditto	Dolphin	Ter-el-Nil	26	..	..	130
Sept. 15	Ditto	Reindeer.. ..	Name unknown (No. 1 of 1887)	2	..	..	10
							460

(Signed) H. C. ROTHERY.

Inclosure 3 in No. 232.

(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, 1886, and the 30th September, 1887.

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.			
1886 Dec. 13	Naval Prize Account ..	Gannet	Mejelleb (No. 6 of 1886, Suakin)	37	£	4	0	0	£	148	0	0	
1887 Jan. 4	Ditto	Briton	Name unknown (No. 6 of 1886)	111	5	10	0	610	10	0			
„ 4	Ditto	Mariner	Kibibi (No. 7 of 1886)	10	5	10	0	55	0	0			
„ 7	Ditto	Briton	Name unknown (No. 11 of 1886)	2	5	10	0	11	0	0			
„ 19	Ditto	Ditto	Esmineh (No. 10 of 1886)	14	5	10	0	77	0	0			
„ 19	Ditto	Ditto	Name unknown (No. 12 of 1886)	93	5	10	0	511	10	0			
„ 19	Ditto	Coquette	Gabra Zeraph (No. 1 of 1886, Suakin)	15	5	10	0	60	0	0			
Feb. 4	Ditto	Briton	Fatfeh Rahman (No. 8 of 1886)	11	1	10	0	16	10	0			
„ 4	Ditto	Ditto	Tashelati (No. 9 of 1886)	46	5	10	0	253	0	0			
„ 4	Ditto	Ditto	Name unknown (No. 13 of 1886)	58	5	10	0	319	0	0			
„ 4	Ditto	Ditto	Rupaiya (No. 14 of 1886)	48	5	10	0	264	0	0			
Mar. 14	Ditto	Bittern	Name unknown (No. 5 of 1885, Suakin)	28	1	10	0	42	0	0			
„ 29	Ditto	Briton	Name unknown (No. 5 of 1886)	57	5	10	0	313	10	0			
Apr. 18	Ditto	Cygnets	Nasr	61	4	0	0	244	0	0			
May 28	Ditto	Turquoise	Name unknown (No. 15 of 1886)	25	5	10	0	137	10	0			
June 3	Ditto	Reindeer	Mali (No. 18 of 1886)	41	5	10	0	225	10	0			
„ 3	Ditto	Ditto	Mkundoo (No. 17 of 1886)	14	5	10	0	77	0	0			
July 20	Ditto	Falcon	Shadlich (No. 1 of 1886, Suakin)	24	4	0	0	96	0	0			
„ 20	Ditto	Ditto	Hashimiyeh (No. 2 of 1886, Suakin)	25	4	0	0	100	0	0			
„ 20	Ditto	Starling	Name unknown (No. 3 of 1886, Suakin)	23	4	0	0	92	0	0			
„ 20	Ditto	Ditto	Name unknown (No. 4 of 1886, Suakin)	40	4	0	0	160	0	0			
Sept. 15	Ditto	Turquoise	Name unknown (No. 2 of 1887)	27	5	10	0	148	10	0			
„ 15	Ditto	Reindeer	Name unknown (No. 1 of 1887)	‡	1	10	0	1	2	6			
											3,962	12	6

(Signed) H. C. ROTHERY.

