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FURTHER
P A P E R S
RELATING TO THE
S L A V E T R A D E :

VIZ.

Copies, or Extracts, of CORRESPONDENCE, from March 1822,
between the Board of ADMIRALTY and NAVAL OFFICERS,
RELATING TO THE SLAVE TRADE.

A.—Communications received by the Lords Commissioners of the Admiralty,
from Naval Officers, since the 21st March 1822.

B.—Instructions issued by the Lords Commissioners of the Admiralty to Naval
Officers, since the 21st March 1822.

*Ordered, by The House of Commons, to be Printed,
10 July 1823.*

A.

SCHEDULE OF PAPERS,

Containing, Copies or Extracts of all COMMUNICATIONS received by the Lords Commissioners of the Admiralty, from Naval Officers, since the 21st March 1822; relative to the state of the Slave Trade.

- N^o 1.—Extract of a Letter from Henry John Leeke, Esq. Commander of His Majesty's Sloop *Myrmidon*, to Commodore Sir Robert Mends; dated off the river Bonny, bight of Biafra, 12th September 1821 - - - p. 3.
- N^o 2.—Extract of a Letter from Lieut. Mildmay of the *Iphigenia*, to Commodore Sir Robert Mends; dated on board the Portuguese Hermaphrodite schooner *Conde de Villa Flor*, Sierra Leone, 2d March 1822 - - - p. 4.
- N^o 3.—Copy of a Letter from Captain B. M. Kelly to John Wilson Croker, Esq. dated Free Town, Sierra Leone, the 8th March 1822, with one enclosure, *ibid.*
- N^o 4.—Copy of a Letter from Commodore Sir Robert Mends to John Wilson Croker, Esq. dated His Majesty's Ship *Iphigenia*, off Bonny, the 17th April 1822, with one enclosure from Lieut. Mildmay - - - - - p. 6.
- N^o 5.—Copy of a Report on the state of the Slave Trade on the Western Coast of Africa, by Commodore Sir Robert Mends, the 26th June 1822 - p. 8.
- N^o 6.—Copy of a Letter from Lieut. Hagan, commanding His Majesty's Brig *Thistle*, to Commodore Sir Robert Mends; dated Sierra Leone, the 19th July 1822 - - - - - p. 19.
- N^o 7.—Copy of a Letter from Captain Thomas Wolrige, Commander of His Majesty's Sloop *Driver*, to John Wilson Croker, Esq. dated the 21st August 1822, *ibid.*
- N^o 8.—Extract of a Letter from Commodore Sir Robert Mends to John Wilson Croker Esq. dated on board His Majesty's Ship *Iphigenia*, the 17th October 1822 - - - - - p. 20.
- N^o 9.—Extract of a Letter from Captain Grace of His Majesty's Ship *Cyrene*, to Commodore Sir Robert Mends; dated off Gallinas River, 25th October 1822 - - - - - *ibid.*
- N^o 10.—Copy of a Letter from Captain Grace of His Majesty's Ship *Cyrene*, to Commodore Sir Robert Mends; dated off Gallinas River, the 2d of November 1822 - - - - - p. 21.
- N^o 11.—Extract of a Letter from Commodore Nourse to John Wilson Croker, Esq. dated on board His Majesty's Ship *Andromache* at Sea, the 5th January 1823 - - - - - p. 23.
- N^o 12.—Extract of a Letter from Commodore Sir Robert Mends to John Wilson Croker, Esq. dated Sierra Leone, 27th March 1823; with one enclosure - *ibid.*

For - - - - B. - - - - see p. 24.

A.—Communications received by the Lords Commissioners of the Admiralty, from Naval Officers, since the 21st March 1822.

A.

N^o 1.—Extract of a Letter from Henry John Leeke, Esq. Commander of His Majesty's sloop Myrmidon, to Commodore Sir Robert Mends; dated off the river Bonny, bight of Biafra, 12th September 1821.

“ AFTER completing my water in the bay of Fernando Po, I put to sea with the determination of searching the Bonny river, if the weather would permit. I accordingly anchored off Antony point on the evening of the 9th August, and at day-light the next morning I dispatched the boats under the command of Lieutenant Bingham, for the purpose of intercepting any slaves he might find there. In going up the Antony river instead of the Bonny, we ascertained that it was a much shorter cut to the anchorage of the slave vessels in the latter river, and that it enabled the boats to surprise them by day-break. They found no less than six French vessels all trafficking for slaves; the first they boarded was a brig, with 150 on board, and the captain of her informed Mr. Bingham that there was a Spanish brig and schooner in the creek full of slaves, and their crews on shore in a state of mutiny. We immediately pulled in the Gig (with the pinnace in company) to search them, and upon approaching he fired a musket or two to make them hoist their colours, and to prevent their slaves from jumping overboard, which numbers were in the act of doing; they took no notice of this, but upon coming within pistol-shot, they hauled up their ports and commenced a heavy fire of grape and musketry. The contents of the first gun, I am sorry to say, took the stern sheets of the Gig, and severely wounded Lieutenant Bingham, Mr. Deschamps, midshipman, and John Morgan, serjeant of marines, and one seaman. This resistance being so unexpected, and the commanding officer apparently dying from the wound he had received in his breast, and the vessels keeping up so warm a fire upon them, he judged it expedient to withdraw the boats until a stronger force could be obtained.

“ Immediately upon receiving this intelligence, I dispatched Mr. Edwin, with a reinforcement of 29 men, to attack them; but he having ascertained that the vessels had made every possible preparation to defend themselves, by lashing several hundreds of iron bars round them, and laying a platform of the same athwart from the upper part of the bulwark, and then awnings so taut nailed down that no entrance could be effected but by one man at a time; under all these circumstances, I judged it impracticable for our boats to board without sacrificing many lives, and the weather being extremely bad I was unwilling further to expose my men. I therefore conceived it my duty to do my utmost to take the ship up the river, in order to punish the renegadoes for their insolent conduct. I was further induced to make the attempt, in consequence of a representation having been made to me that the king of Bonny had very ill-treated our merchants trading with him for palm oil, detaining them unnecessarily six or seven months, while the slave vessels received their cargoes in the short space of one, and they felt satisfied that the appearance of a man of war would be of the greatest importance to their trade. Having, therefore, taken every possible precaution of sounding repeatedly upon the two bars, laying buoys down and waiting for the advantage of clear weather, the proper time of tide, and a fair wind, which necessarily in the rainy season on this coast caused much delay, I am happy to say I crossed the bar in safety, carrying three and a half fathoms, and anchored in the road of Bonny a little after sunset, on the 31st August.

“ The Spaniards, upon seeing the ship, immediately escaped on shore, and sent me a joint letter acknowledging that they had done wrong by firing into the boats, and entreated I would take their vessels and spare their lives. To this, of course, I made no reply; but finding that all the slaves had been sent on shore, and that the natives had

had taken away all their cargo and provisions, much time was lost previous to our taking possession, in making the king deliver them up again, which, however, I at length effected by threats and intimidation.

“ On boarding them we found 154 slaves in the brig, and 130 in the schooner; the former is a remarkably fine vessel of 254 tons, mounting 12 carriage guns, and at the time she fired upon our boats had a complement of 75 men, 30 of whom had been taken from the schooner.”

N^o 2.—Extract of a Letter from Lieutenant Mildmay of His Majesty's ship *Iphigenia*, to Commodore Sir Robert Mends; dated on board the Portuguese Hermaphrodite schooner *Conde de Villa Flor*, Sierra Leone, 2d March 1822.

I HAVE the honour to inform you, that owing to the strong southerly current I made but little progress for the first two or three days after I left the ship, and being afterwards set between two of the islands in the channel of the Rio Grande, with which the pilot was unacquainted, I did not reach Bissão before the 21st February, about half past eleven A. M., when I found lying there a vessel answering the description of the one of which you had previously received information. I pulled up towards her with the boats, and when close under her quarter was received by a discharge from one of her stern chasers, as well as several small arms. I immediately boarded, and, after a slight resistance, took possession of her. She proved to be the Portuguese hermaphrodite schooner *Conde de Villa Flor*, mounting one long eighteen-pounder on a sweep amidships, six nine-pounder caronades, and two long one-pounder guns on swivels astern, and otherwise well armed with muskets, &c. and manned with thirty-five sailors and five black soldiers, of whom there were one killed and three wounded; having on board 172 slaves, men, women, and children, who were taken on board at Bissão, principally on the day before and on the afternoon of the day of capture.

It is with particular gratification I announce to you, sir, the capture of this vessel, as the circumstance of the governor of Bissão having eight slaves on board, with more expected had she remained, and his sending on board five black soldiers instead of as many of her crew who had died there, will show the intimate connexion existing between him and the slave dealers who frequented the port. I regret at the same time, the commander of the schooner, by name Manuel Antonio de Silva Brandroo, (a Portuguese, and a man who for several years has been engaged in this disgraceful traffic), should have been on shore; I thought, at first, of sending a requisition demanding him, but on reflection I did not deem it prudent to do so, as there appeared but little probability of its being attended with success, and I did not know what might be the result to the officer and boats crew sent, from the open and avowed manner in which the governor was concerned in the loading and protecting this vessel.

On the morning following the capture, at day-light, I liberated about 80 slaves, who were in irons, amongst whom were children of 12 and 14 years of age.

N^o 3.—Copy of a Letter from Captain B. M. Kelly to John Wilson Croker, Esq.; dated Free Town, Sierra Leone, the 8th March 1822, with one enclosure.

Sir,

Free Town, Sierra Leone, 8th March 1822.

I BEG leave to enclose, for the information of my Lords Commissioners of the Admiralty, the narrative taken on oath before His Majesty's advocate at Sierra Leone, of Quashie Sam, late one of the prize crew of the Portuguese slaving brig *Vulcano*, detained by the *Pheasant*; detailing the melancholy events attending the re-capture from, and subsequent murder of the prize master and crew put on board to navigate her to Sierra Leone. Their Lordships will observe that there is another of the native Africans (one of the prize crew) still alive, and in slavery in the Brazils.

Quashie Sam has been discharged from the *Pheasant*, and gone down in His Majesty's ship *Iphigenia* to Cape Coast, his native town. I have mentioned to Commodore Sir R. Mends, that it would be advisable to place him under the eye of the governor of Cape Coast Castle, in order that he may be forthcoming should their Lordships be desirous of obtaining any further information from him.

His

His Majesty's advocate at Sierra Leone took Quashie Sam, previous to his departure, to the gaol, for the purpose of identifying the Portuguese seaman Juan Antonio, alias Juan Antonio Bento, reported in my letter of the 28th September last, as having confessed himself one of the murderers of the prize crew of the *Vulcano*; and in consequence of his stating, from a perfect recollection of the persons of the Portuguese on board of her, that he was not one of them, he (the advocate) has taken upon himself to order his discharge from custody.

I have the honour to be, Sir,

To John Wilson Croker, Esq. M. P.
Admiralty Office, London.

Your most obedient humble servant,
(signed) *B. Marwood Kelly*, Captain.

Enclosure in N^o 3.

Colony of Sierra Leone.

PERSONALLY appeared Quashie Sam, alias Sam Quashie, who being duly sworn on the Holy Evangelists, deposed and saith, That he is a native of Cape Coast, lately employed in His Majesty's ship *Pheasant*; that in the month of October 1819, he, the deponent, four white seamen, two Kroomen, and another native sailor of the same country as himself, were put on board a slave brig, the *Vulcano*, detained by the *Pheasant*; that Mr. Castles, a midshipman of that ship, was placed in charge of the said brig to navigate her to Sierra Leone. Of the original crew of the *Vulcano* there remained on board, the captain, boatswain, one white sailor, and a black man as cook; that about six weeks afterwards, on the passage to Sierra Leone, deponent was in the fore-hatchway feeding the slaves, about the hour of two o'clock in the afternoon, when he heard a shot fired on deck; that on looking up out of the hold, he observed the Portuguese captain in the act of cutting down Mr. Castles with a cutlass, and saw Mr. Castles fall bleeding overboard. Mr. Castles was fishing, and in the chains when attacked; the Portuguese captain then fired at the two white sailors who were in the fore-top, and they both fell overboard; the quarter-master was lying dead at the helm, deponent supposes he had been killed by the first shot, at the moment when the captain killed Mr. Castles; the Portuguese white sailor and the black cook ran forward and killed the white sailor on the fore-castle, and threw him overboard; the two Kroomen jumped into the sea and were drowned; deponent attempted to come up on deck, but was prevented by the captain, who snapped a musket at him; they (the Portuguese) also fired at deponent's countryman who was at the main hatchway, and closed down the hatches: That at twelve o'clock at night the hatches were opened, and deponent and his countryman brought on deck; the captain told them that he would save their lives and sell them at Bahia, unless he fell in with an English vessel, in which case he must kill them to prevent discovery. They then sailed for Bahia, and on arrival off that port a boat came off to the brig from the shore, this boat the captain sent back again with a letter, and some hours afterwards a supply of provisions came off, on receiving which they made sail and got out to sea; they stood off and on for six days, and then returned off Bahia and came to anchor: That on the same day a schooner with three masts came out to them, into which all the slaves, together with the deponent and his countryman, were removed from the *Vulcano*; the Portuguese captain and his people then came on board the schooner, having first scuttled the brig, which sunk soon after: That the schooner was then got underweigh, in which they ran past Bahia and came to anchor in a bay about 20 miles distant from that place; here the slaves, with deponent and his countryman, were landed, and all placed together in a house, in which they remained about two or three weeks, when a merchant from Mina purchased deponent and a number of the other slaves: That immediately after, they were put in a boat and taken to a place called Cachway, which is about two days sail from the neighbourhood of Bahia; at that place deponent met a Cormantyne man, who told him that his (deponent's) master lived a great way up the country at the mines; on hearing this, deponent told the Cormantyne man to tell his said master, that he, deponent, would not go with him; that in despair he refused food, and would not move when the other slaves were about to march; he was then severely flogged, and tied on a horse, but still refusing food his master sold him five days afterwards, at the fair of Saint Ann, to a planter named Francisco Manoel Secara: That through the interpretation of a slave, whom deponent had formerly known in Africa, he acquainted Senior Francisco with the particulars of the murders on board the *Vulcano*: That he lived with that person for about 16 months, principally employed twisting tobacco; that at the end of this period deponent heard that his master intended to sell and send him

him to the mines, upon which he ran away and got to San Thoma, on the water side : That he went from this place in a passage boat to Bahia ; on coming into the harbour he saw a brig with English colours, and went on board of her, when he told the master his case, and remained all night : That in the morning the master told him he must go on shore, as his was a merchant vessel ; he then returned to San Thoma, where he remained in the Bush for two weeks : That at the end of that time deponent heard a morning and evening gun fired in the harbour of Bahia, and on inquiring heard that an English man-of-war had arrived with a slave schooner ; that he then purchased six fowls, and, under pretence of selling them, went to Bahia, and got on board the English man-of-war the Morgiana, in which ship he came to this colony.

Taken and sworn before me, at Free Town,
in the said colony of Sierra Leone, this
7th March 1822.

his
Sam X Quashie,
mark.
(signed) J. O. N. Walsh, M. C. and A^s Secretary.

N^o 4.—Copy of a Letter from Commodore Sir Robert Mends to John Wilson Croker, Esq. ; dated His Majesty's Ship Iphigenia, off Bonny, 17th April 1822, with one enclosure from Lieut. Mildmay.

Sir, H. M. Ship Iphigenia, off Bonny, 17th April 1822.

HAVING sailed from Sierra Leone on the 11th ultimo, after receiving on board Governor Sir Charles Macarthy and suite, for the purpose of proceeding along the coast to inspect the different forts taken possession of by the crown from the African Company, I now beg leave to acquaint you, for their Lordships information, that I visited Dix Cove, Cape Coast, Annamaboe, and Accra, in company with the General, and left him at the latter place, having settled to receive him on board at Cape Coast the latter end of the present or beginning of the next month, and proceeded, accompanied by the Myrmidon, to examine the different stations where the slave ships principally resort.

At a place called Appam we captured a Portuguese brig with 12 slaves on board, and part of her cargo ; a considerable number had been engaged for her on shore, but I did not find it practicable to get them off. At Whydah we took a Portuguese schooner with three slaves ; her platforms and every thing ready for receiving 250 in a few days. I should have demanded the delivery of these from the king had not the surf been too heavy to land in our own boats, and no canoes would come nigh us.

Having put Lieut. Mildmay and a party on board her, I directed him to make sail a-head as far as the river Lagos, where I had reason to apprehend there were some more vessels engaged in this traffic ; and he was so fortunate as to capture another Portuguese at that place, with 187 slaves on board. There were four other vessels there of the same nation, but not having any on board they were not molested.

Availing myself of the active zeal and thorough knowledge of this coast of Captain Leeke of the Myrmidon, on the morning of the 15th I despatched the boats of both ships, under the command of Lieutenant Mildmay, up the rivers Bonny and New Calabar ; and I beg leave to enclose for their Lordships information, a copy of the lieutenant's letter to me, detailing the circumstances which took place on that occasion. There were lying there two large armed Spanish schooners, four French brigs (and an English brig taking in palm oil) anchored in line, with springs on their cables. It was not until after eight o'clock in the morning that the boats, with their colours flying in them all, got within long range of shot of these vessels, when the two schooners first, and the French brigs immediately afterwards, hoisted their ensigns, and commenced a very brisk fire on them with cannon and musketry, which was continued for nearly 20 minutes before the boats succeeded in boarding and capturing the whole.

Having heard the firing from this ship, and seen the attack from our tops, I was a good deal surprised at its vivacity and continuance, and feel much real pleasure in having it once more in my power of bearing testimony to the gallantry and decision of Lieutenant Mildmay, whose conduct was marked by a firmness and good sense which do him honour. Acting Lieutenant Samuel John Hunt and Mr. Thomas Young, acting master of His Majesty's sloop Myrmidon, and Lieutenant Surgeon of the marines of this ship, behaved in a very gallant manner, as did all the rest of the officers

officers and people; but it is with severe regret I have to report that there were two of our seamen killed, one belonging to this ship and one to the *Myrmidon*, and seven wounded.

It is not in my power to mention precisely what number our opponents lost, but I have much satisfaction in saying, from all the reports which have reached me, that the remainder have received such a lesson as they will not soon forget.

Careful, Sir, in wishing to avoid giving the least cause of offence either to the French or American governments, by a copy of my order to Lieutenant Mildmay, which is enclosed, you will perceive he was instructed to guard against doing so; or if, unintentionally, he boarded one of their ships in the night, to make a suitable explanation. These people, on the contrary, hold no terms with us; but making quite sure of being able to defeat the boats, we are informed that they had determined to put every one of our people to death who fell into their hands, nor do I the least doubt it.

It is, I believe, tolerably well ascertained that one of the French brigs did not fire, I have therefore directed her not to be meddled with, but have ordered the other three to Sierra Leone to be tried in the court of Vice Admiralty for this wanton act of hostility and murder, and hope it will appear to their Lordships, under all the circumstances of the case, to be the most judicious course I could pursue.

I have, &c.

To J. W. Croker, Esq.

R. Mends, Commodore.

Enclosure in N^o 4.

Spanish Schooner, *Ycanam*,
River Bonny, 16th April 1822.

Sir,

IN compliance with your directions, I have the honour to lay before you an account of my proceedings up this river, with the boats you placed under my command.

Having crossed the bar soon after day-light yesterday, about seven o'clock, I observed seven sail (two schooners, four brigs, and one brigantine) lying at anchor off the town. When about four miles from them I hoisted the colours, and when I had advanced within long range the two schooners, their broadsides having been previously brought to bear on us by springs on their cables, commenced firing without showing any colours. They were immediately afterwards joined by two brigs and the brigantine under French colours. When I was near enough for the shot to take good effect, I returned the fire from the boats having guns, at the same time advancing under a heavy fire of round grape and musketry from these vessels, and in about 20 minutes from the commencement succeeded in boarding and taking possession of the whole of them as follows; viz.

Spanish schooner *Ycanam*, 306 tons, eight long eighteen-pounders, two long nines, 55 men, and 380 slaves.

Spanish schooner *Becua*, 180 tons, eight long eighteen-pounders, and one long nine, 45 men, and 300 slaves.

French brig *Vigilant*, 240 tons, four twelve-pounder carronades, (all of which were brought over on one side for her better defence) 30 men, and 343 slaves.

French brig, *Petite Betzey*, 184 tons, four nine-pounder carronades, 25 men, and 218 slaves.

French brigantine, *L'Ursule*, 100 tons, four nine-pound carronades, 27 men, and 247 slaves.

The brig housed over was the *William Rathbone*, from Liverpool, for palm oil. The remaining one *Le Théodore*, a French brig, I found without slaves actually on board, but ready provisioned, and with her hold fitted for them, and as I have since understood, her cargo on shore waiting to be embarked. I am not decided that this vessel took any share in the attack on us, but have no doubt her crew were gone to the assistance of the others. I have, in consequence of these circumstances, indorsed her papers, stating the object of her visit to the Bonny.

Though we may consider ourselves fortunate in not having suffered more from the heavy fire kept up on us as we advanced, I regret having to inform you we had two men killed (*J. M'Coy* of the *Iphigenia*, and *J. Randall* of the *Myrmidon*), and five wounded. I have not been able to learn accurately the loss on their part, but from what I can understand, there were 16 killed, besides several badly wounded, on board this schooner. The slaves, I am sorry to say, suffered also from these dastardly Spaniards, when they themselves were afraid to stand having put muskets into their hands, with which they fired up the hatchway, and were killed by our people in returning it.

The small schooner, when I took possession of her, had a lighted match hanging over the open magazine hatch, left by the crew when they deserted her; and who, when no hope remained of their preventing her falling into our hands, merely to gratify a diabolical feeling of revenge for their defeat, would have blown up 300 poor fellows ironed in the hold. This fact, Sir, will show you of what these villains are capable; and makes me credit the brag of some of them, that had they got the better of us, it was their determination, if possible, to put us all to death.

I am greatly indebted to Acting-Lieutenant Samuel J. Hunt, of the *Myrmidon*, for the assistance he afforded me, and the zeal and activity he showed on this occasion; as also to Mr. Young, master of that ship, Mr. P. Sturgeon, lieutenant of marines, and Mr. Whitelaw, surgeon of the *Iphigenia*, and the several midshipmen employed; and beg to assure you, Sir, the gallantry and good conduct of every officer, seamen, and marine is deserving the greatest commendation.

The draught of water of this schooner (17 feet) will prevent her crossing the bar before the spring tides; the others I shall get down as soon as possible.

I trust, Sir, my conduct in this affair, as well as the subsequent arrangement I have made, will meet your approbation; and have the honour, &c.

(signed) *Geo. W. St. John Mildmay,*
Lieut. of H. M. S. *Iphigenia*.

To Commodore Sir R. Mends, Kt.
&c. &c. &c.

N^o 5.—Copy of a Report on the state of the Slave Trade on the Western Coast of Africa, by Commodore Sir Robert Mends; 26th June 1822.

Sir,

His Majesty's Ship *Iphigenia*,
Sierra Leone, 26th June 1822.

In obedience to their Lordships commands, conveyed to me in their order of the 31st October 1821,—“To take every opportunity of reporting to their secretary, for their information, reports of my proceedings and those of the vessels under my orders, together with such observations, as I may deem it advantageous for their Lordships to be made acquainted with in regard to the station intrusted to my charge, and particularly as to the progress made towards the entire suppression of the slave trade;”—

I have now, Sir, the honour of transmitting to you such observations and reports as my own knowledge, and the experience of other officers and gentlemen on the coast of Africa, have supplied.

From the various duties to which my attention has been directed, combined with the late period of my arrival on my station owing to the long continuance of bad weather, which so much retarded my getting out of the Channel last winter, the opportunities I have had of becoming minutely acquainted with the extent to which the slave trade is carried on, the principal seasons of the year for conducting it, and the nations whose subjects are most engaged in it, have necessarily been much limited; yet some stubborn facts have come to my knowledge on these points, which I shall submit in the most brief and plain manner I am able to their Lordships consideration. In my opinion they go far to establish the fact, that the slave trade will never be suppressed till the right of search be freely admitted, and every ship found with slaves on board, or evidently engaged in slaving, be liable to condemnation to such ship of war of any nation as may seize her.

Having in my letter of the 4th of April last detailed my proceedings along the coast, in company with Sir Charles Macarthy, for the purpose of taking possession of the forts on the part of the crown, it will be unnecessary for me to enter again on that part of the subject. By that report, and two others I shall have the honour, Sir, of transmitting to you, their Lordships will be put in possession of all the information in my power at present to afford respecting these forts, their final arrangements not being as yet completed. This will necessarily limit such observations as I have to make in this report specifically to the course of the slave trade, abstracted from considerations with which it may not be immediately connected.

To affirm as a matter of fact that this traffic exists, and is carried on by the French from Senegal to the Gambia (the Cape Verd Islands being frequently the depôt whence the slaves are transhipped for the Brazils, under the flags of France and Portugal), without having substantive proof of it, might be considered as unfair, and not warranted by what I am able to prove. It may be so; and I dare not positively assert what has not come within my own knowledge, but reports from all quarters

quarters go to declare the fact; and judging of their credibility from what I have met with in other places, it is not being too credulous, or too prejudiced, to yield my belief to the general opinion. The activity with which the subjects of these nations pursue the trade elsewhere, leaves little room to doubt of their readily engaging in it, under circumstances so favourable to their purposes, as the negroes are conveyed in a small vessel to one of these islands not immediately under the governor's observation, and there kept on shore until a ship arrives to take them away; this is done with an impunity which leaves no risk, whilst the trade in other parts is subject to many casualties.

In the rivers Casamaça, Bissagõs, and Rio Grande, I am informed there is rather a considerable activity in the traffic for slaves. At Bissão the boats of this ship captured a Portuguese brigantine with 172 negroes on board. The governor having a strong interest in her put five soldiers on board to assist in defending her; and since that time we have heard of other vessels having arrived there, and at Cacheo, for similar objects. We were afterwards informed that at the time our boats captured this vessel, there was a Spanish schooner lying in one of the creeks, not far off, with 200 slaves on board.

These are incontrovertible facts. The vessels lie under the protection of the forts till they think the coast is clear, and then they take on board the slaves and sail. Whilst the governors not only protect, but in such an avowed manner participate in the traffic of the slave dealer, there can be no effectual prevention unless a ship of war were anchored at each of these places, which is impracticable.

In the Nunez and Pongas, it appears to be on the decline for the present, but there is no knowing how soon it may be revived by the Portuguese.

The trade is still carried on with spirit between the Sherbro' and Cape Palmas, on the same principle as elsewhere, *i. e.* of having the cargo of slaves collected ready on shore, and embarking them as it might appear convenient, and could be done with safety. My last information from these parts was, that a French and Spanish vessel had arrived at the Gallinas, under the hackneyed pretence of trading for palm oil, ivory and gold dust, which, with these people, always means slaves. The Snapper, Lieutenant Rothery, has been ordered to watch them.

A lingering disposition to favour this commerce exists among the natives along the whole line of coast, with the exception of Sierra Leone; and wherever the British flag is flying at other places, its most decided influence will be required to check it effectually. I am thoroughly convinced that this influence will be exerted in the most efficacious manner whenever it can act; but it will sometimes happen, that under the very walls of the fort an unfortunate individual will be sold and carried away without its being known to the governor and his officers. Instances of this kind are rare; but some have come within my knowledge: and whilst the trade be at all sanctioned by any European power, the continuance of such practices must be calculated on as an unavoidable consequence resulting from that protection.

When a man for instance is indebted, and finds in the person of another a more convenient article for sale, which he can readily convert into cash with much less trouble than he could raise the hundredth part of the value by labour, the means of doing so are seldom wanting where mutual interests conjoin, and here those of the slave seller and slave buyer unite. It consequently gives rise to every sort of dissipation and licentiousness, leading the mind of the more active of the natives away from the less productive and slower pursuits of agriculture and commerce.

The system of "*panyarring*," or stealing of people, is very general in some parts. Whilst we were at Cape Coast, a woman belonging to that town was stolen by a man of a village about five miles off, as she was returning from the rice plantation. Sir Charles Macarthy had the man who carried her away caught and brought before him. He acknowledged the fact; said he was in debt, and had no other means of paying. The woman, it seems, would have been kept until she were redeemed by her friends; or if that were not done within a short period she would have been sold to a slave dealer. I was present at the examination of the man, and therefore vouch for the fact. It was with some difficulty Sir Charles was enabled to get the woman restored, as the village, with its surrounding territory, by our late treaty has been ceded to the king of Ashantee. Wherever the traffic in slaves has been checked, the natives appear to have shown a fair and reasonable desire of cultivating the natural productions of their country. Our resident officers and merchants agree in asserting, that these would be raised to any extent for which a market could be found. I presume this is as much as could be expected from any people in a state of nature.

Our merchants had complained that it had been a practice in the river Bonny with king Peppel, to pay him a proportion of the cargo of each ship, by way of duty, before he would allow them to trade; but that these exactions, not being defined in their amount, had risen to 300 l. sterling on each ship. In addition to this intolerable burden, a delay of six or seven months occasionally arose from the preference given to the slaving vessels, which was as ruinous to the interests of the owners of these valuable ships, as it was productive of a great mortality among the crews.

In order to put a stop to these arbitrary proceedings an agreement has been entered into with this king, in the presence of the masters of several merchant ships, obliging him to complete their cargoes in three months, which is only half the time they have hitherto remained out, and likewise a stated sum fixed to be received by him as duty. This he signed with some hesitation, and at length promised most faithfully to comply with it; but as much dependence is not to be placed upon the faith of African monarchs, he has been given to understand that a man-of-war will be frequently ordered to visit his river, and enforce a strict performance of his promise.

Being strongly urged to abolish the slave trade, he replied that it was his chief support; but if the king of England would send him annually a seventy-four-gun ship laden with goods, he would give it up. His *modest request*, at all events, shows the value he puts upon this traffic.

I am informed it is almost impossible to credit the extent to which the slave trade has been carried on in the Bonny; there having actually sailed from that river, between the months of July and November last year, 126 slave vessels: eighty-six of which were French and the other Spaniards. Six of them were heavy vessels. One a frigate-built ship, mounting 28 twenty-four-pounders, long guns and carronades, 200 men, English, American and Spaniards. A corvette of 26 guns, twenty-four-pounders, long guns, 150 men. Corvette of 20 guns, thirty-two-pounders, 120 men. Corvette of 16 guns, twenty-four pounders, carronades, 96 men. A brig of 18 thirty-two pounders, 100 men; and a brig of 16 guns, 60 men, all Portuguese and Spaniards. This information was given by the captain of one of our merchant vessels, who was actually on board each of them. An immense number have already sailed this year, and I find many more are expected; and have ascertained from good authority, that they will generally be under the French flag; that is, they sail with their slaving cargoes on board from the Havannah to a port in France, and there clear out, come to this coast under the pretence of purchasing palm oil and ivory, ship their slaves, and return to the coasts of Cuba thus inhumanly laden.

The following is an extract from Captain Leeke of His Majesty's sloop Myrmidon, dated the 7th November 1821. "According to my intention, mentioned in the report I had the honour to send you, dated the 12th September, I have visited the Old Calabar, Rio del Rey, Bimbia River, and the Cameroons, I am sorry to say without success. Information travels so rapidly from river to river by the creeks of this country, that the news of my having taken the vessels from the Bonny had reached a week before I could appear off. The slavers became alarmed and shipped what slaves they could, put to sea, and thus have escaped me. A Spanish felucca, bound to the Havannah, with 200, sailed a few days prior to my boats searching the Old Calabar, and a Portuguese brig with the same number for Bahia, sailed three days previous to my anchoring off the Cameroons.

"From the former river there had sailed within the last 18 months, 177 vessels with full cargoes. More than the half of them were under the French flag, the others Spaniards and Portuguese. These accounts have been given me, (not only from the kings and chiefs of the rivers), but from those who were actual eye-witnesses of the shipment and sailing of the unfortunate negroes.

"Thus you will perceive that this horrid traffic has been carried on to an extent that almost staggers belief. The vessels reported in my last to have left the river Bonny between the months of July and November 1820, with 86 that have already sailed this year added to these, with 35 from the Bimbia and Cameroons, will make their number 424, many of them carrying from 500 to 1,000 slaves; and by allowing only the very moderate average of 250 to each vessel, will make 106,000 slaves exported from four of the northernmost rivers, in the bight of Biafra, in the short space of eighteen months, and by far the largest half in vessels bearing the French flag." I beg leave to subjoin the letters of this respectable and zealous officer on this subject.

By the annexed boarding list, it will appear to their Lordships that within a very

very short period the ships of war, on this coast, have boarded 45 vessels engaged in the slave trade; viz.

French	-	-	-	-	-	-	19	} - - Total 45.
Portuguese	-	-	-	-	-	-	19	
Spanish	-	-	-	-	-	-	6	
Swedish	-	-	-	-	-	-	1	

Of which 16 were captured, having on board 2,481 slaves. These are facts substantiated by unquestionable proofs; and show, beyond the possibility of doubt or contradiction, the preponderance of France and Portugal in this traffic. It now ceases to be questionable assertion, or charges brought forward admitting of hesitation before they are entitled to belief. They are, Sir, corroborative of the reports which have been repeatedly laid before you, and obtain our full credence for those made to Captain Leeke, to which I have already adverted.

Vast as this is, it still falls infinitely short of the reality, as many ships must have sailed with full cargoes from other places to the northward of the Line, of which we have no account. Great numbers are also transported from the Main to the islands of St. Thomas and Prince's, and thence to the Brazils. Equal in extent to all these prodigious shipments are those made to the southward of the Line, of which we have no correct knowledge, but where no interruption whatever is given to them. These French, Spanish and Portuguese slave dealers exert in their full strength, and carry on their guilty commerce with a sweeping hand. But I am not without hopes of being able next year to furnish some interesting details on this part of the subject, as it will, during the interval, occupy a considerable part of my attention.

I have not heard of either American or Dutch ships being on the coast engaged in the traffic of slaves; if they be at all, it is not frequently, and they are well covered; but I am given to understand from good authority, that in the Brazils, especially at Bahia, ships papers are manufactured with great facility, and that every vessel which puts to sea from that port has generally French, Spanish and Portuguese papers, colours and captains.

Agreeably to the declaration made by the Count de Palmella to the Congress at Vienna in 1815, on the part of his Royal Highness the Prince Regent of Portugal, to abolish definitively the slave trade in *eight years*, we are led to believe that it will cease every where and for ever, to be protected by that crown, the beginning of the year 1823, and this belief is very general among the Portuguese at St. Thomas's and Prince's Islands. Their Lordships will, I hope, permit me to call their attention to this particular point, and to instruct me whether it be so, which necessarily extends the right of detaining Portuguese ships with slaves on board to the southward of the Line. By the same convention, the Crown of Portugal retains the right of trading in slaves to its subjects to places actually belonging to it to the southward, *i. e.* from the 5th to the 18th degree of south latitude, and no where else; but in the 4th Article of Instructions for British and Portuguese ships of war employed to prevent the illicit traffic in slaves, it is said, "No Portuguese merchantman or slave ship shall, on any pretence whatever, be detained, which shall be found near the land, or on the high seas near the Equator, unless after a chase which shall have commenced north of the Equator." If this article be taken in its literal construction, it gives to the Crown of Portugal no less a sovereignty than five degrees of latitude, or 300 miles of sea coast more than it claimed, comprising several slave ports of great celebrity. The British Government in acceding to that article could not possibly have overlooked consequences so directly opposite to the spirit of the convention, as it would have been conferring on the Portuguese a boon unthought of, by enabling them to extend the traffic in slaves in perfect security to an enormous degree. It is probable that its true meaning is,—That ships at sea actually making their passage, though found near the land, &c. shall not be detained on suspicion, as they may have been set out of their course in light winds and calms by the currents; but that this protection does not extend to ships at anchor, engaged in slaving, at places over which the Crown of Portugal claims no right, *i. e.* betwixt Molemo and the Equator. I am more inclined to consider this as the true interpretation, because the term, "lawful trading in slaves," is repeatedly mentioned elsewhere, and expressly confined, on the western coast of Africa, to places over which the Crown of Portugal claims sovereignty, mentioning by name from the 5th to the 18th degree of south latitude. Surely no negotiator would insist upon giving away five degrees of coast more than was asked. It would, however, be most desirable that a competent opinion were taken on the subject, for the guidance of myself

myself and officers under my command, provided the Portuguese are still to trade in slaves to the southward of the Line.

Their Lordships being already acquainted with the desperate attack made by the French and Spanish slave ships in the river Bonny, in last April, on the boats of this ship and the Myrmidon, which ended in the capture of the whole of these ships; I feel it incumbent on me here to mention a combination said to be entered into by the officers and crews of the whole of these vessels, by which they bound themselves to put to death every English officer or man belonging to the navy, who might fall into their hands on the coast of Africa. This was in perfect unison with all and every thing which the slave dealing has engendered. Of a similar nature was the agreement between the Spanish captains and their seamen, the latter binding themselves *blindly to obey every order of whatever nature it might be*; and in case of the vessel being taken, not to receive any wages. Such is the depravity to which this slave trade debases the mind, and the character of the desperate banditti engaged in it. These outlaws and robbers assume any flag as best suits their purpose at the time, and would equally trample on the lily that protects them, as on the crucifix which they impiously carry in their bosoms.

It is needless, Sir, to swell this report with repeated instances of the cruelty and savage feeling to which this bad trade gives rise. In every shape,—of cool premeditated murder, and shameless atrocity, which avarice and a total disregard for the victims of it, but as it suits interested purposes,—has it been laid before the world by writers perfectly competent to the subject. Nor let it be supposed that any description of it has been too animated, it is impossible it could be so. It is necessary to visit a slave ship to know what the trade is.

Wherever this baneful trade exists the civil arts of life recede, commerce disappears, and man becomes doubly ferocious. It is scarcely to be believed that an attempt

LIST of VESSELS captured, for being engaged in the illicit Traffic for Slaves, by the
between 1st September 1821

Name of H. M. Ship capturing.	Time.	Place.	Name of the			Number of		
			Vessel.	Master.	Owner.	Men.	Tons.	Guns.
Iphigenia and Myrmidon.	1822 : 21st February	Bissão - -	Conde del Villa Flor.	M. A. de Silva Brandao.	- - -	45	150	9
	1st April -	Appam, on the Gold Coast.	Dies de Feverio	Juan V. de Silva	Donna Maria Vittoria de Siuz.	23	150	2
	6th " -	Whydah - -	Nymfa de Mar	José Fran. Delloz	Antonia de Paulo Barbosa.	24	104	3
	7th " -	Lagos - -	Esperança Felix	Joaq ^m de Brita Lima.	Manuel José Freiro.	24	142	4
	15th " -	River Bonny -	Ycaman - -	Don Antonia Moreza.	- - -	46	226	10
	- " -	- ditto - -	Vecua - -	Don Vincenzo Gomez.	Don Luis Martinez.	40	179	10
	- " -	Bight of Biafra	Le Vigilant -	Antoine César Bœuffier.	François Michaud.	31	232	4
	- " -	- ditto - -	La Petite Betzy	Jean Poireau -	Jolin Dubois -	25	139	2
Captured by L ^t Clarkson, of Iphigenia, while co-operating with the Americans.	26th February	off the River Gallinas.	Josef - - -	Bernard Douillez.	Jean Delluo -	22	99	4
	29th April -	Old Calabar -	Defensora -	Manuel Marks	Caitena Raimundo de Novaes.	13	35	2
Myrmidon -	1821 : 4th Sept. -	River Bonny -	La Caridad -	- - -	- - -	45	245	12
	- " -	Bight of Biafra	Nuevo Virgin -	- - -	- - -	30	112	-
Morgiana -	1822 : 17th March -	off Trade Town	Dichosa Estrella	Domingo Laros	Santiago Ruffin	26	100	1
	15th April -	Lagos - -	Esperança -	Placedo José de Maria.	Antonio José de Sauza.	29	189	2
Thistle - -	13th January	Rio Pongas -	Rosalia - -	- - -	- - -	-	-	-
Total number of Vessels captured						-	-	-

attempt was made to blow up a vessel with upwards of 300 slaves on board, almost all of them in irons, by her crew hanging a lighted match over the magazine when they abandoned her in their boats, and the Iphigenia took possession of her. Were this a solitary instance of the feeling which it elicits, it ought of itself to induce every European government to take effectual measures for its suppression; but while succeeding years only bring forward a repetition of similar deeds, varied alone in form and guilt, hypocrisy itself scarcely dares to couple the name of christian with that of its protectors.

In bringing this report to a close, it would afford me much real satisfaction were I enabled, from what I have seen and heard on the coast of Africa, to hold out to their Lordships any idea of the slave trade appearing to diminish; the reverse is, I believe, the fact: for it is seen with fearless impudence establishing itself throughout immense territories in open defiance of every restraint, particularly by the subjects of France, Spain, and Portugal, whose ships engaged in it are numerous beyond belief; and many of the former, if not the greater part, commanded by officers of the navy, who delight in appearing in their naval uniforms when visited by the English.

To the testimony, therefore, of those officers who have preceded me in this command, I am compelled to add my own: that the traffic in slaves has not decreased, nor do I see how it can whilst it is supported by European protection in the most open and avowed manner, and defended by force of arms. Were the British ships, employed on this coast for its suppression, allowed to act with freedom, it would in a short time be so cut up and harrassed, as not to make it worth the risk, trouble and disappointment which would inevitably follow. But, till then, we must submit to the mortification of seeing the anxious hopes of our country on this subject disappointed, and the efforts of the navy rendered ineffectual.

I have, &c. (signed) R. Mends, Commodore.

Squadron under the command of Commodore Sir Robert Mends, on the Coast of Africa, and 26th June 1822.

How rigged.	Where			Number of days out.	Number of Slaves on board when captured.	Under what Colours.	REMARKS.
	From.	Bound.	Belonging.				
brigantine	Bissão	Cape Verd Islands and Bahia.	Bahia	- - -	172	- - -	Taken by the boats after a slight resistance.
brig	Bahia	Molembo and Cabenda.	ditto	112	10	Portuguese	
schooner	Prince's Island	Bahia	ditto	112	3		
galacreschooner	Lagos	ditto	ditto	112	187	- - -	Taken by the Iphigenia and Myrmidon in company.
schooner	Bonny	Havannah	Havannah	140	380	Spanish	
ditto	ditto	ditto	ditto	140	325		French
brig	Nantes	cleared out for St. Thomas.	Nantes	84	343		
ditto	ditto	cleared out for Sumatra.	ditto	42	218		
brigantine	St. Pierre's, Martinique.	cleared out for Surinam.	St. Pierre's, Martinique.	112	216	Swedish	Platform laid, water complete, & every thing ready for the reception of the slaves.
schooner	Matanzas, Island of Cuba.	Coast of Africa	Island of St. Bartholomew.	- - -	none		
sloop	Prince's Island	Brazils	Prince's Island	- - -	100	Portuguese.	—
brig	Havannah	Bonny	Havannah	- - -	154	Spanish	These vessels were abandoned by their crews when captured.
schooner	ditto	ditto	ditto	- - -	130		
ditto	Porto Rico	Coast of Africa	Porto Rico	- - -	34	ditto.	—
brig	Bahia	Para	Bahia	- - -	149	Portuguese.	—
schooner	- - -	- - -	- - -	- - -	60	Spanish.	—
16	Total number of Slaves captured			- - -	2,481		

LIST of VESSELS engaged in the illicit Traffic of Slaves, boarded by the Squadron

Name of H. M. Ship capturing.	Time.	Place.	Name of the			Number of		
			Vessel.	Master.	Owner.	Men.	Tons.	Guns.
Iphigenia -	1822 : 6th April -	Whydah - -	Star - - -	José Rodriguez	Vincent de Palma	21	150	2
	- " -	ditto - -	Vigilante - -	Januario I elicio Lobo.	Joaq ^m José Duarte Silva.	38	215	8
	- " -	Porto Novo -	Juliana - -	Juan Tachitaba	Juan Marsh -	28	140	6
	7th April -	Badagray - -	Lusitana - -	Manuel Joaquim D'Auguere.	José Antonio Cano, de St. Guimarus.	25	118	-
	- " -	ditto - -	Sacramento -	José Joaquim Vellozo.	Luis Peraia Thaves.	23	105	2
	8th " -	Lages - - -	Maria Gloria -	Joá José de Fonseca.	Joaq ^m José D'Olivar.	21	180	4
Iphigenia and Myrmidon.	- " -	ditto - -	Esperança Fortuna.	Claudio José Demarez.	Antonio José de Souza.	22	160	2
	15th " -	Bonny - - -	Le Théodore -	Clamard - -	Collin - - -	23	166	6
	- " -	- " -	L'Active - -	Benôit - - -	Houssay - -	22	143	-
	- " -	- " -	L'Alcide - -	Hardie - - -	Jaques François	25	191	4
	from the 1st to the 12th Sept. 1821.	River Bonny, bight of Biafra.	Le Prince - -	Turks - - -	Piccarara - -	20	129	2
	- " -		L'Isis - - -	Savanon - -	Luis Bureau -	21	130	3
	- " -		Léger - - -	Saran - - -	Solia - - -	23	200	4
	- " -		Fox - - -	Arnaud - - -	Férau - - -	33	164	6
	- " -		L'Eugène - -	François Moreau, a lieutenant in the French navy.	Bonnett & Mar-siella.	31	262	7
	Myrmidon -	1822 : 29th April -	Old Calabar -	La Tamise -	Jean Bonnie -	Rougement -	15	230
Morgiana -	13th " -	Whydah - -	Desengano - -	Boao - - -	Ventura - -	20	60	2
	- " -	ditto - -	Zefiro - - -	Ferrada - - -	- " - - -	22	190	2
	- " -	ditto - -	Amélia - - -	- " - - -	- " - - -	15	120	4
Thistle -	- " -	Porto Novo -	Taminha - -	Amarro José de Silva.	Amarro José de Silva.	20	137	6
	23d March -	Piccaning Bassa	L'Adolpe - -	René Decaen -	Robert Surcouss	24	169	8
	17th April -	Cape Coast - -	Estrella - - -	Manuel de Sants	Manuel Francisco Moreria.	28	163	-
	19th " -	ditto - - -	San Juan - - -	Juan Sabino -	- " ditto - -	22	76	-
	- " -	off the river Sugury.	L'Espoir - - -	L'Empéreur -	- " - - -	23	-	2
Boarded by Lieutenant Clarkson, of the Iphigenia, in charge of the party co-operating with the Americans, on board the United States Schooner, Augusta.	- " -	ditto - -	Le Phoenix -	Depie - - -	- " - - -	22	220	4
	Between 26th Feb. and 18th May 1822.	ditto - -	Le Furet - -	- " J. Herrewyn -	- " - - -	9	62	4
	- " -	off the river Gallinas	La Rose - - -	- " M. Thomas -	- " - - -	23	138	2
	- " -	ditto - -	* L'Adolphe -	- " S. Decaen -	- " - - -	26	169	8
	- " -	ditto - -	Le Thomas -	- " T. Deturch -	- " - - -	12	69	-
- " -	ditto - -	Le Coquette -	Bosson - - -	- " - - -	23	132	4	

* This vessel is also entered above, having been boarded by the Thistle on the 23d March.

on the Western Coast of Africa, between 1st September 1821 and 26th June 1822.

How rigged.	Where			Number of days out.	Lading.	Under what Colours.	REMARKS.
	From.	Bound.	Belonging.				
schooner	Bahia	Coast of Africa	Bahia	70	cargo of tobacco, rum, beads, &c.	- - -	Fitted with platforms, slave-irons, and every preparation made for the reception of a cargo of slaves.
ship	ditto	St. Thomas's, Prince's Island, & Molembo.	ditto	168	ditto	Portuguese.	
schooner	ditto	Coast of Africa	ditto	140	ditto	- - -	
brig	ditto	Molembo, St. Thomas and Prince's.	ditto	168	} tobacco, aguardiente, beads, &c.	Portuguese	These vessels were all furnished with royal passports for Molembo and Cabinda, and were in every respect fitted for slaving, and even prepared for the reception of the slaves.
polacre brig	ditto	ditto	ditto	196		ditto	
brigantine	ditto	Prince's Island	ditto	81		ditto	
brig	ditto	Molembo	ditto	160		ditto	
ditto	Honfleur	cleared out for St. Thomas and the Gaboon.	Honfleur	84	cargo landed	French	Slaves collected on shore for embarkation, and every preparation made for receiving them.
ditto	Nantes	West Indies	Nantes	-	120 slaves	ditto	-
ditto	ditto	ditto	ditto	-	trade goods	ditto	Fitted for slaves. Yams, wood and water on board for their use.
brigantine	ditto	ditto	ditto	-	200 slaves	ditto	-
brig	ditto	Martinique	ditto	-	84 ditto	ditto	-
ditto	ditto	Bonny	ditto	-	} general cargo of goods used in the African trade.	ditto	Fitted for the reception of slaves.
schooner	Guadaloupe	ditto	Martinique	-		ditto	
brig	Havre de Grace	ditto	Havre de Grace	-		ditto	
brig	Marseilles	Coast of Africa	Marseilles	-	trade goods	ditto	Waiting for slaves.
polacre	Bahia	Bahia	Bahia	60	ditto	Portuguese	ditto.
schooner	ditto	ditto	ditto	112	ditto	ditto	ditto.
ditto	ditto	ditto	ditto	110	ditto	ditto	ditto.
ditto	ditto	ditto	ditto	84	ditto	ditto	ditto.
ditto	St. Maloes	Coast of Africa	St. Maloes	40	ditto	French	Fitted for the slave trade.
brig	Bahia	St. Thomas and Prince's Islands	Bahia	90	ditto	Portuguese	ditto.
brigantine	ditto	Coast of Africa	ditto	61	ditto	ditto	ditto.
brig	Nantes	ditto	Nantes	-	cargo landed	French	Platforms laid and water complete for the reception of slaves.
ship	Havre	Sugury river	Havre	-	ditto	ditto	-
ketch	ditto	ditto	ditto	-	ditto	ditto	Discovered a slave boy in the hold, who confessed the <i>Furet</i> was there for slaves; and that <i>L'Espoir</i> had landed three boats with slaves at our approach.
brig	Nantes	Gallinas	Nantes	84	trading cargo	ditto	-
schooner	St. Maloes	ditto	St. Maloes	-	ditto	ditto	The master of this vessel a post captain in the French marine, who told the boarding officer he commanded the <i>Iphigenia</i> at the Isle of France.
sloop	Martinique	ditto	Martinique	112	ditto	ditto.	-
schooner	Guadaloupe	ditto	Guadaloupe	46	ditto	ditto.	-

(signed) R. Mends.

- (1.)—Copies of two Letters from Captain Henry John Leeke of His Majesty's Sloop Myrmidon, addressed to Commodore Sir Robert Mends.

His Majesty's Sloop Myrmidon, off the river Bonny,
bight of Biafra, 12th September 1821.

Sir,

IN continuation of the report I made to Commodore Sir George Collier, I have the honour to transmit for your information a statement of the proceedings of His Majesty's sloop under my command, from the 8th August to the present date.

After completing my water in the bay of Fernando Po, I put to sea with the determination of searching the Bonny river, if the weather would permit. I accordingly anchored off Antony point on the evening of the 9th August, and at daylight the next morning I despatched the boats under the command of Lieutenant Bingham, for the purpose of intercepting any slavers he might find there. In going up the Anthony river instead of the Bonny, we ascertained that it was a much shorter cut to the anchorage of the slave vessels in the latter river, and that it enabled the boats to surprise them by daybreak. They found no less than six French vessels all trafficking for slaves. The first they boarded was a brig with 150 on board, and the captain of her informed Mr. Bingham that there was a Spanish brig and a schooner up the creek full of slaves, and their crews on shore in a state of mutiny. He immediately pulled in the Gig (with the pinnace in company) to search them, and upon approaching he fired a musket or two to make them hoist their colours, and to prevent their slaves from jumping overboard, which numbers were in the act of doing. They took no notice of this, but upon coming within pistol shot they hauled up their ports and commenced a heavy fire of grape and musketry. The contents of the first gun, I am sorry to say, took the stern sheets of the Gig, and severely wounded Lieutenant Bingham, Mr. Deschamps, midshipman, John Morgan, serjeant of marines, and one seaman. This resistance being so unexpected, and the commanding officer apparently dying of the wound he had received in his breast, and the vessels keeping up so warm a fire upon them, he judged it expedient to withdraw the boats until a stronger force could be obtained.

Immediately upon receiving this intelligence, I despatched Mr. Edwin with a reinforcement of twenty-nine men to attack them; but he having ascertained that the vessels had made every possible preparation to defend themselves, by lashing several hundreds of iron bars round them, and laying a platform of the same athwart from the upper part of the bulwark, and their awnings so taut nailed down that no entrance could be effected but by one man at a time; under all these circumstances I judged it impracticable for our boats to board without sacrificing many lives, and the weather being extremely bad I was unwilling further to expose my men. I therefore conceived it my duty to do my utmost to take the ship up the river in order to punish the renegadoes for their insolent conduct. I was further induced to make the attempt in consequence of a representation having been made to me that the king of Bonny had very ill-treated our merchants trading with him for palm oil, detaining them unnecessarily six or seven months, while the slave vessels received their cargoes in the short space of one; and they felt satisfied that the appearance of a British man-of-war would be of the greatest importance to their trade. Having therefore taken every possible precaution of sounding repeatedly upon the two bars, laying down buoys and waiting for the advantage of clear weather, the proper time of tide and a fair wind, which necessarily in the rainy season on this coast caused much delay, I am happy to say I crossed the bar in safety, carrying three and a half fathoms, and anchored in the road of Bonny a little after sunset on the 31st August.

The Spaniards upon seeing the ship immediately escaped on shore, and sent me a joint letter acknowledging that they had done wrong by firing into the boats, and entreated that I would take their vessels and spare their lives. To this of course I made no reply; but finding that all the slaves had been sent on shore, and that the natives had taken away all their cargo and provisions, much time was lost previous to our taking possession in making the king deliver them up again, which, however, I at length effected by threats and intimidation.

On boarding them we found 154 slaves in the brig, and 130 in the schooner. The former is a remarkably fine vessel of 254 tons, mounting 12 carriage guns; and at the time she fired upon our boats had a complement of 75 men, 30 of whom had been taken from the schooner.

Previous to leaving the river with my prizes I had many interviews with king Peppel upon the subject of our palm-oil trade. The captains of the merchant ships complained that it had been a practice for some time to pay him a proportion of the cargo

cargo of each ship that arrived by way of duty, but that this had been carried to such a length that he had at last extorted goods to the amount of 300 *l.* sterling before he would allow them to open trade, and sometimes detained them in this way for a month, which in addition to the further delay of nearly six months occasioned by the preference being given to the slaving vessels, caused a considerable loss to the owners of these valuable ships as well as a great mortality among their crews.

In order to put a stop to these arbitrary proceedings I drew up an agreement with king Peppel in the presence of the masters of the merchant ships, obliging him to complete their cargoes in three months, which is only half the time they have hitherto remained out; and likewise fixed a stated sum to be received by him as a duty; this he signed in some hesitation, and at length promised most faithfully to comply with it, but as I do not place much dependence upon the faith of African monarchs, I gave him to understand that a man-of-war would be ordered frequently to visit his river and enforce a strict performance of his promise.

I at the same time strongly urged him to abolish the slave trade, he replied that it was his chief support; but if the King of England would send him annually a seventy-four gun ship laden with goods he would give it up. I laughed at his *modest* request, but at the same time promised to communicate it to you.

Indeed it is almost impossible to credit the extent to which the slave trade is carried on. There actually sailed from this river, between the months of July and November last year, 126 slave vessels!!! Eighty-six of which were French, and the others Spaniards. Six of them were heavy vessels; one a frigate-built ship, mounting 28 twenty-four pounders, long guns and carronades, 200 men, English, American, and Spaniards; a corvette of 26 guns, twenty-four pounders, long guns, 150 men; a corvette of 16 guns, twenty-four pounders, carronades, 96 men; a brig of 18 thirty-two pounders, 100 men; and a brig of 16 guns, 60 men, all Portuguese and Spaniards. This information was given to me by the captain of one of our merchant vessels, who was actually on board each of them. An immense number have already sailed this year, and I find many more are expected; and I have ascertained from good authority, that they will generally be under the French flag, that is, they sail with their slaving cargoes on board from the Havannah to a port in France, and there clear out, come to this coast under the pretence of purchasing palm oil and ivory, ship their slaves, and return to the Havannah thus inhumanly laden.

I am aware that I have already trespassed much upon your time; but I should not be doing justice to my own feelings, or to the merit of Mr. Bingham, were I not to mention in very strong terms my approbation of his very active and gallant conduct upon this occasion, as well as all those employed under him. His wound has been a severe one, and was at first thought dangerous, a grape shot having entered his left breast and lodged in the elbow, but has since been extracted; and although, I am happy to say, it has taken a favourable turn, it brought on a violent fever, which will oblige him to return to England much against his wish. I therefore beg strongly to recommend him through you to the Right honourable the Lords Commissioners of the Admiralty, and I sincerely hope he will obtain a confirmation of the order given him, to act as lieutenant of this ship.

Mr. Bingham speaks in high terms of the steady and correct conduct of Mr. Deschamps, (midshipman), who, although wounded by a shot in the upper part of his head, took charge of the boat and steered her through the heavy fire out of the creek.

I cannot close my report without acknowledging the very great attention and kindness shown by Captain Prince of the merchant brig Neptune, and Captain Elliott of the ship Molly, (Liverpool traders,) to the wounded officers and men of this ship. They were on board the Neptune ten days, unable to be moved; and I feel the greatest pleasure in thus expressing my obligations and thanks to them, as well as for the assistance they rendered me during my stay in the river, and in remaining on board my ship to assist me in piloting her over the bar of the Portuguese Channel in coming out.

I am happy to say that I have succeeded in recovering the officer, crew, and jolly boat of His Majesty's ship Pheasant, that were supposed to be lost off the bar of the Bonny on the 26th of July. They were unable to return to their ships the next day in consequence of the breakers running so heavy, and on the day after, when the weather was fine and permitted them to come out, the ship had gone off the coast.

I shall proceed immediately in the further execution of my orders ; and if the weather will permit, I intend to examine the rivers south of this.

I enclose a list of vessels boarded by me, in and off, in the river Bonny.

I have the honour to be, &c.

(signed) *Henry J. Leeke*, Captain.

To Commodore Sir Robert Mends, &c. &c.
Coast of Africa.

(2.)

His Majesty's sloop *Myrmidon*, Sierra Leone,
November 7th, 1821.

Sir,

ACCORDING to my intention mentioned in the report I had the honour to send you dated 12th September, I have visited the old Calabar, Rio del Rey, Bimbia river, and the Cameroons, I am sorry to say without success. Information travels so rapidly from river to river by the creeks of this country, that the news of my having taken the vessels from the Bonny had reached a week before I could appear off ; the slavers became alarmed and shipped what slaves they could, put to sea, and thus have escaped me. A Spanish felucca, bound to the Havannah, sailed with 200 a few days prior to my boats searching the Old Calabar ; and a Portuguese brig with the same number for Bahia, sailed three days previous to my anchoring off the Cameroons.

From the former river there had sailed, within the last 18 months, 177 vessels with full cargoes ; more than the half of them were under the French flag, the others Spaniards and Portuguese. These accounts have been given me (not only from the kings and chiefs of the rivers), but from those who were actual eye-witnesses of the shipments and sailing of the unfortunate negroes.

Thus you will perceive that this horrid traffic has been carried on to an extent that almost staggers belief. The vessels reported in my last to have left the river Bonny between the months of July and November 1820, with 86 that have already sailed this year added to these, with 35 from the Bimbia and Cameroons, will make their number 424, many of them carrying from 500 to 1,000 slaves, and by allowing only the very moderate average of 250 to each vessel, will make 106,000 slaves exported from four of the northernmost rivers in the bight of Biafra, in the short space of 18 months, and by far the largest half in vessels bearing the French flag.

I had purposed next to visit the rivers Danger and Gaboon, but my ship having been exposed to the incessant rains of a very long and severe season, and my officers and men evidently suffering much from that circumstance ; and having, I regret to say, a great deal of actual sickness and fever on board ; and finding, on making those rivers, that I had not a sufficient number of men left to man the boats, I was compelled, at length, to quit the coast for this place, in order to procure refreshments, and a supply of provisions, which were absolutely necessary, having been without bread for some weeks ; and owing to the very light and baffling winds, and strong northerly currents I met with, I was so detained in the bight of Biafra as to oblige me to go on short allowance of flour and sugar, and to take beef, pork and rum from the prizes. I could not allow them to part company, owing to the sickly state of the slaves ; and not having any person to put on board to navigate them, my officers, midshipmen and gunner being at one time all on the sick list, and only the boatswain, carpenter and myself to keep watch.

After passing St. Thomas's, I met with very strong and favourable breezes, which enabled me to arrive at this anchorage on the 4th November.

Nothing by way of stores having as yet arrived, and my ship being in a very bad state for want of sails, rope, &c. and being many seamen short of complement, I do not feel authorized in proceeding to the bight of Biafra again until I receive a supply, which I am in hourly expectation of.

To Commodore Sir Robert Mends,
&c. &c.
Coast of Africa.

I have, &c.

(signed) *Henry J. Leeke*, Captain.

N^o 6.—Copy of a Letter from Lieutenant Hagan, commanding His Majesty's brig *Thistle*, to Commodore Sir Robert Mends; dated Sierra Leone, 19th July 1822.

Sir,

I HAVE the honour to report, that in pursuance to your orders I proceeded in His Majesty's brig *Thistle* under my command from Cape Coast to the bight of Benin, where I examined the usual places of rendezvous for slave traders; and although I met with 10 vessels bearing the flag of his Most Faithful Majesty completely fitted for slaves, yet I regret to state none of these had any on board. From the bight I visited the river Bonny, where I ascertained there had been no fresh arrivals since your recent visit. On leaving that river, I received information from an English trading sloop of a small schooner having slaves on board in Old Calabar: I proceeded there immediately, and seized on the 23d ultimo the Portuguese schooner boat José Hallaco, belonging to Prince's Island, the property of Donna Maria da Cruz, said to be the daughter of the well-known Gomez of that island. This vessel, it appeared, had originally 30 slaves on board, but returned to Calabar after a fruitless attempt of six or eight weeks to reach Prince's Island, with the loss of 10 slaves starved to death. It is with extreme pain I mention the wretchedness of the survivors, all of whom bore strong marks of the privations to which they had been subjected. Her burthen being less than seven tons, the height from the water casks to the beams only 17 inches, the only place of shelter for her unfortunate cargo, and her whole appearance being so wretched as to render it, in my opinion, extremely dangerous to take her out of the river, I ordered the officers to survey her, and on finding their opinion to coincide with my own, I removed the slaves, with the few yams she had on board, into this brig, when she was destroyed. I learned, by communication with the English palm-oil ships in that river, two vessels had lately arrived in Benin river, and had part of their slaves on board. On my passage to that river, being in latitude 6° 1' N. longitude 5° 30' E. I seized after a smart chase, on the 29th ultimo, the Portuguese brig *Estrella*, belonging to Bahia, having 298 slaves on board, shipped at Lagos nine days previously. This vessel was provided with the usual royal passport for Malambo. The small-pox having made its appearance among the slaves, our own crew much reduced by manning this vessel, and being eight men short of complement, together with the brig's total want of anchors and cables, I was obliged, although reluctantly, to abandon as impracticable the measures I contemplated for seizing the two vessels already named, and returned to this anchorage, where I arrived this day.

I have the honour, &c.

(signed) *R. Hagan*, Lt. and Commander.

N^o 7.—Copy of a Letter from Captain Thomas Wolrige, Commander of His Majesty's sloop *Driver*, to John Wilson Croker, Esq.; dated the 21st August 1822.

Sir,

His Majesty's sloop *Driver*, at sea, in latitude 1° 21' N.
longitude 8° 50'; 21st August 1822.

I HAVE the honour to acquaint you (in the absence of Commodore Sir Robert Mends) for the information of my Lords Commissioners of the Admiralty, that His Majesty's sloop under my command, on the 19th instant, after an interesting chase on all points for twenty hours, came up with and captured the Spanish schooner "*Josefa Maracayera*," mounting a long twenty-four pounder amidships, and manned with 28 men, having on board 216 male slaves: when taken she was only out of the river Bonny 24 hours, and bound to the Havannah.

I have the honour to be, &c.

To John Wilson Croker, &c.
Admiralty.

Thomas Wolrige, Captain.

N° 8.—Extract of a Letter from Commodore Sir Robert Mends to John Wilson Croker, Esq.; dated on board His Majesty's ship *Iphigenia*, the 17th October 1822.

Sir,

“ I HAVE to represent for their Lordships information, that I have just received from Lieutenant Hagan of the *Thistle*, a letter dated the 19th of last July, at Sierra Leone, acquainting me that he had captured two Portuguese vessels in the bight of Benin, whither I had ordered him, having on board both of them 328 negroes.”

N° 9.—Extract of a Letter from Captain Grace of His Majesty's ship *Cyrene*, to Commodore Sir Robert Mends; dated off Gallinas River, 25th October 1822.

I HAVE the honour to acquaint you, that on my departure from Sierra Leone to cruize to the southward, agreeably to your orders, I received information that the trade in slaves was carried on to a most serious extent in the Gallinas river.

I therefore considered it my duty, and in obedience to the spirit of your instructions, to commence my operations for the suppression of that traffic as far to the northward as I possibly could, after rounding the shoals of St. Ann; and accordingly on the morning of the 23d, when at a short distance to the northward of that river, saw two schooners in shore standing for this ship; but on making her out they tacked and stood to the southward; all sail was immediately made in chase, and after a run of seven hours with the wind from the westward, we succeeded in preventing them from weathering Cape Mount, and took possession of the weathermost as it became dark; the leewardmost having tacked two hours previous in the hope of getting out to sea. No time was therefore lost in taking the men out of the captured vessel, and putting a party from the ship on board, when we again made sail after her consort, and I am happy to say, also succeeded in capturing her at 12 P. M. She proved to be *L'Hypolite* French schooner of 95 tons, two guns and 19 men, and that which we had previously taken possession of to be the *Aurora* Dutch schooner of 144 tons, four guns and 26 men, both well armed with muskets, pistols, cutlasses, &c. fitted out for slaving in the most complete manner; had been upwards of two months on this coast, and perfectly ready for receiving their cargoes of slaves on board, who I found were assembled at their factories in the river, where were also the masters and part of the crews of both vessels with the irons, brilers and other appurtenances of slaves, quite prepared for embarkation. This, with other information which I received, determined me to send to king Siaca, and request the liberation of those slaves who were purchased, with part of the cargoes of the captured vessels. I accordingly anchored late last night off the mouth of this river, and at day-break this morning the boats of this ship, under the command of lieutenant Courtenay, and fully prepared for any event, passed the bar through a tremendous surf, where they were immediately received with a heavy, but badly directed fire of musketry from the jungle on both sides, not a hundred yards distant, which was kept up as they passed up the river, till they opened the lower factory island, when they were met with a severe raking fire from two long eighteen-pounders, and one eight-inch howitzer, and some hundred men with small arms. Nothing, however, could check the ardour and spirit of the officers and crews, who gallantly pushed on up a narrow river against a strong ebb tide and a most intricate navigation, having grounded seven times while under a heavy fire of grape and musketry, till they landed on the island, took possession of the guns, turned them against the covers on both sides of the river, and for a short time cleared them of their troublesome neighbours. Their attention was now turned to the houses on this and a neighbouring island, where there was also a spacious slave factory, from all of which an annoying and incessant fire was directed. These were soon entered, and such of their opponents as were found in them were put to death, and the factories and houses burnt to the ground, excepting those occupied by Kroomen, which were spared in consequence of their staying by them and not joining in this wanton attack.

As the boats landed on the islands, they had the mortification to see those unfortunate beings whom they hoped to liberate, through the influence of the king, hurried from the factories, thrown into war canoes, and carried out of sight higher up

up the river. This, in addition to the attack that was made upon them, which precluded all hope of negotiating with the king at that moment, and the natives coming down with musketry in increased numbers, our ammunition getting short, and the islands not affording even shelter from the fire of the small arms, that was poured in on them from all sides, induced Mr. Courtenay, most judiciously, to determine on returning, and passing the bar while the water was high, which after spiking the guns, and destroying them and the factories as far as it was practicable, he effected with as much coolness, judgment and skill as he displayed on entering; and am happy to say, that although the natives assembled to the number of many additional hundreds with their muskets, lining the bushes on both banks of the river down to the very bar, and keeping up to the last a sharp fire, yet all was effected with the loss of one man mortally, and three slightly wounded.

Enclosed is a list of the wounded; and while I deeply lament the loss of any individual from among my small ship's company, I must at the same time express equal astonishment and satisfaction at its not being greater, considering the numbers that were opposed to us and the fire which was kept up, and can only attribute it to the bad direction of the latter, and the activity and good conduct which was displayed by all on this occasion.

The loss on the part of our opponents was severe. Four Europeans and several natives were killed on the islands and banks of the river, besides many who were wounded.

I fear, Sir, that my account of this small affair may appear prolix and unnecessary; but I feel that I could not in fewer words do justice to the conduct of the officers and men employed on this occasion, and otherwise justify the measures they were forced to pursue in self-defence, towards the natives of a country whose king has always professed friendship for the British government, than by stating every circumstance which took place arising out of this wanton act of aggression on their part. At the same time I must state, for your further information and that of the British government, that those acts originated through the influence which is exercised here over the natives by several Europeans, to the number of eight or ten, the dregs of France, Spain and America, who have hitherto carried on the slave trade perfectly unmolested, and to an extent hardly credible, and who, I have since been informed, erected the battery with a determination of resisting to the utmost any force that might be sent to put a stop to their inhuman traffic. On this occasion, however, they were ably assisted by Mr. Benjamin Liebray, master of the *Aurora*, but formerly commanding a French national corvette, and M. Louis Gallon, master of the *Hypolite*, who with that part of their crews who were on shore made so considerable an addition to the European force, as to countenance and encourage the natives.

Although all that has taken place was unforeseen on our part, and brought on by the attack of those Europeans and the natives, yet I trust that the measures which were afterwards pursued are such as will meet your approbation; as we have succeeded for a time in disturbing a nest of wretches who have lived by this most detestable traffic, and who have for a long time been existing within little more than 100 miles from a government formed solely for the purpose of its extermination.

I have now only to add, that four days before my arrival a Spanish schooner sailed from this place with 300 slaves on board, and within the last month three other vessels had departed with full cargoes.

N^o 10.— Copy of a Letter from Captain Grace of His Majesty's ship *Cyrene*, to Commodore Sir Robert Mends; dated off Gallinas River, the 2d of November 1822.

His Majesty's ship *Cyrene*, off Gallinas River,
2d November 1822.

Sir,

I HAVE the honour to acquaint you, that since my letter of the 25th ult. I have succeeded in opening a direct communication with king Siaca, who, it appears, was some distance in the interior on that morning. He denies all previous knowledge of the attack which was made on our boats, and accuses the masters of the captured schooners of having served out rum, powder, shot, and arms, to the neighbouring natives for the purpose of the attack, and as he states, exhorted them not to spare a single Englishman: which exactly agrees with the information I had previously received.

He

He also appears so highly incensed against the French for being the cause of the destruction of the factories and adjoining houses, that those Europeans who took a part in the transactions of that morning have been forced to fly for refuge into the territories of some neighbouring chief.

King Siaca has very readily entered into my wishes for giving up those slaves who were purchased, with part of the cargoes of the captured schooners, as well as such other things as were landed from them; and I am happy to say, that this morning we received on board the Aurora, 43 men, 21 women, and 116 boys and girls, the latter from the age of eight to thirteen, all of whom were purchased by the master of that schooner since her arrival on this coast. They all appear healthy, are sensible of their change of condition, and quite happy at their release.

I shall immediately despatch her to Sierra Leone for adjudication, and proceed in His Majesty's sloop under my command to carry into execution the remaining part of your orders.

I have the honour to remain, Sir, &c.

(signed) *Percy Grace*, Commander.

To Commodore Robert Mends,
&c. &c. &c.

Enclosure in N^o 12.

AN ACCOUNT of VESSELS actually engaged in the Slave Trade, captured by the Squadron on the Western

Name of Capturing Ship.	Time captured.	Place where.	Name of the			Number of		
			Vessel.	Master.	Owner.	Men.	Tons.	Guns.
Bann - -	1822 ; 27th August	off Whydah -	San Rafael	M. Chinchurete	Lombillo & Co.	22	-	2
	29th Sept. -	Prince's Island	Magdalena	F ^o de Cermo	captain - -	6	15	2
	6th October	Porto Novo -	S ^t Antonio	José Machada	Francisco Seviara Leon.	26	118	-
	31st „ -	- - -	Juliana	Juan Ezekiel	Juan Ezekiel	28	250	6
	13th Nov. -	St. Thomas's	Conceição	José Lorenza de Silva.	Francisco de Sequeira Nolve.	26	150	4
	3d Dec. -	at sea - -	Sinceridade	José Gomeri de Roche.	Manuel Jozé de Silva.	14	80	2
Thistle - -	29th June -	Lagos - -	Estrella	Manuel de Santo	Manuel Francisco Morêro.	28	163	-
	23d „ -	Old Calabar	José Hallaca	- - -	Donna Maria de Cruz.	7	7	-
Driver - -	19th August	off Bonny - -	Josefa Maracayra	Josefa Moyena	company - -	29	90	1
	7th Sept. -	River Cameroons	Commerciante	Domingo Rebero Folha.	Francisco Nasue del Caro Nobre.	30	249	4
Cyrene - -	23d October	at sea - -	Aurora	B. Liebray	B. Liebray	26	144	4
	10th Nov. -	off Cape Mesurado	La Caroline	Jos. Baron	captain & others	17	64	3
Snapper - -	12th October	off Mina - -	Nova Forte	Estra Cazada Lima.	Veruleu Miguel de Alexandre.	19	141	-

Thirteen vessels captured; viz. - - -

N° 11.—Extract of a Letter from Commodore Nourse to John Wilson Croker, Esq.; dated on board His Majesty's ship Andromache, at sea, the 5th of January 1823.

ON my arrival at Zanzibar, I found the imaum of Muscat had issued the most positive orders forbidding the traffic in slaves with any christians whatsoever; and from all the intelligence I could obtain, these orders had been most strictly attended to by the governor of Zanzibar.

N° 12.—Extract of a Letter from Commodore Sir Robert Mends to J. W. Croker, Esq. dated Sierra Leone, March 27th 1823.

“It is with much satisfaction that I am enabled to acquaint you, Sir, that during my absence, the activity and success of the different ships of the squadron suffered no abatement, there having been 13 vessels and 1,911 slaves captured, as per list. It is but doing justice to Captain Phillips of the Bann, to mention him to their Lordships in a more particular manner, he having taken six vessels and 811 slaves, the greatest number ever yet captured by any commander on this station.”

- - - - - Enclosure in N° 12.

Coast of Africa, under the command of Sir Robert Mends, between the 23d June 1822 and 27th March 1823.

How rigged.	Number of days out.	Where			Number of Slaves.	Under what Colours.	REMARKS.
		From.	Bound.	Belonging.			
schooner	1	Whydah	St. Thomas			Spanish.	—
		Cape Lopez	Prince's Island		33		
polacre	1	Porto Novo	Bahia		336		
schooner	1	-	-		112		
polacre		Cameroons			207	Portuguese.	—
		Cape Lopez	Pernambuco		123		
brig	162	Bahia (last from Lagos).	Bahia	Bahia	298		
schooner	70	Prince's Island	Prince's Island	Prince's Island	20		
	1	Bonny	Havannah	Havannah	216	Spanish.	—
brig		Cameroons	Bahia	Bahia	179	Portuguese.	—
schooner	138	St. Thomas	Gold Coast	St. Eustace	180	Dutch.	—
	84	Martinique	slaving voyage	Martinique	85	French.	—
brig	70	Bahia	Molembo	Bahia	122	Dutch.	—
Total number of slaves captured					1,911		

Portuguese - - - 9.
 Spanish - - - 2.
 French - - - 1.
 Dutch - - - 1.

(signed) R. Mends, Commodore.

B.

SCHEDULE OF PAPERS,

Containing, Copies or Extracts of all INSTRUCTIONS issued by the Lords Commissioners of the Admiralty, to Naval Officers, since the 21st March 1822; relative to the suppression of the Slave Trade.

- N^o 1.—Extract from the Instructions issued by the Lords Commissioners of the Admiralty, on the 22d of March 1822, to Commodore Nourse, as Commanding Officer of His Majesty's Ships and Vessels on the Cape of Good Hope Station - - - - - p. 25.
- N^o 2.—Copy of a Letter addressed on the 6th April 1822 to Captain Wolrige of His Majesty's Sloop Driver; and, on the 29th May 1822, to Captain Grace of His Majesty's Sloop Cyrene - - - - - ibid.
- N^o 3.—Copy of an Order issued by the Lords Commissioners of the Admiralty, on the 18th of January 1823, to Captain Sir Robert Mends of His Majesty's Ship Owen Glendower - - - - - p. 26.
- N^o 4.—Copy of a Letter from Mr. Croker to Captain Sir Robert Mends of His Majesty's Ship Owen Glendower; dated Admiralty Office, the 18th of January 1823 - - - - - ibid.
- N^o 5.—Copy of a Letter from Mr. Barrow to Rear Admiral Sir Charles Rowley, at Jamaica, dated Admiralty Office the 15th February 1823; with Six Enclosures - - - - - ibid.
- N^o 6.—Copy of a Letter from Mr. Croker to Commodore Sir Robert Mends, on the Coast of Africa; dated Admiralty Office, the 19th of April 1823 - p. 29.
- N^o 7.—Copy of a Letter from Mr. Croker to Rear Admiral Sir Charles Rowley, or the Commanding Officer of His Majesty's Ships on the West India Station; dated Admiralty Office, the 19th of April 1823 - - - - - ibid.
- N^o 8.—Copy of a Letter from Mr. Croker to Commodore Nourse, at the Cape of Good Hope; dated Admiralty Office, the 19th of April 1823 - - - - - ibid.
- N^o 9.—Copy of a Letter addressed by Mr. Croker, on the 17th of May 1823, to the Commanding Officers of His Majesty's Ships and Vessels on the following Stations; viz. Coast of Africa, West Indies, South America, Cape of Good Hope, and East Indies - - - - - p. 30.
- N^o 10.—Copy of a Letter which has been issued to the Commanders of all such of His Majesty's Ships and Vessels as have been ordered, from the 21st of March 1822 to the 23d of June 1823, to proceed to either of the following Stations; viz. West Indies, South America, Cape of Good Hope, and East Indies - - - - - ibid.

B.—Instructions issued by the Lords Commissioners of the Admiralty to Naval Officers, since the 21st March 1822.

B.

N^o 1.—Extract from the Instructions issued by the Lords Commissioners of the Admiralty, on the 22d of March 1822, to Commodore Nourse, as Commanding Officer of His Majesty's Ships and Vessels on the Cape of Good Hope Station.

“ YOU are to appropriate, at least, one of the squadron under your orders for the duties of the Isle of France; and you will particularly direct the attention of the officer commanding the ship or ships stationed at the said island, to the affording to the governor all the assistance in his power towards the prevention of a traffic in slaves.

“ For the more effectual performance of this service, you are to observe, that in addition to the papers and documents which that officer will have received, in common with the other ships on the station, respecting Spanish and Portuguese ships trading in slaves, he is also to be furnished with the treaty, act of parliament, and signed instruction, relative to vessels engaged in such trade under the Dutch flag, which, under the limitation of the number of His Majesty's ships, which may be furnished with such instructions, has been issued to the squadron on the Cape station; and that upon any change of the ship assigned to the service of the Isle of France, this instruction, with the Dutch treaty, and act of parliament, are to be successively transferred to the commander of the ship arriving to replace the former, with an alteration of the address of the instruction.

“ You will observe, and signify the same to the captains and commanders under your orders, that vessels of the three nations above-mentioned, captured for illicit trafficking in slaves, are to be sent for adjudication to the following places, at which courts have respectively been established for the trial of offences of that description; viz.

“ Ships of *any of the three nations* to Sierra Leone; or, *Portuguese* ships, to Rio de Janeiro; *Spanish* ships to the Havannah; and *Dutch* ships to Surinam.”

N^o 2.—Copy of a Letter addressed on the 6th April 1822 to Captain Wolrige of His Majesty's sloop Driver; and, on the 29th May 1822, to Captain Grace of His Majesty's sloop Cyrene.

Sir,

In reference to the order of my Lords Commissioners of the Admiralty, directing you to proceed to the African station, I am commanded by their Lordships to transmit to you copies of the treaties which have been entered into with Spain, Portugal and the Netherlands, for the prevention of an illicit traffic in slaves, with copies of three acts of parliament relating to them, and instructions signed by their Lordships, authorizing you to search vessels bearing those flags; in doing which, as well as in the whole of your conduct towards such vessels, you are to be strictly governed by the said treaties, and the instructions attached to them.

I also transmit to you herewith, abstracts or copies of the acts of parliament prohibiting the traffic in slaves by His Majesty's subjects.

I am, sir, your very humble servant,
(signed) *J. W. Croker.*

N^o 3.—Copy of an Order issued by the Lords Commissioners of the Admiralty, on the 18th of January 1823, to Captain Sir Robert Mends, of His Majesty's ship *Owen Glendower*.

By the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c.

You are hereby required and directed to put to sea in the ship you command so soon as she shall be in every respect ready, and to return with all convenient expedition to the coast of Africa to carry into further execution so much of our instructions to you of the 31st of October 1821, as relates to the suppression of the slave trade, to the protection of British commerce on the African coast within the limits of your command, and to the general arrangement and government of the force we have placed under your orders on the said station.

We do not, under the existing circumstances, apprehend that it will be necessary or advantageous to the service for you to return to England, as has been customary on former occasions, at the fall of the year; and you will therefore understand that you are to remain on your station until relieved, or you receive other orders from us; unless from a greater state of sickness in the squadron, or a greater consumption of stores, or from other causes which we cannot anticipate, you should, when the period arrives, consider it to be essentially advantageous for the good of the service, and the more efficient future execution of the duties of the station that you should return to England as heretofore; in which case you will be guided in so doing by our aforesaid former instructions of the 31st October 1821, with the exception, that instead of touching at Trinidad and Jamaica in the way home, you will, when you return, understand that you are to do so by way of Barbadoes and Jamaica.

Given under our hands the 18th of January 1823.

To Sir Robert Mends, knight,
Captain of His Majesty's ship *Owen Glendower*, at Spithead.

(signed) *G. Cockburn,*
G. Clerk.

By command of their Lordships. (signed) *J. W. Croker.*

N^o 4.—Copy of a Letter from Mr. Croker to Captain Sir Robert Mends, of His Majesty's ship *Owen Glendower*; dated Admiralty Office, the 18th of January 1823.

Sir,

My Lords Commissioners of the Admiralty judging it proper, in consequence of the substitution of the *Owen Glendower* for the *Iphigenia*, that you should be furnished with new instructions, authorizing you, in conformity with the treaties respecting the slave trade, to search vessels bearing the flags of Spain, Portugal and the Netherlands; I am commanded by their Lordships to transmit to you such new instructions accordingly.

I am, &c.
(signed) *J. W. Croker.*

N^o 5.—Copy of a Letter from Mr. Barrow to Rear Admiral Sir Charles Rowley, at Jamaica; dated Admiralty Office, the 15th February 1823: with Six Enclosures,

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for your information, copies of a letter and its several enclosures from Mr. Hesketh, His Majesty's consul at Maranham, relative to an illicit traffic in slaves between that place and Surinam.

I am, &c.
(signed) *John Barrow.*

Enclosure (A.)

Sir,

Consul's Office, Maranhão, Dec. 24th, 1822.

HAVING been requested by the consul general at Rio de Janeiro, to state to His Majesty's government all the facts I could learn relating to the two Portuguese slave

slave vessels; viz. the brig "Apollo," and the schooner "Maria," represented in my return for the year 1821 to have arrived at this port; the first from Cachow, on the 6th of October, with 239 slaves on board, eight having died; and the second from the island of St. Jago, on the 27th November, with 87 slaves on board, three having died during the passage; I have the honour to make known that both these vessels were admitted to entry at this custom-house in virtue of licences.

Both of these licences being lodged at the government house, I have made an official application for copies of them, intending to transmit them for your information as soon as they are received; having, in the mean time, to regret this delay in obtaining them.

I enclose copies of communications I have made to Barbadoes and Surinam, respecting a Dutch schooner called the Aurora, C. H. Audres, master, the object of whose voyage to this port I suspect to have been an illicit traffic in slaves, against which there are no effectual regulations in this port.

I am, &c.
(signed) *Robt Hesketh.*

The Right hon. George Canning,
&c. &c. &c.

Enclosure (B.)

Sir,

Consul's Office, Maranhão, Dec. 11th, 1822.

I HAVE the honour to transmit an affidavit made by Robert Jackson, lately a seaman on board the Dutch schooner Aurora, C. H. Audres master, respecting the Aurora's intended voyage with slaves to the colony of Surinam.

The Aurora continues in this port, and as I feel convinced, from every circumstance of the case, that it is the intention of the parties concerned to attempt the illicit proceeding alluded to in the enclosed affidavit, and that every preventive measure on the part of the government of this province can be easily evaded, I have thought it my duty to give your excellency this information. I have sent Robert Jackson as a supernumerary on board the bearer hereof, the British brig John; instructing John Foster, the master, to report this supernumerary to your excellency on his arrival.

It is impossible to ascertain how many days more the Aurora may yet remain in this harbour; should the period of her detention extend to ten days further, there is every chance that she may be intercepted; however, as it is possible that she may sail before the expiration of ten days, I intend, in that event, to induce Thomas Wilson (the man mentioned in the affidavit), to report himself personally, on his arrival at Surinam, to the commissary Edward Lefroy, esq. by assuring him that the commissary will reward his attention to my request, and I presume that your excellency will direct that this arrangement be communicated to the commissary.

There is not, at present, any impediment against a Portuguese vessel, with slaves on board, clearing from any Brazil port for another western one, and afterwards proceeding beyond the Brazil dominions, and landing her cargo clandestinely: in fact the probability is, that slaves have been smuggled in this manner into the colony of Surinam.

I have, &c.
(signed) *Robt Hesketh.*

Sir Henry Warde, K. C. B.
&c. &c. &c.

Enclosure (C.)

Copy of an Affidavit forwarded with the Deponent to His Excellency
Sir Henry Warde.

ROBERT JACKSON, a native of the county of Durham in England, does make oath and declare, that he arrived at this port on board a Dutch schooner belonging to Surinam, called the Aurora, C. H. Audres master, on board of which the deponent was shipped at Surinam, as a seaman, in the month of May last; and having gone in the vessel on a voyage to Martinique and back to Surinam, sailed again from Surinam about the middle of August last, bound to Martinique and Maranhão, and after being at the former, arrived at this latter port of Maranhão on or about the 5th of October last, with a cargo of sundry articles from Martinique:

That no other part of the cargo has been landed here except coffee and rum, and that the schooner has continued in this port, with three custom-house officers on board, to the present date. And this deponent further declares, that he was requested by C. H. Audres to leave the vessel, but that the deponent could not get

his wages settled, and was forced to make an application at the British Consul's Office for the purpose; at which office the deponent declared, and now again repeats on his solemn oath, that Thomas Wilson, one of the crew of the Aurora, informed the deponent that the master of the said schooner told him (the said Thomas Wilson) that he was waiting here for the arrival of a slave vessel, from which slaves were to be taken on board the schooner Aurora, and that the master would then proceed with them in the schooner towards Surinam, and smuggle them into that colony.

Witness, (signed) *Ignacio Verga.* his
Robert ~~X~~ Jackson.
mark.

Sworn to in Maranhaõ, this 10th day of December 1822, before me,
Robert Hesketh.

Enclosure (D.)

Description of the schooner Aurora, C. H. Audres master, annexed to the affidavit made by Robert Jackson.

A FORETOPSAIL schooner, about 50 or 60 tons; a great rake in her main mast; mast-heads white, and a new fore-sail. American, and very sharp built; no figure head; painted black with one white streak; very low bulwarks, and a trunk reaching from the break of the deck right aft to the companion head; coppered; carries her boat on one side of the deck, and two small swivels on the taffrail.

Enclosure (E.)

Sir,

Consul's Office, Maranhaõ, Dec. 19th, 1822.

THE enclosed letter for the commissary at Surinam, Edward Lefroy, esq. containing important information connected with the duties of his office, I feel solicitous for its safe and expeditious conveyance; and in thus taking the liberty of transmitting it to your excellency, I adopt the only satisfactory channel that offers for the communications I am making.

His Excellency Major General Murray,
&c. &c. &c.

I have, &c.
(signed) *Robert Hesketh.*

Enclosure (F.)

Sir,

Consul's Office, Maranhaõ, 19th Dec. 1822.

I HAVE to acquaint you that a Dutch schooner, called the Aurora, C. H. Audres master, belonging to Surinam, arrived at this port about the commencement of October last; and that, on the 10th instant, Robert Jackson, one of the crew, made an affidavit at this office, a copy of which I transmit enclosed. As many circumstances induced me to suspect that the illicit proceedings alluded to in the affidavit would be attempted and easily carried into effect, I availed myself of an opportunity to send the deponent to Barbadoes, with a letter to his excellency Sir Henry Warde, supposing that there was a chance of intercepting the Aurora, having been led to believe that she would continue in this port for some days longer.

I also intended to have induced another of the crew (Thomas Wilson) to report himself to you on his arrival at Surinam; but the Aurora sailed most unexpectedly two days after the vessel by which I had written to Barbadoes, and thus not only destroyed every chance of intercepting her, but also prevented my having an opportunity of speaking to Thomas Wilson, the person mentioned in the affidavit.

However, as you may have it in your power (aided by the information which may be obtained from Robert Jackson,) to investigate the objects of the Aurora's voyage to this port, I now acquaint you that she sailed on the 13th instant, in company with a Portuguese smack-rigged vessel called the "Mendengo." The Aurora cleared out for Surinam, and had her hold filled up with American flour, (which she took in here), and sundry articles brought from Martinique, and it does not appear that she had any slaves on board, but I am informed that there were 180 slaves on board the Portuguese that sailed with her, and that she cleared out for Para.

There is every probability that Portuguese vessels have cleared out for Para from hence, and afterwards landed slaves clandestinely in the colony of Surinam, and this illicit proceeding cannot be prevented by the present regulations at this port.

However,

However, I have thought it my duty to give you this information, and to recapitulate to you the steps I have taken to intercept the *Aurora*; and though I fear that these steps are not likely to prove successful, still I presume that the information, if it should not reach you in sufficient time to detect the parties, will, at all events, be in some measure instrumental in leading you to take such preventive measures against a repetition of this illegal proceeding as you may deem fit.

To Edward Lefroy, Esq.
&c. &c. &c.

I have, &c.
(signed) *Robert Hesketh.*

N° 6.—Copy of a Letter from Mr. Croker to Commodore Sir Robert Mends, on the Coast of Africa; dated Admiralty Office, the 19th of April 1823.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, herewith, eight copies of some explanatory and additional articles to the treaty concluded on the 4th May 1818, with the king of the Netherlands, for the prevention of the traffic in slaves*; and I am to signify their Lordships direction to you to observe and to carry into effect, so far as depends upon you, the stipulations contained in the said articles, and to give corresponding instructions to the commanders of the vessels under your orders.

I am, &c.
(signed) *J. W. Croker.*

N° 7.—Copy of a Letter from Mr. Croker to Rear Admiral Sir Charles Rowley, or the Commanding Officer of His Majesty's ships on the West Indian Station; dated Admiralty Office, the 19th of April 1823.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for your information and guidance, a copy of some explanatory and additional articles to the treaty concluded on the 4th May 1818, with the king of the Netherlands, for the prevention of the traffic in slaves*; and also four other copies of the said articles, with which you are to furnish the commanders of such of the vessels under your orders, as have received the instructions and other documents relative to vessels engaged in a traffic in slaves under the *Dutch* flag, directing them to observe and to carry into effect such of the stipulations contained in those articles as may concern them.

I am &c.
(signed) *J. W. Croker.*

N° 8.—Copy of a Letter from Mr. Croker to Commodore Nourse, at the Cape of Good Hope; dated Admiralty Office, the 19th of April 1823.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for your information and guidance, a copy of some explanatory and additional articles to the treaty concluded on the 4th of May 1818, with the king of the Netherlands, for the prevention of the traffic in slaves*; and also one other copy of the said articles, with which you are to furnish the commander of the vessel under your orders, which has received the instructions and other documents relative to vessels engaged in a traffic in slaves under the *Dutch* flag, directing him to observe and to carry into effect such of the stipulations contained in those articles as may concern him.

I am, &c.
(signed) *J. W. Croker.*

* These explanatory and additional articles, signed at Bruxelles December 31, 1822, and January 25, 1823, have been presented to both Houses of Parliament in the present Session.

N^o. 9.—Copy of a Letter addressed by Mr. Croker, on the 17th of May 1823, to the Commanding Officers of His Majesty's Ships and Vessels on the following Stations; viz. Coast of Africa, West Indies, South America, Cape of Good Hope, and East Indies.

Sir,

Admiralty Office, 17th May 1823.

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for your information and guidance, a copy of two explanatory and additional articles to the treaty concluded on the 23d of September 1817, with the king of the Spains, for the prevention of the traffic in slaves *; and also other copies of the said articles, with which you are to furnish the commanders of His Majesty's ships and vessels under your orders, directing them to observe and to carry into effect such of the stipulations contained in those articles as may concern them.

I am, &c.

(signed) *J. W. Croker.*

N^o 10.—Copy of a Letter which has been issued to the Commanders of all such of His Majesty's Ships and Vessels as have been ordered, from the 21st of March 1822 to the 23d of June 1823, to proceed to either of the following Stations; viz. West Indies, South America, Cape of Good Hope, and East Indies.

Sir,

Admiralty Office.

IN reference to the order of my Lords Commissioners of the Admiralty, directing you to proceed to the station, I am commanded by their Lordships to transmit to you copies of the treaties which have been entered into, with Spain and Portugal, for the prevention of an illicit traffic in slaves; with copies of two acts of parliament relating to them, and instructions signed by their Lordships, authorizing you to search vessels bearing those flags; in doing which, as well as in the whole of your conduct towards such vessels, you are to be strictly governed by the said treaties, and the instructions attached to them.

You will likewise receive herewith, abstracts or copies of the several acts of parliament prohibiting the traffic in slaves by His Majesty's subjects.

THE foregoing letter, with the documents therein referred to, have been issued between the 21st of March 1822 and the 23d of June 1823, to the Commanders of the following Ships and Vessels of His Majesty:

Andromache,	Active,	Bellette,
Liffey,	Ariadne,	Forte,
Delight,	Thracian,	Tartar,
Espiegle,	Helicon,	Fly,
Seringapatam,	Gloucester,	Ringdove,
Redwing,	Phæton,	Brazen,
Grecian,	Eden,	Briton,
Alligator,	Valorous,	Eclair.

* These explanatory and additional articles, signed at Madrid December 10, 1822, have been presented to both Houses of Parliament in the present Session.

FURTHER

PAPERS

RELATING TO THE

SLAVE TRADE:

VIZ.

Copies, or Extracts, of CORRESPONDENCE,
from March 1822, between the Board of
ADMIRALTY and NAVAL OFFICERS,

RELATING TO THE SLAVE TRADE.

*Ordered, by The House of Commons, to be Printed,
10 July 1823.*
