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P A P E R S

RELATING TO

**T H E S L A V E T R A D E :**

*VIZ.*

COPIES AND EXTRACTS OF THE

**C O R R E S P O N D E N C E**

Between the Lords Commissioners of the Admiralty and Naval Officers, since the 1st January 1823, not already laid before the House of Commons.

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**A.**

Communications received by the Lords Commissioners of the Admiralty, from Naval Officers, since the 1st of January 1823.

**B.**

Instructions issued by the Lords Commissioners of the Admiralty, to Naval Officers, since the above period.

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*Ordered, by The House of Commons, to be Printed,*  
*6 May 1824.*

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## A.

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 SCHEDULE OF PAPERS:

Containing, Copies or Extracts of all COMMUNICATIONS received by the Lords Commissioners of the Admiralty, from Naval Officers, since the 1st January 1823, and not already laid before the Honourable House of Commons, relative to the Suppression of the Slave Trade.

- N° 1.—Extract of a Letter from Captain Percy Grace, of His Majesty's Sloop Cyrené, to Commodore Sir Robert Mends; dated Sierra Leone River, 7th Oct. 1822 - p. 3.
- N° 2.—Extract of a Letter from Captain C. R. Moorsom, of His Majesty's Ship Ariadne, to Commodore Nourse, C. B.; dated Port Louis, 21st June 1823 - *ibid.*
- N° 3.—Copy of a Letter from Commodore Sir E. W. C. R. Owen, K. C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Gloucester, in Port Royal Harbour, Jamaica, the 2d August 1823.—With two Enclosures - p. 4.
- N° 4.—Extract of a Letter from Commodore Sir Robert Mends, to J. W. Croker, Esq.; dated on board His Majesty's Ship Owen Glendower, Cape Coast, 8th August 1823 - - - - - p. 5.
- N° 5.—Extract of a Letter from Commodore Nourse, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Andromache, in Simon's Bay, 11th Sept. 1823 - p. 6.
- N° 6.—Extract of a Letter from Commodore Nourse, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Andromache, in Simon's Bay, 26th Sept. 1823 - *ibid.*
- N° 7.—Extract of a Letter from Captain Sir Thomas Cochrane, of His Majesty's Ship Forte, to Commodore Sir E. W. C. R. Owen, K. C. B.; dated Trinidad, 8th October 1823.—With two Enclosures - - - - - *ibid.*
- N° 8.—Copy of a Letter from Captain C. R. Moorsom, of His Majesty's Ship Ariadne, to Commodore Nourse, C. B.; dated Port Louis, 15th October 1823 - p. 7.
- N° 9.—Extract of a Letter from Captain Bowen, of His Majesty's Sloop Driver, to J. W. Croker, Esq.; dated Cape Coast Roads, 17th October 1823 - p. 8.
- N° 10.—Copy of a Letter from Commodore Sir E. W. C. R. Owen, K. C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Gloucester, in Port Royal Harbour, Jamaica, the 18th Oct. 1823.—With four Enclosures - - - - - *ibid.*
- N° 11.—Extract of a Letter from Captain Filmore, of His Majesty's Ship Owen Glendower, to J. W. Croker, Esq.; dated at Sea, in Lat. 1. 29. S. Long. 5. 10. W. 24th November 1823 - - - - - p. 12.
- N° 12.—Copy of a Letter from Vice-Admiral Sir L. W. Halsted, K. C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Pyramus, Port Royal Harbour, Jamaica, 26th December 1823 - - - - - *ibid.*
- N° 13.—Copy of a Letter from Captain Sir Thomas Cochrane, of His Majesty's Ship Forte, to Commodore Sir E. W. C. R. Owen, K. C. B.; dated St. Juan's, Porto Rico, 28th January 1824 - - - - - *ibid.*
- N° 14.—Extract of a Letter from Captain Sir Thomas Cochrane, to Commodore Sir E. W. C. R. Owen, K. C. B.; dated the 29th January 1824.—With one Enclosure - - - - - p. 13.
- N° 15.—Copy of a Letter from Vice-Admiral Sir L. W. Halsted, K. C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Serapis, Port Royal Harbour, Jamaica, 7th February 1824.—With one Enclosure - - - - - p. 14.

## A.

Communications received by the Lords Commissioners of the Admiralty, from Naval Officers, since the 1st of January 1823.

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N<sup>o</sup> 1.—Extract of a Letter from Captain Percy Grace to Commodore Sir Robert Mends; dated His Majesty's Sloop Cyrené, Sierra Leone River, 7th October 1822.

" I WAS informed at Porto Praya, by unquestionable authority, that Senhor Pinhel had dispatched Senhor Brandaõ, late commander of a brig, to Maranham, from whence he was to proceed to the United States of America, there purchase a large brig, and return with her to Maranham, where she was to be well manned and heavily armed, and then proceed to Bissaõ, on the coast of Africa, for a cargo of slaves: Senhor Pinhel and Senhor Brandaõ (the commander, who was also to be part-owner) having publicly declared their determination to make good their former losses out of the first unarmed English vessel they may meet with, having done so to a French merchant vessel on a former occasion.

" The George Canning sailed from Old Calabar on the 2d August, and by her was informed, that four vessels under French colours had sailed from that river with full cargoes of slaves since the departure of the Iphigenia from that coast, and that a large hermaphrodite brig, of nearly 400 tons, under similar colours, had arrived there for the same purpose *two days previous to her sailing*.

" The master of the George Canning showed a letter from the master of the Molly, who was in the river Bonny trading for oil, which was dated ten days after the departure of the Iphigenia from that river, and stated that no arrivals of slaves had taken place since the captures, which were made there by the boats of the Iphigenia and Myrmidon."

A.  
Communications  
from Naval  
Officers.

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N<sup>o</sup> 2.—Extract of a Letter from Captain C. R. Moorsom to Commodore Nourse; dated His Majesty's Ship Ariadne, Port Louis, 21st June 1823.

" Sir,

" I HAVE the honour to represent to you, that since my arrival in this port in April last, several vessels have come from the Seychelles Islands, bringing blacks to the number of 154, of both sexes. I have in every instance had these slaves examined at the custom-house, and the individuals have, with the exception of two, been found to answer to the registry lists. The number of blacks thus brought into this island, and the advertisements which appear in the gazette of 'Slaves from Seychelles' to be sold, has led me to suspect that the transfer of slaves from the dependencies of the Mauritius to the island itself, legalized by Act of Parliament, was made the cover for a systematic slave traffic; and that the slaves thus transferred, were either new blacks imported into the Seychelles, or old slaves whose places were supplied by new importations. The certificates of original registry, which, with the other documents required by law, accompanied the slaves, offered at first view a refutation of my suspicions; but an inquiry into the mode of registering the slaves has satisfied me, that the existing system, as founded upon the Act of Parliament, is totally inadequate to the prevention of the fraudulent introduction of a new black to correspond with a register previously made, this last being commonly the register of a fictitious person. That the slave proprietors here have in many instances made these fictitious returns is, I believe, capable of proof; and that two individuals, who never possessed a slave, did each make a return of 100 slaves, is a fact publicly talked of. My suspicions have however received confirmation by evidence as conclusive as the nature of the case seems to admit, and I shall state to you the facts upon which I found my conviction, that an indirect importation of slaves is effected into Mauritius by a direct importation of blacks into its dependencies, which blacks would appear to be brought from the northern peninsula of Madagascar (a tract of country altogether independent of king Radama,) and probably also from Mosambique:—

A.

Communications  
from Naval  
Officers.

" 1st. By the custom-house books it appears, that 396 slaves were transferred from Seychelles to Mauritius between January 1822 and January 1823, and 177 slaves between January and June 1823, and that 20 only have been returned to Seychelles in the whole period.

" 2d. The exports of cotton (the staple commodity) from the Seychelles between 1st January and July 1822 were 320 bales, the whole export of the year being 689 bales. The exports between 1st January and 10th June 1823 are 422 bales; it would hence appear that the export of cotton is increased this half-year by one-third. This cotton is the produce of slave cultivators. If then, in 1822, each proprietor at Seychelles had as many slaves as he could maintain with profit (and I apprehend that no one would keep more,) and if his trade has since increased, it is not likely that he would decrease the number of his labourers. But the Seychelles have exported this half-year 167 slaves (the difference between 177 admitted and 10 returned,) hence I infer that an equal number at least had been previously imported. The number introduced may perhaps appear disproportioned to the supply which might be considered necessary to keep up the requisite number of slave cultivators in Mauritius; but it must be borne in mind that this importation has taken place at a period during which the commerce of this island has suffered great reverses, when sugar has fallen from seven to four dollars the hundred weight between the 1st January 1822 and June 1823, and when it might be presumed that these circumstances would render additional labourers unnecessary, or necessary only to a small amount.

" To corroborate the inference deduced from this reasoning, a report has been received by the Governor from the agent at the Seychelles, that the schooner *le Composant*, commanded by a man named *Dodero* (an English subject, but an Italian by birth) had effected the landing of 57 blacks on the island of *Mahi* in January last, but that he had not been able to seize any of them.

" I have information that the same *Dodero* carried 150 blacks to the Seychelles above a year ago, and that he procured them at *Bombetoc*. The blacks before-mentioned he appears to have procured at the bay of *Angoutsi*, when he carried on this traffic under the French flag; but a vessel belonging to this island having gone into the bay, *Dodero* showed to her the English ensign. The capture by *Captain Moresby*, in 1821, of *le Succès* and *l'Industrie*, and the destruction of *le Coureur*, which vessels were engaged in bringing slaves to the Mauritius, appears to have shown the slave dealers that too much risk attended the direct importation to this island, particularly as the price of slaves fell with the fall in the price of produce; and there is no known instance of any attempt to land blacks since that period. *Captain Moresby*, in his letter to me of the 24th April, asserts the 'total abandonment of the slave trade to this island.' I feel satisfied, however, that the direct importation of blacks into the Seychelles, and their transfer hither with the requisite documents, has been the mode by which the slave population of the Mauritius has been kept up to the number required: an addition necessarily small during this period, from the circumstance before stated, but which is likely to increase in consequence of the rising price of the exporting produce of the island. Every feeling, whether dictated by religion or humanity, coincides with the duty required of me by the instructions I have received, to use every exertion to annihilate the slave trade; and I should neither do justice to those feelings, or obey my orders, if I refrained from reporting to you the state in which I believe this trade to be in these seas. The Seychelles and *Almirante Islands*, into both which groups, I believe the slaves to be brought, are comprised within a space occupying 5° of latitude and 5° of longitude, the centre of which is N. by W. about 900 miles from Mauritius, and N. E. by N. about 500 from the north end of Madagascar. Slave vessels from the west side of Madagascar (*Bombetoc*), or from *Mosambique*, would go along the African coast till they could fetch Seychelles on the larboard tack, or they would beat up on the parallel of 5° sth. latitude."

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N<sup>o</sup> 3.—Copy of a Letter from *Commodore Sir E. Owen, K. C. B.* to *J. W. Croker, Esq.*; dated on board His Majesty's Ship *Gloucester*, in Port Royal Harour, Jamaica, 2d August 1823.—With two Enclosures.

Sir,

I HAVE the honour to enclose you an extract from the report of *Captain Sir Thomas Cochrane*, of His Majesty's ship *Forte*, senior officer on the windward station,

## THE SLAVE TRADE.

5

station, dated 23d instant, with the copy of a letter to him from the Governor of St. Christopher's, which I request you will be pleased to lay before my Lords Commissioners of the Admiralty.

I have desired that he will afford the Governor proper facility for pursuing his remonstrance with the authorities at Porto Rico, and that he will keep the circumstance in view, reporting its result to me.

J. W. Croker, Esq.  
&c. &c. &c.

(signed)

I have, &amp;c.

*E. Owen*, Commodore.

A.  
Communications  
from Naval  
Officers.

Enclosure 1, in N° 3.

Extract from the Report of Captain Sir Thomas Cochrane, of His Majesty's Ship Forte, to Commodore Sir E. Owen; dated 22d July 1823.

THE accompanying letter from the Governor of St. Christopher's relates to some apprentice negroes, who, it is said, have been carried off from Tortola, and sold as slaves in the island of Porto Rico.

I have had a personal conference with the Governor on the subject, and shall shortly address the authorities of Porto Rico by the vessel which I shall, in pursuance of your directions, station among these islands. She will also take down with her such despatches and persons as the Governor may wish to send, or he may consider necessary towards the attainment of the objects in view.

Commodore Sir E. Owen,  
&c. &c. &c.

Enclosure 2, in N° 3.

Sir,

Government House, St. Christopher's, July 8th, 1823.

I HAVE received a communication from Major Moody, the commissioner of inquiry into the condition of captured Africans at Tortola, stating that certain individuals of this class had been seduced from the island and carried into Porto Rico, where they were sold as slaves.

Having addressed the political chief of Porto Rico on a former occasion, to obtain his countenance and support in aid of the exertions of an individual who went to that island with proper documents to identify and claim two captured Africans, and nothing satisfactory having resulted from my communication, to which I have received no answer, I do myself the honour of requesting your assistance on this occasion, and of soliciting that you will be pleased to allow one of His Majesty's ships to call at Porto Rico, for the purpose of reclaiming all such captured Africans as can be identified.

In furtherance of this object, I should wish the vessel under your orders to touch at this port, that I may furnish the necessary documents for identifying the several Africans.

The instructions of His Majesty's government require, that I should afford every possible facility to Major Moody and his colleague in the execution of their commission; and the above object is one of great importance, as connected with it, not only in relation to the individuals who have been clandestinely withdrawn from the protection of the British government, but, if permitted to pass with impunity, it will afford encouragement to similar attempts, and perhaps involve in its consequences a large proportion of these unfortunate people.

As I am anxious that this object should be effected with as little delay as possible, I shall feel obliged by your communicating with me as early as your convenience will admit.

I have, &amp;c.

(signed)

*Chas. W<sup>m</sup> Maxwell.*

N° 4.—Extract of a Letter from Commodore Sir Robert Mends to J. W. Croker, Esq.; dated His Majesty's Ship Owen Glendower, Cape Coast, 8th August 1823.

I BEG you will be pleased to acquaint their Lordships that I anchored here on the 31st ultimo, after a five months cruize, having examined with my boats, since I have been on the coast, every river and creek from the Senegal to the Congo, notwithstanding the rains and the inclemency of the weather, extending over a space of 3,000 miles.

A.  
Communications  
from Naval  
Officers.

The few vessels I met with along this immense line of coast, as well as the information I every where received, authorize me in stating my belief that the Slave Trade is considerably on the decline. Where formerly whole fleets were engaged in that traffic, not a ship is now to be seen. In the Bonny, New and Old Calabars, and Cameroons, only four vessels were found, two of these were French; and two Spaniards, having on board 249 slaves, were captured by our boats. To the southward of the line at Cabenda, we saw only one Portuguese brig with 322 slaves on board, and one Spanish schooner, which escaped by outsailing the boats.

The chiefs every where complain that we have deprived them of the Slave Trade, without giving them any thing in return; they will furnish, they say, palm oil in any quantity required at a cheap rate and short notice.

N° 5.—Extract of a Letter from Commodore Nourse, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship *Andromache*, in Simon's Bay, 11th September 1823.

THE subjugation of the western coast (of Madagascar) particularly in the N. W. to his (king Radama's) authority, will be of considerable importance, as there is no doubt a traffic in slaves is still carried on from that quarter, and from Mosambique to Bembatoc, from whence vessels, under colours that may suit the occasion, obtain them; and I have information that the master of a schooner, called the "*Walter Farquhar*," has sold her to an Arab named Abdala Badom, who has insinuated himself into the chieftaincy of Bembatoc, and that there is reason to believe this vessel is employed in the slave traffic under the Arab flag.

N° 6.—Extract of a Letter from Commodore Nourse, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship *Andromache*, in Simon's Bay, 26th September 1823.

I LEARN that the Portuguese, upon the appearance of the surveying vessels, sent 180 natives (slaves) from their fort, in order that they should not be seen by the English men-of-war, probably fearing they might be seized.

I mention this circumstance, to show there is a traffic in slaves from Delagoa Bay; I believe them to be carried to Mosambique, and from thence exported to the Brazils, and that numbers are sent from Mosambique to Madagascar, and that some are conveyed to the Seychelles and to Bourbon.

N° 7.—Extract of a Letter from Captain Sir Thomas Cochrane, of His Majesty's Ship *Forte*, to Commodore Sir E. W. C. R. Owen, K. C. B.; dated Trinidad, 8th October 1823.—With two Enclosures.

I HAVE the honour to forward you a copy of the translation of a letter I have received from the Governor of Porto Rico, in answer to the joint reclamation of the Governor of St. Kitt's and myself, of the negroes supposed to have been stolen from Tortola.

By Captain Crole's letter, a copy of which accompanies this, you will perceive that the unlucky illness of a principal evidence, on the subject of the slaves stolen from Tortola, prevented his accompanying him to Porto Rico.

It therefore appears to me, that in the unsupported statement that has been made on this subject the letter of the political chief says every thing we can reasonably expect from him.

Enclosure 1, to N° 7.

Sir,

THE political superior chief, to whom I have submitted the representation which you have made to this Captaincy General respecting various coloured persons, fugitives, or fugitively taken from the island of St. Christopher, whose Governor has addressed to me a similar representation, has this day communicated to me what I herewith copy.

"Excellent Sir,

"I have received from your office your Excellency's letter of yesterday's date, wherein you were pleased to enclose to me various reclamations and communica-  
tions

## THE SLAVE TRADE.

7

tions respecting some men of colour, who are under the protection of Great Britain, who appear to have been introduced and sold in this island. The most efficacious dispositions are already given, to the desired effect, of the worthy purpose proposed by Sir Thomas Cochrane and the Commissioners of the British government, which is highly gratifying to me, as well because justice and humanity are interested in the question, and because it is my sincere desire to have an opportunity to manifest to Sir Thomas Cochrane my particular disposition to please and to give him satisfaction; and as well, because therein the fulfilment of a just and worthy desire of the British government is interested. It is doubtless desirable, that in order to act with the hope of a better result the communication should, if possible, be more ample and individualized. I intreat your Excellency will be pleased thus to explain it.

“ This answer I transmit to you, sir, in reply to the letters in which you were pleased to speak to me of this business; and so soon as the same shall have been finished, I shall lose no time to satisfy your wishes and communicate the result.

“ I have the honour to be, sir, &c. &c. &c.

“ Porto Rico, 31st August 1823. (signed) “ *Miguel Latome.*”

Enclosure 2, to N° 7.

Extract of a Letter from Captain Crole, of His Majesty's Sloop Surinam, to Captain Sir Thomas Cochrane; dated St. Thomas, 9th Sept. 1823.

I HAVE to acquaint you that in pursuance of your orders, after delivering your despatches for the Governor of Martinique, I proceeded to St. Christopher, and was requested by Colonel Maxwell to receive from Tortola a person who could identify the Africans which have been stolen from that island. On my arrival there I unfortunately found the person appointed to accompany me had been taken ill that morning, and was unable to embark; in consequence of which I proceeded alone to St. John's, Porto Rico, and delivered your despatches to the Spanish Governor.

N° 8.—Copy of a Letter from Captain C. R. Moorsom, of His Majesty's Ship *Ariadne*, to Commodore Nourse, C. B.; dated Port Louis, 15th October 1823.

His Majesty's Ship *Ariadne*, Port Louis,  
15th October 1823.

Sir,

I HAVE the honour to report to you my proceedings in His Majesty's ship under my command, since I sailed from Port Louis on the 13th September. Having ascertained, by information that appeared to me to be depended on, that Captain Dodero, in the schooner the *Composant*, whose landing of slaves at Seychelles I mentioned in my letter N° 6, had procured these people from the east coast of Madagascar, I thought it necessary to call the attention of king Radama to this infraction of the treaty, and I accordingly proceeded to Foule Point, where I supposed the king to be. On arrival I found that he had marched to the north to receive the allegiance of the districts, the chiefs of which were lately in insurrection, but who had been subdued by the army sent by the king in July last for that purpose, as reported in my letter N° 9; I therefore sailed for Antongil Bay, and met the king at Mananhar, a roadstead to the west of Cape Bellones.

Having laid before the king, through the medium of Mr. Hastie as interpreter, the circumstances which had come to my knowledge respecting the slave-dealings of Captain Dodero; I told him that it was not only necessary to prevent the chiefs from selling their people, but also to establish such military posts as might prevent the attempts of vessels going along shore to kidnap the natives. The king replied, that when he entered into the treaty with England for the suppression of the Slave Trade, it was with the most sincere intention to execute it; that he had now even stronger motives than those which then actuated him; but as he could not be every where, his laws might sometimes be infringed: he was now, however, establishing military posts along the coast, and was proceeding to the north for the purpose of making such arrangements as might secure the due execution of the laws. The king stating his intention of going to Angontar (the place from whence I had told him I believed the greater part of Dodero's cargo to have been taken), asked me if his escort could be conveyed across the bay in the pirogues. I explained to him that with the prevailing south-east wind the attempt would be dangerous; but that they could go before the wind up to the head of the bay, and thence cross the



A.  
Communications  
from Naval  
Officers.

country to Angousti, by a shorter route than that of the beach. As the king would suffer many inconveniences in an open boat, I offered to convey him, his personal attendants and a company of his guards, in the *Ariadne*. He accepted my proposal with great satisfaction, and in a few hours I ran them up to a place formerly named Port Choiseul, when the French had establishments on this coast, but called by the natives Maranset. Previous to the king's quitting the ship, I expressed to him my satisfaction at the opportunity afforded me of assisting him in his measures to prevent the export of natives from his dominions, and said, I hoped we should continue to co-operate till the Slave Trade was extinguished in Madagascar. He replied by repeating his determination to fulfil the treaty; and said, if he could always move with the rapidity he had done in the *Ariadne* we should have no cause to reproach him.

Mr. Hastie has acquainted me that he has certain information of a French schooner having lately conveyed a cargo of slaves from the neighbourhood of Fort Dauphin to Bourbon; and also that a schooner belonging to Mauritius is gone to Bombetock to procure slaves for the same market. I believe it is the intention of king Radama to visit the latter place before he returns to Tananasine, and the former in the course of next season.

I have no reason to suppose that slaves are introduced into Mauritius in any other mode than by transfer from the Seychelles; but his excellency the Governor has lately received information which leads him to believe that attempts are about to be made to effect the landing of slaves, and I have therefore ordered the *Wizard* on a cruize round the island.

The only effectual plan to prevent the exportation of natives from Madagascar seems to me to be, that of rigorously enforcing upon king Radama the necessity of his adopting such measures as will guarantee the execution of the conditions of the treaty.

I had intended to proceed to the Jean de Nova Islands, for the purpose of examining them, as well as of crossing the track of the slave vessels; but rainy weather having set in, I found the ship leak so much in the upper works as to render it necessary to caulk her throughout; for which purpose I returned to this port, where I arrived on the 12th.

I have the honour to be,  
(signed) *C. R. Moorsom*,  
Captain, and Senior Officer.

N° 9.—Extract of a Letter from Captain Bowen, of His Majesty's Sloop *Driver*, to J. W. Croker, Esq.; dated Cape Coast Roads, 17th of October 1823.

" I BEG leave to acquaint you, for the information of the Lords Commissioners of the Admiralty, that on the 30th August last I sailed from this place, and in pursuance of orders from Commodore Sir Robert Mends, proceeded to cruize for the suppression of the Slave Trade in the Bights of Benin and Biafra. In the execution of this service, I boarded two vessels only engaged in this traffic. They were under Portuguese colours; but I regret that from the circumstance of their slaves not being embarked, I could not detain them. From the small number of vessels fallen in with, I have reason to suppose that this odious traffic is on the decline, or has at least suffered a temporary interruption.

N° 10.—Copy of a Letter from Commodore Sir E. W. C. R. Owen, K. C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship *Gloucester*, in Port Royal Harbour, Jamaica, the 18th October 1823.—With four Enclosures.

Sir,

I HAVE the honour to enclose the copy of a letter, dated 10th September, which Sir Thomas Cochrane, Captain of His Majesty's ship *Forte*, has written to me, detailing all the circumstances which called on him to seize the brig *Legère*, which he had found three days preceding on the coast of Surinam, near Port Orange, endeavouring under French colours to smuggle into that colony a cargo of slaves, which she had brought there from St. Thomas's on the coast of Africa, and to

## THE SLAVE TRADE.

9

to deliver her to his excellency the Governor of that colony, in the breach of whose laws she was thus acting.

I request you will be pleased to lay the same before my Lords Commissioners of the Admiralty, together with the correspondence which took place in consequence between Sir Thomas Cochrane and Major General de Veir the Governor; and I trust their Lordships will confirm the opinion I have given, that Sir Thomas Cochrane's conduct in this instance has been guided by good judgment; for though it may be possible, that prosecuting the said vessel (under the Dutch treaty) she might have been proved Dutch property, and thereby made a prize, yet covered as she was by the French flag, this proof of property would have been difficult: whilst by the mode adopted, the Governor, who seems to enter into the same views, will deal with her more readily under his laws of contraband.

I have, &c.

(signed) *E. Owen*, Commodore.

A.  
Communications  
from Naval  
Officers.

Enclosure 1. in N° 10.

Sir,

His Majesty's ship *Forte*, off Surinam, 10th Sept. 1823.

I HAVE the honour to acquaint you, that on Sunday last, 7th instant, while running down the coast of Guyana, and approaching the Dutch port called "Port Orange," a brig was observed at anchor, who, on our nearing her, cut her cable and made all sail from us; on coming up with and bringing her to, she proved to be a small brig called the *Legère*, of 196 tons, from St. Thomas's, in Africa, with 353 slaves on board (having lost 30 on her voyage), which she was then attempting to dispose of on the coast.

On the master of her being brought on board, I caused him to be examined in the presence of Captain Rich, Lieutenant Smith of this ship, and myself (all understanding the French language), when he made the declaration, a copy of which I have the honour to enclose, and on the strength of this, as well as from the situation he was first seen in, I determined to carry him to the port of Surinam, then only five hours sail to leeward, and deliver him over to the Dutch authorities; and arriving off the river, I despatched Captain Rich to Paramaribo, with a letter to the Dutch Governor, a copy of which accompanies this, together with his answer, in consequence of which the brig *Legère* was delivered into the charge of the captain of the port, who was sent to take possession of her.

I trust, sir, that in the steps which I have pursued with respect to this vessel, I shall be found to have acted in every respect consonant to the wishes of my government, and have confined myself within the limits of authority vested in me.

Had I fallen in with the *Legère* at sea, much as I might have suspected the truth of her claim to the protection of the French flag, I should have permitted her to pass unmolested, however reluctant I might have been to have done so, or however grating it might have been to my feelings to witness the success of these dealers in human beings, in consigning their wretched cargo to perpetual slavery; but as she was found on the coast of a nation in strict alliance with my own in the suppression of the trade in question,—as the supercargo was on shore, and had gone to Paramaribo to dispose of his cargo (where he actually was when Captain Rich got there,)—as the captain without hesitation avowed that it was their intention to dispose of them, not only in the Dutch coast, but in the English colonies of Berbice and Demerara to leeward of it, thereby infringing the laws of both nations, I could no longer believe he could look to the French flag for protection; or that any government would countenance so glaring a prostitution of its colours, or expect that they should be respected, not only in the act of infringing its own laws (with which I am aware we have nothing to do,) but in waving it in defiance on the coast of its neighbours, and hovering on it for a convenient opportunity of forcing a trade with any who might be found debased enough to treat with them.

By these reasons I was swayed in my decision, and it was after mature consideration, and feeling I should lay myself open to your reproof, or that of my Lords Commissioners for the Admiralty, of want of energy in checking a trade so discountenanced by my country, that I determined to pursue the steps I have taken.

You will perceive, sir, by the Governor's answer to my letter, that the captain of the *Legère* has confirmed the statement made to me before the proper authorities in Paramaribo, but I learn from Captain Rich that the arrival of this vessel has been looked for this month past, and that there is every reason to believe, whatever the

A.  
 Communications  
 from Naval  
 Officers.

the vessel may be (and I much doubt the fact of her being French property,) that the cargo is consigned to a person in that town, who notoriously earns his livelihood by this inhuman traffic.

The supercargo, as I before mentioned, was in the town on Captain Rich's arrival there; on being called before the governor, he of course denied any intention of introducing the slaves into Surinam, stating that he only came for provisions and water to carry him to Martinique, where he intended to smuggle them; but as he had 28 days water and provisions on board on the day after his detention, the falsehood of this plea will be immediately detected and operate against him.

I must now further observe, it is admitted by the crew that this vessel sailed from Nantes precisely in the state she now is, that is, being in all respects prepared to receive slaves on board, and as every French vessel is strictly examined by the marine department prior to sailing, to ascertain whether she is sea-worthy, and in all respects properly equipped for her voyage, as appears by a long document on board the *Legère*, given by that officer on her departure, and minutely describing her state, it is quite impossible but they must have been fully aware of the nature of the trade in which she was about to be engaged.

As it may be misplaced, and indeed unnecessary for me to point out the consequences that must result, from the flag of any one country covering a traffic declared illegal by every other, I shall therefore, sir, conclude with assuring you, that the only motive which has actuated me on this occasion, is an anxious desire strictly to observe the line of conduct which I considered would best meet the wishes of my Lords Commissioners of the Admiralty and yourself.

Commodore Sir E. Owen, K. C. B.

I have, &c.

&c. &c. &c.

(signed)

*Thos. Cochrane, Captain.*

Enclosure 2, in N° 10.

His Britannic Majesty's ship *Forte*, off the River Surinam,  
 8th September.

Sir,

I HAVE the honour to acquaint your Excellency, that in sailing down the coast from Cayenne towards this anchorage, I yesterday observed a vessel at anchor close in with Port Orange; who, on our near approach to her, cut her cable and made sail away; but after a chase of some time she was overtaken, and proved to be a small brig called the *Legère*, under French colours, of only 196 tons burthen, but crowded with 353 miserable slaves (out of 383 she sailed with) from Africa, whom she had been attempting to introduce into your Excellency's government, and whose supercargo is at this moment on shore, and I believe in the town of Paramaribo for that purpose; but the accompanying paper, containing the declaration of the captain of the vessel, will more particularly detail to your Excellency the object of her visit to your coast.

The several treaties existing and lately entered into between our respective governments, fully evince the horror they entertain at the continuance of this traffic in our fellow-creatures, as well as their anxious and sincere wish to put a stop to a trade revolting to the best feelings of human nature; and I should but ill second their benevolent intentions, did I view with indifference the openly declared attempt to introduce those slaves into the colonies of his Majesty the King of the Netherlands, (and failing to do so,) then into His Britannic Majesty's, and not use my endeavors to defeat it, while a treaty is before me, in which the two nations respectively have engaged mutually to assist in repressing such inhuman speculations; and I have lost no time in bringing the brig off Surinam, that she may await your Excellency's commands; and I have directed the captain (Rich) of His Britannic Majesty's sloop *Ringdove*, who is the bearer of this, to deliver to your Excellency her papers and log-book; who, with a lieutenant of this ship, will be ready to depose to the statements made by the captain on his arrival on board the *Forte*, and afford any other information your Excellency may desire. The captain, and one of the crew accompany Captain Rich, in case your Excellency may wish to examine them.

The brig, as your Excellency will perceive, is under French colours; but I cannot believe that French owners would send a vessel upon such an uncertain and indefinite voyage; at the same time, should she really be of the nation she professes, her coming within the jurisdiction of your government, with the declared intention of infringing its laws, as well as those of the British colonies

## THE SLAVE TRADE.

11

on this coast, must deprive her of all the rights to which that character would otherwise entitle her.

I trust your Excellency will view, on the occasion that affords me the honour of making this communication, a ready disposition, on my part, to promote the views of your Excellency's government; and in this, and every other way that may be compatible with my duty, and I beg to assure your Excellency, so long as I shall be entrusted with the execution of the duties of the naval department in this division of the West Indies, it will afford me the greatest satisfaction, at all times, to cultivate the most friendly feeling between our respective nations, and to convince your Excellency of the high respect with which

A.

Communications  
from Naval  
Officers.

To his Excellency the Governor  
of Surinam.

I have, &c.  
(signed) *Thos. Cochrane.*

Enclosure 3, in N° 10.

Sr Paussin Pierre, Captain of the brig *Legère*, declared before us in answer to questions, as to where he was from, where bound, and what cargo he had on board,

That he was from St. Thomas's in Africa, laden with slaves :

That he passed Cayenne, and saw the flag flying on the fort some days ago :

That he anchored off the Maroni River, in hopes of disposing of part of his cargo, but did not succeed :

That he stopped at one or two places to the westward of it for the same object, but found only fishermen's huts :

That lastly, he anchored off Port Orange for the same purpose, but seeing the Dutch flag flying, the supercargo went on shore last night under pretence of buying stock, but in reality to find out if purchasers for the negroes could be had :

That the supercargo is left on shore : he sent off one or two fowls by the boat ; and to say that the commander of the port could not let him have stock without leave from the Governor, and he believes he is gone on to Surinam under pretence of asking for a supply, but in reality to procure purchasers :

That in the event of not being able to dispose of them here, he meant to run further to leeward, to try to sell them at the colony of Berbice or Demerara, or in short wherever he could find a market.

Dated on board the *Forte*, off Surinam, the 8th September 1823.

(signed) *Thos Cochrane*, Captain of the *Forte*.  
*E. L. Rich*, Commander of *Ringdove*.  
*H<sup>r</sup> Smith*, Lieut. *Forte*.

Enclosure 4, in N° 10.

Sir,

Paramaribo, in the Colony of Surinam,  
Government-house, 9th Sept. 1823.

I HAVE had the honour of receiving your letter of the 8th instant, written from on board His Britannic Majesty's ship *Forte*, off the river of Surinam, communicating to me that a small brig called *Legère*, under French colours, crowded with 353 enslaved Africans, has been observed by you on our coast at anchor, close in with Port Orange, and brought off this port that she may await my commands.

The Captain Rich of His Britannic Majesty's sloop *Ringdove*, accompanied by a lieutenant of your ship, has also handed to me the papers and the log-book of the said brig, and delivered the captain and one of her crew, to whose statements made in your presence they have further more deposed before commissioned members of the honourable court of criminal justice in this colony, to the judgment of which court I have submitted the case of the aforesaid slave-trading French vessel.

I therefore request you to send her up the river to this part of Paramaribo, in order that the unfortunate Africans may be restored to freedom, and the vessel and crew may stand their trial and undergo the just punishment of their inhuman speculation.

I also herewith express my sincere thanks for the service you have been pleased to render me, by so amicably assisting me in defeating the undoubted attempt or intention to introduce these Africans as slaves into the colony under my command ; and I anticipate the pleasure of tendering you the deserved acknowledgments of my government, for your humane and loyal conduct, the merits whereof I am confident will be duly appreciated by your own government.

I beg to assure you of my reciprocal disposition to cultivate the subsisting friendly feelings

A.  
Communications  
from Naval  
Officers.

feelings between our respective nations, and will at all times feel the greatest satisfaction in being useful to you in the meritorious fulfilment of your high duties.

To Sir Tho' John Cochrane,  
Commanding a Detachment of  
H. M. ships and vessels employed  
on the windward part of the West  
India station, &c. &c.

I have the honour, &c.  
(signed) *A. De Veir*, Major-Gen',  
Gov. of the Colony of Surinam.

N° 11.—Extract of a Letter from Captain Filmore, of His Majesty's Ship Owen Glendower, to J. W. Croker, Esq.; dated at sea, in lat. 1. 29. S. long. 5. 10. W. 24 November 1823.

FROM several vessels, which I have boarded, I have every reason to suppose the Slave Trade in the Bights is carried on to a very limited extent to what it has been hitherto done.

N° 12.—Copy of a Letter from Vice-Admiral Sir L. W. Halsted, K. C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Pyramus, Port Royal Harbour, 26th Dec. 1823.

Sir,

IN reply to your letter of the 4th ult. (N° 2,) I beg you will be pleased to refer my Lords Commissioners of the Admiralty to Commodore Sir E. Owen's letters, numbered 162 and 354, by which their Lordships will perceive that every arrangement has been made, and is still in progress, for aiding the efforts of His Majesty's officers in the colonies for the release of the apprenticed negroes enticed away from the British West-India Islands.

If, on the arrival of the Forte, I find any further steps necessary, directions shall be given accordingly.

I have, &c.  
(signed) *W. Halsted*, Vice-Admiral.

N° 13.—Copy of a Letter from Captain Sir Thomas Cochrane, of His Majesty's Ship Forte, to Commodore Sir E. W. C. R. Owen, K. C. B.; dated St. Juan's, Porto Rico, 28th January 1824.

Sir,

I CONSIDER it my duty to call your attention to the traffic in slaves still carried on in these seas, and, I have reason to believe, to an extent (as far as the nations countenancing it are concerned) as great as at any former period.

In my letter of the 10th of September last, (N° 23.) acquainting you with my having detained a slave vessel under French colours, and delivered her over to the Dutch Governor of Surinam, I have stated that the vessel in question sailed from Nantes, completely equipped for the trade in slaves, and which could not but be known to the public authorities there, as a minute description of her was on board, and signed by the head of the marine department at that port.

I have since learnt, from undoubted authority, that the Slave Trade is openly and publicly carried on in Surinam, and that new negroes can be purchased there with the same facility as could have been done in a British colony before that traffic was by law abolished.

The same system, I am sorry to say, prevails in this colony; slave vessels being publicly admitted, and their cargoes openly sold, the decency of secrecy not even being considered necessary in their infraction of the positive laws passed by Spain at the instance of Great Britain.

A cargo came in from Africa a few weeks before my arrival, and was publicly sold, with a British man-of-war then lying in the port; and the same, as well as another vessel, has sailed during my stay here, supposed on a similar mission.

Could I have anticipated so glaring an outrage on the treaties existing between the two countries, I should not have failed to have instructed the captains of His Majesty's ships then under my orders, to have remonstrated on such a circumstance occurring;

occurring; or had I myself been here, I should have allowed no legitimate means to have escaped me of preventing the introduction of this cargo of human beings; which traffic is not, however, confined to this port, every part of the island benefiting by it, wherever an accession of strength is required. There is every reason to believe the importations, unless checked, will increase; and I much regret to add, that Englishmen, among others, are deeply concerned in these inhuman speculations.

Out of a population of above 300,000 inhabitants, not more than 25,000 are slaves; consequently the manufacture of sugar has been very limited: the remainder of the population being employed in raising cattle, and the ordinary food for their own sustenance, with enough tobacco and coffee to carry to market for the purchase of other necessaries of life.

Under these circumstances a large portion of this fine island remains in a state of nature; and the richness of its soil, with the inducements held out by the Spanish government, have brought a considerable number of speculators from the neighbouring islands, (many of them English,) who, establishing sugar and coffee estates, require proportionate hands to cultivate them.

I understand, from good authority, the cargoes of from eight to ten vessels are annually distributed in the island; but the temptations to many ruined planters in other worn-out islands to cultivate in this country are such, that I am persuaded so long as the present facility of making importations exists, fresh settlers will annually arrive, and their cupidity will give energy to a trade already extensively carried on, and which cannot fail to be attended by all the miseries belonging to a state, where it is more the master's interest to purchase from time to time new negroes than to pursue those measures for encouraging the increase of population on his own estate, which contribute so much to the happiness of the slaves in British colonies; and I am sorry to say, that during my stay here, I have had opportunities of hearing sentiments expressed fully corroborating what I have above suggested.

I have the honour to be, sir, your most obedient humble servant,  
(signed) *Thos Cochrane, Captain.*

To Commodore Sir Edward Owen, K. C. B.  
Commander-in-Chief.

A.  
Communications  
from Naval  
Officers.

N<sup>o</sup> 14.—Extract of a Letter from Captain Sir Thomas Cochrane to Commodore Sir E. W. C. R. Owen; dated the 29th January 1824.—With one Enclosure.

ON the same day, (the 1st December) in consequence of a man of colour named William Forbes having claimed my protection as a British subject, taken in the sloop *Eliza*, I addressed to the Governor the letter marked N<sup>o</sup> 2, the result of which has been the emancipation of William Forbes, whom I received on board the *Forte* for a passage to Jamaica.

During my stay at Porto Rico, I received a petition from a woman of colour, named Louisa Dunbar, praying my protection, she having been detained in the island two years and a half as a slave, although a free woman of Jamaica, whose liberation I effected; and she is now on board the *Forte* for a passage home.

A black man of Tortola I also procured permission to depart, and sent him to that island.

Enclosure to N<sup>o</sup> 14.

His Britannic Majesty's ship *Forte*, in St. Juan's Harbour,  
Porto Rico, 2d December 1823.

Sir,

SINCE I had the honour to pay my respects to your Excellency, this forenoon a Mulatto boy has come on board the *Forte*, speaking English, and stating his name to be William Forbes, and that he is a free British subject, born in Corn Island; that he was captured by the *Fortuna*, in the sloop *Eliza*, relative to which vessel I have just had the honour to address your Excellency; he further states, that Antonio Piero, since his arrival at Porto Rico, has attempted to sell him, but without as yet succeeding in doing so.

As it was, I apprehend, the duty of the commander of the *Fortuna* to report, on his arrival, to your Excellency, all captured persons he might have with him, either in a state of slavery or restraint, it will be easily ascertained if he has made a correct report, or whether he has in this instance been guilty of similar nefarious practices, to those with which he already stands so seriously charged.

N<sup>o</sup> 2.

A.  
Communications  
from Naval  
Officers.

In the meantime, I have permitted the boy to remain on board the Forte, until your Excellency shall be good enough to express your wishes with respect to him.  
To His Excellency, the Captain I have the honour, &c.  
General of Porto Rico. (signed) *Tho<sup>s</sup> Cochrane.*

N<sup>o</sup> 15.—Copy of a Letter from Vice-Admiral Sir L. W. Halsted to J. W. Croker, Esq. ; dated on board His Majesty's Ship Serapis, Port Royal, Jamaica, 7th February 1824.—With one Enclosure.

Sir, Serapis, Port Royal, 7th February 1824.

IN addition to what I reported to you in my letter N<sup>o</sup> 16, of the 26th December last, upon the subject of the measures taken for aiding His Majesty's officers in the recovery of certain apprenticed Africans stolen from Tortola, and said to have been sold as slaves at Porto Rico, I directed the attention of Captain Brace thereto, and ordered him to send the Surinam both to Tortola and Porto Rico on her way down.

From the enclosed copy of a letter, however, that I have since received from Captain Sir Thomas Cochrane of the Forte, my Lords Commissioners of the Admiralty will perceive, that the absence from Tortola of the principal evidence is likely to prevent this business being pursued to a successful issue.

J. W. Croker, Esq. I have, &c.  
&c. &c. &c. (signed) *L. W. Halsted, Vice-Admiral.*

Enclosure to N<sup>o</sup> 15.

His Majesty's ship Forte, Port Royal, Jamaica,  
6th February 1824.

Sir,

IN the hope that some further evidence might be forthcoming, relative to the negroes stolen from the Island of Tortola, alluded to in my letter of the 8th of October last (N<sup>o</sup> 27) addressed to Commodore Sir E. Owen, I called at St. Kitt's, and the before-mentioned island, on my way to Porto Rico, to offer my assistance towards their recovery ; but the absence from Tortola of the principal evidence, who on the former occasion was prevented by illness from accompanying Captain Crole, precluded my further interfering in the subject.

Vice-Admiral Sir Law. Halsted, K. C. B. I have, &c.  
Commander-in-Chief. (signed) *Tho<sup>s</sup> Cochrane, Captain,*

## B.

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 SCHEDULE OF PAPERS:

Containing, Copies or Extracts of INSTRUCTIONS issued by the Lords Commissioners of the Admiralty, to Naval Officers, since the 1st January 1823, and not already laid before the Honourable House of Commons, relative to the Suppression of the Slave Trade.

- N° 1.—Copy of a Letter from Mr. Barrow to Lieut. Scott, commanding His Majesty's Gun-brig Swinger; dated Admiralty Office, the 24th July 1823 - - - p. 16.
- N° 2.—Extract from the Instructions issued by the Lords Commissioners of the Admiralty, on the 29th of August 1823, to Rear Admiral Sir George Eyre, K. C. B. as Commander-in-Chief of His Majesty's Ships and Vessels on the South-American Station - - - - - ibid.
- N° 3.—Extract from the Instructions issued by the Lords Commissioners of the Admiralty, on the 9th of October 1823, to Vice-Admiral Sir Lawrence William Halsted, K. C. B. as Commander-in-Chief of His Majesty's Ships and Vessels on the West-Indian Station - - - - - ibid.
- N° 4.—Copy of a Letter from Mr. Barrow to Captain Bullen, of His Majesty's Ship Maidstone; dated Admiralty Office, the 15th of January 1824.—With one Enclosure - - - - - p. 17.
- N° 5.—Copy of a Letter from Mr. Barrow to Captain Bullen, of His Majesty's Ship Maidstone; dated Admiralty Office, the 24th of January 1824.—With one Enclosure - - - - - ibid.
- N° 6.—Copy of a Letter addressed by Mr. Barrow, on the 11th of February 1824, 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. 18.
- N° 7.—Extracts from the Instructions issued by the Lords Commissioners of the Admiralty, on the 25th of March 1824, to Commodore Bullen, as Commanding Officer of His Majesty's Ships and Vessels on the Coast of Africa - - - - - ibid.
- N° 8.—Copy of a Letter addressed by Mr. Barrow, on the 27th of April 1824, 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. 19.
- N° 9.—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 23d of June 1823 to the 30th of April 1824, 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 1st of January 1823.

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B.  
Instructions to  
Naval Officers.

N° 1.—Copy of a Letter from Mr. Barrow to Lieutenant Scott, commanding His Majesty's Gun-brig Swinger; dated Admiralty Office, the 24th of July 1823.

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 several Acts of Parliament, prohibiting the traffic in slaves by His Majesty's subjects.

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

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N° 2 —Extract from the Instructions issued by the Lords Commissioners of the Admiralty, on the 29th of August 1823, to Rear Admiral Sir George Eyre, K. C. B. as Commander-in-Chief of His Majesty's Ships and Vessels on the South-American Station.

WE transmit you herewith, for your information and guidance, copies of the treaties which have been concluded between this country and the Kings of Spain and Portugal, for the prevention of an illicit traffic in slaves, with copies of the Acts of Parliament which have been passed to give effect thereto; and copies of the instructions authorizing the commanders of His Majesty's ships and vessels under your orders, agreeably to the stipulations in the said treaties, to search vessels bearing the flags of those nations.

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N° 3.—Extract from the Instructions issued by the Lords Commissioners of the Admiralty, on the 9th of October 1823, to Vice-Admiral Sir Lawrence William Halsted, K. C. B., as Commander-in-Chief of His Majesty's Ships and Vessels on the West-India Station.

WE transmit to you herewith, for your information and guidance, abstracts or copies of the several Acts of Parliament which have been passed for the prevention of a traffic in slaves by His Majesty's subjects; and also copies of the treaties which have been concluded between this country and the Kings of Spain, Portugal, and the Netherlands, for the prevention of such traffic by the subjects of the respective countries, with copies of the Acts of Parliament which have been passed to give effect thereto; and copies of instructions which, in conformity with the respective treaties, are issued under our signatures to the commanders of His Majesty's ships and vessels on the Jamaica and certain other stations, to authorize them to search vessels bearing the flags of the three before-mentioned nations. You will take care that these Acts, Treaties, and Instructions, be strictly adhered to by the commanders of the ships and vessels under your orders; and you will observe that vessels of the said nations, which may be detained for illicit trafficking in slaves, are to be sent for adjudication to the following places, as may be most convenient, according to the situation in which the detention may take place; viz.

Vessels

## THE SLAVE TRADE.

17

Vessels of *any of the three nations*, to Sierra Leone; or, *Spanish* vessels, to the Havannah; and *Dutch* vessels, to Surinam; courts having been established at these places for the trial of offences of the above description committed by vessels of those nations respectively, as above detailed.

Vessels under English colours may be sent to, and tried at, either of the places above enumerated; and of course at any British port where proper courts of judicature exist, as explained in the several Acts of Parliament.

With respect to the Dutch vessels we have further to observe to you, that the number of His Majesty's ships which may be authorized to search those vessels being limited by the treaty, instructions to search Dutch vessels have only been issued to four of the squadron under your command; and you are therefore to take care that whenever any ship or vessel, furnished therewith, shall be about to leave the station, the Dutch instructions, and papers relating to them, be transferred to another vessel, the name of which is to be reported, at the time, to our Secretary.

B.  
Instructions to  
Naval Officers.

N<sup>o</sup> 4.—Copy of a Letter from Mr. Barrow to Captain Bullen of His Majesty's Ship Maidstone; dated Admiralty Office, the 15th of January 1824.—With one Enclosure.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for your information, an extract of a letter from a gentleman at the Havannah, respecting the sailing of three Spanish vessels from Cuba for the coast of Africa, with the supposed intention of engaging in the Slave Trade.

I am, &c.

(signed) *John Barrow.*

Enclosure to N<sup>o</sup> 4.

Extract of a Letter from Mr. ———; dated Havannah, 25th October 1823.

ON the 19th instant, three Spanish vessels cleared out from the port for the islands on the coast of Africa; namely, the brig *Orestes*, Don Domingo Zurbano, master, for St. Thomas's; and the brig *Teresa*, Don Juan Sandrino, master; and the schooner *Socorro*, Don Antonio Pulles, master; for Prince's Island. The declared object of their voyage is, of course, lawful commerce in these parts; but their real object is, undoubtedly, the Slave Trade.

I am told that these vessels have been fitted out in consequence of a report which has reached this place, that our squadron on the coast of Africa has been considerably reduced in number.

N<sup>o</sup> 5.—Copy of a Letter from Mr. Barrow to Captain Bullen of His Majesty's Ship Maidstone; dated Admiralty Office, the 24th of January 1824.—With one Enclosure.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for your information, a copy of a letter from a gentleman at the Havannah, relative to a vessel named the *Eugenie*, under Dutch colours, but manned with a French crew, which has been captured in the West Indies, with a cargo of slaves on board from Calabar; and to a Spanish vessel called the *Romano*, which it is suspected may be intended to proceed to the coast of Africa, for the purpose of engaging in the Slave Trade.

I am, &c.

(signed) *John Barrow.*

Enclosure to N<sup>o</sup> 5.

Sir,

Havannah, 5th December 1823.

I HAVE been informed by Commodore Sir Edward Owen, that a vessel was captured on the 3d ultimo by one of his cruizers, having on board 237 negroes. The master stated he was from Calabar, and bound to Santiago de Cuba. The vessel is called the *Eugenie*, under Dutch colours, from St. Eustatia, but last cleared from St. Thomas's, and manned by Frenchmen, the master being of the same nation.

B.  
Instructions to  
Naval Officers.

The commodore found it necessary to land the negroes, in consequence of the state they were in, and the smallness of the vessel.

On the 2d instant, the Spanish privateer Romano, Don José del Cotorro, captain, having 14 guns and 140 men, sailed from this port. This vessel was fitted out for the purpose of cruising against French commerce, but as it is now too late for that, she is said to be destined for Costa Firme; it is much to be feared, however, that she will ultimately try her fortune on the African coast.

I have the honour to be, &c. ———

N<sup>o</sup> 6.—Copy of a Letter addressed by Mr. Barrow, on the 11th of February 1824, 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, 11th February 1824.

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for your information and guidance, a copy of two additional articles to the Convention concluded on the 28th of July 1817, with the King of Portugal, for the prevention of the illicit traffic in slaves\*; and also ——— other copies of the said Articles, which you are to issue to the commanders of His Majesty's ships and vessels under your orders, with directions for carrying into effect His Majesty's intentions in regard to the stipulation recorded in these Articles.

I am, &c.

(signed) *John Barrow,*

N<sup>o</sup> 7.—Extracts from the Instructions issued by the Lords Commissioners of the Admiralty, on the 25th of March 1824, to Commodore Bullen, as Commanding Officer of His Majesty's Ships and Vessels on the coast of Africa.

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 proceed with all convenient expedition to the coast of Africa, where you are to employ yourself in affording such countenance and assistance to the British settlements, and such protection to the British commerce as may be found requisite; and in preventing to the utmost of your power any illicit traffic in slaves by His Majesty's subjects, or by the subjects of the Kings of Spain, Portugal, and the Netherlands, with whom treaties as herein-after mentioned have been concluded by this country respecting that traffic; taking under your orders, and employing upon the said services, the sloops and gun-brig named in the margin, which are now on the African station, and whose commanders are directed, by the orders which we herewith enclose to you, to place themselves under your command.

You are to proceed in the first instance to Sierra Leone, where you are to communicate with the Governor, and to confer with him as to the best mode of effecting the objects you have in view.

You will assign such stations, and give such instructions to the vessels under your orders, as you may judge most proper, with a view to the effectual fulfilment of the objects before mentioned; and for which purpose the several bays and creeks, particularly in the Bights of Benin and Biafra, must be diligently watched and frequently examined, to ensure as far as practicable, by the force under your orders, the seizure of such vessels as may be liable thereto under the several acts and treaties for putting a stop to the trading in slaves.

We herewith transmit to you copies or abstracts of the several Acts of Parliament relating to British subjects engaged in traffic in slaves, by which you are to be governed with regard to such British subjects as you may discover to be engaged in the said traffic, and to use every means in your power to carry into full effect the said Acts.

With regard to vessels belonging to the subjects of the Kings of Spain, Portugal, and the Netherlands, we transmit to you herewith the following documents; viz.

Copies of the treaties or conventions concluded between His Majesty and those sovereigns for the prevention of an illicit traffic in slaves by their respective subjects:

\* These additional Articles, signed at Lisbon, March 15, 1823, have been presented to both Houses of Parliament in the present Session.

Bann.  
Driver,  
Victor,  
Swinger, g. h.

Acts of Parliament which have been passed to give effect to those treaties; and, Instructions signed by us authorizing you, in conformity with the treaties, to search vessels bearing the flags of the said nations respectively.

You are to be strictly governed by these documents in your conduct towards the vessels in question, and you will take care that the commanders of the vessels under your orders also strictly attend to the same.

You will observe in the treaty with Spain, that the period for which that nation reserved to herself the right of trading in slaves to the south of the Equator is now expired; and consequently *all* Spanish ships which shall in future be found trafficking in slaves in any part of the coast of Africa, whether north or south of the Equator, will be liable to be dealt with for condemnation as directed by the said treaty.

And you are to understand that any ships of the three before-mentioned nations, which may be captured for illicit trafficking in slaves, are to be sent for adjudication to the following places, as may be most convenient, according to the situation in which the capture may be made; viz.

Ships of *any of the three nations*, to Sierra Leone; or, *Spanish* ships, to the Havannah, and *Dutch* ships, to Surinam; courts having been established at these places for the trial of offences of the above description committed by vessels of those nations respectively, as above detailed.

Vessels under English colours may be sent to, and tried at, either of the places enumerated.

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 in the Maidstone, or send to England any of the squadron under your command; in which case, you will consider yourself at liberty so to act.

B.

Instructions to  
Naval Officers.

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N° 8.—Copy of a Letter addressed by Mr. Barrow, on the 27th of April 1824, 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, 27th April 1824.

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for your information and guidance, a copy of an Act (5th Geo. 4, c. 17.) for the more effectual suppression of the African Slave Trade.

And I also enclose — other copies of the said Act for issue to the commanders of His Majesty's ships and vessels under your orders.

I am, &amp;c.

(signed) *John Barrow.*


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N° 9.—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 23d of June 1823 to the 30th of April 1824, 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

## 20 PAPERS RELATING TO THE SLAVE TRADE.

B.  
Instructions to  
Naval Officers.

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 23d of June 1823, and the 30th of April 1824, to the commanders of the following ships and vessels of His Majesty :

Larne,	Ganges,	Tamar,
Slaney,	Superb,	Arachne,
Mersey,	Victor,	Tweed.
Spartiate,	Cambridge,	
Isis,	Hussar,	

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P A P E R S

RELATING TO

THE SLAVE TRADE:

*VIZ.*

COPIES AND EXTRACTS OF THE

CORRESPONDENCE

Between the Lords Commissioners of the Admiralty  
and Naval Officers, since the 1st January 1823,  
not already laid before the House of Commons.

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*Ordered, by The House of Commons, to be Printed,  
6 May 1824.*

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