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II.

S L A V E S
WRECKED IN THE PORTUGUESE SHIP, CALLED
THE DONNA PAULA.

Further Return to an Address of The Honourable The House of Commons,
dated the 13th of April 1824;—*for*

Copy of any INFORMATION which may have been received by Government, concerning a *Portuguese* Ship, called THE DONNA PAULA; which was wrecked on a Shoal in the neighbourhood of *Tortola*, and the Negroes on board of which were afterwards removed to *Bahia* or *Porto Rico*; together with an Explanation of the circumstances attending the transaction; and of the Purposes for which they were so removed.

Colonial Department, }
Downing-street, }
17th June 1824. }

R. J. Wilmot Horton.

Ordered, by The House of Commons, to be Printed,
18 June 1824.

8 SLAVES : FURTHER INFORMATION RESPECTING

EXTRACT from the Schedule of the Commissioners appointed to
as far as respects the

RETURN of African Slaves wrecked within the Government of Tortola since the
showing the Vessels

NAME of the Vessel wrecked, and the Master.	Date and Place of the Wreck.	Number of Negroes on board at the time of the Wreck.	Number of Negroes saved, and for whom Salvage was paid.
The Portuguese Ship Doña Paula, Izidoro Antonio Viana master.	3d September 1819, on the Anegada Shoals, as indicated on the CHART annexed.	253 ; the names and sexes unknown.	240 ; the names and sexes unknown. The Salvage awarded was 8,050 dollars, but only 4,000 dollars were paid.

REMARKS.—Izidoro Antonio Viana the master, João Joze de Reis chief mate, Joze Pimenta second mate, and others belonging to the ship Dona Paula, declare that the vessel belonged to Don Francisco Joze Liboa of Bahia, and was originally bound from Malemba on the coast of Africa to Para in the Brazils, but being unable to reach Para, they bore away for Porto Rico, and were wrecked on the Anegada shoals at midnight on the 3d September 1819, soon after which the ship bilged, but the crew and the greater part of the negroes were saved by the inhabitants of Anegada and Spanish Town, who came off to them in small vessels. That eight of the negroes died after the vessel struck on the shoal. That when the vessel struck he had 253 slaves, and that 230 were then alive at the date of the protest on the 15th September 1819, and that 15 negro slaves were unaccounted for. By the Custom House record books of imports and exports it appears, that on the 13th September 1819, the schooner Lord Wellington cleared out with 180 negroes ; and on the 16th September 1819, the sloops Elizabeth and Hannah cleared out with 60 negroes, all forming part of those wrecked on board the Dona Paula, by which it seems that 10 out of the 15 negroes stated to have been unaccounted for had been discovered, leaving five to be accounted for. Of this number, Mr. Gibbes, the agent for the Dona Paula, stated that one died on the passage from Anegada to Tortola, and that he offered a reward of one thousand dollars to the person who would inform him who had secreted or stolen the negroes not accounted for, but that he was unable to get information so as to enable him to convict any person. He understood, however, that a Spaniard named Arankas brought a Swedish vessel from St. Thomas up to the small uninhabited islands near Spanish Town, called the Dogs, where the negroes had been secreted, and took them off. Mr. Patnelli stated, that Captain Viana of the Doña Paula, or his agent (but he does not now recollect which) informed him, the declarant, in the city of Porto Rico, about three years ago, that the few negroes who had been unaccounted for at Anegada, were brought afterwards for sale to the city of Porto Rico, and were discovered by the said Viana or his agent to have been part of the people wrecked on board the Dona Paula, and that they were claimed and delivered up to him or his agent.

Respecting this vessel, the Commissioners received in Tortola an anonymous letter, under cover to the Collector and Comptroller of the Customs, stating that the Collector, at the time when the Dona Paula was wrecked, had not seized the negroes, in consequence of his having received a bribe of one thousand pounds. This anonymous letter has been lost or mislaid, or withdrawn from the records of the office, and cannot now be found. Mr. Patnelli being referred to in the anonymous letter, Mr. Patnelli was examined, and on being asked if he had any reason to believe that any sum of money or valuable consideration had been paid to the Collector of the
Customs,

THE PORTUGUESE SHIP DONNA PAULA.

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inquire into the State and Condition of the liberated AFRICANS ;
Portuguese Ship DONNA PAULA.

Act for the Abolition of the Slave Trade ; with a CHART of the Anegada Shoals,
wrecked thereon.

HOW THE NEGROES SAVED WERE DISPOSED OF According to the Outward Entries of the Custom House.	AUTHORITIES for the Statements given.
From the official returns of the Custom House to this office, it appears, on the 13th Sept. 1819, the schooner Lord Wellington, G. Patnelli master, cleared out for Bahia, on the coast of Brazil, being laden with part of the Slaves saved, viz. 90 males and 90 females ; on the 19th Sept. 1819 the sloop Elizabeth, Affection Isham, f. b. m. master, with eight slaves ; and the sloop Hannah, Ab ^m Rawleigh, f. c. m. master, with 52 of the slaves saved, cleared out for the same port of Bahia, making 240 of the slaves saved.	The protest of I. A. Viana, Custom House Records, Geo. Patnelli, and John Gibbs, Esquire, and Abraham Rawleigh, P. M.

Customs, or any other person, as a bribe to prevent the seizure of the negroes on board the Dona Paula, wrecked on the Anegada shoals. Mr. Patnelli replied, "he knew nothing of it." To the same question Mr. Gibbes the agent replied, "that no sum of money or other valuable consideration was given to the Collector of the Customs, or any other person, as a bribe to prevent the seizure of the negroes saved from the wreck of the Dona Paula : that no bribe could have been given without his knowledge." The returns from the Custom House, however, appear to be contrary to the fact as to the real destination of the vessels, as all examinations agree that the vessels went to Porto Rico and not to Bahia on the coast of Brazil, as stated in the Custom House returns. It appears also to have been illegal to have cleared out such a vessel as the schooner Lord Wellington, burden per register 53 tons, with 180 slaves on board, for so long a voyage, or sloop Hannah, burden per register 13 tons, with 52 negroes on board ; and Abraham Rawleigh, free coloured man, distinctly stated the negroes were taken to St. John's, Porto Rico, though he could not at this distance of time recollect how many negroes were on board the sloop Hannah.

From an opinion given by the law officers of the crown to Earl Bathurst, dated 27th August 1818, on the occasion of another Portuguese slave ship being wrecked on the shores of a British colony, it appears, "That Africans cast on the shore of a British colony, in consequence of the wreck of the vessel in which they were conveyed as slaves are not to be considered as slaves illegally imported, but as free persons ; and in such case, the law officers of the crown think the Governor of the colony has no power to deliver up those Africans, without their consent, to the person claiming ownership over them, either for the purpose of being dealt with as slaves in the colony, or of being conveyed to a foreign country for the purpose of being so dealt with. In this case, as in the case of abandoned slaves, they are to be dealt with by the Governor as persons in such a situation not being Africans would be, and no claim for indemnity could be supported by owners, on account of such interference by the Governor.—(signed) *Chris Robertson, R. Gifford.*"

Such being the law on the case, the 240 negroes saved from the wreck of Dona Paula ought to have been received and protected as so many inhabitants or subjects of any civilized nation would have been received. Several considerations present themselves in this case, arising from the backward state of knowledge and civilization of the Africans, who are thus to be considered and treated as persons not being Africans would be. Subjects of a civilized state, on being wrecked, would be enabled to support themselves by their productive industry of some kind or other, and being aware of the rights of property, as understood among civilized nations, would be
more

more likely to respect it than poor ignorant Africans imperfectly acquainted as they must needs be with the institutions of civilized life, and unaccustomed to that degree of personal labour and prudence which enables the poor in other countries, more advanced in civilization, to gain their subsistence by steady and continued industry ; saving, when possible, the present reward in labour to support them in future times of sickness or want of employment. To leave such persons without any other control than that necessary for civilized people, would in all probability, in such a poor colony as Anegada or Tortola, insure their destruction by famine or violence, unless the Governor be authorized to provide for them at the expense of the Treasury of Great Britain. Anegada, though the largest of the Virgin Islands, being computed to contain upwards of 20,000 acres, is chiefly a barren calcareous rock, with very little soil on the surface ; about 100 acres are planted in cotton, and 60 acres in vegetables and corn, cultivated by 22 white inhabitants all very poor, 29 free black and coloured people who are still poorer, and 109 slaves belonging to the other two classes. The whole derive their chief means of subsistence from the sea, and their dexterity in assisting vessels wrecked on the dangerous shoals which surround the island, from which they derive a salvage and sometimes gain, in a manner contrary to strict honesty, as appears by the examinations and inquiries which I have made : at any rate it may easily be imagined that people in their situation only expose their own lives to save those of the persons wrecked, and their property, from motives of gain. Now to save the lives of 240 Africans as free men, as the laws now stand relative to shipwrecks, would not only yield no gain to the Anegadians, but would entail upon them an expense for the maintenance of the Africans, which their poverty could not afford even when aided by the resources of all the other islands. Unless some instructions, therefore, are given in case of another shipwreck of Africans, that a fair salvage will be allowed, and means taken to prevent their becoming burdensome to the community, there is too much reason to fear that many of the Africans would be lost ; for Anegada lies at some distance from the island of Tortola, and every soul on board a wreck would perish before intelligence of the disaster could reach Road Town, the principal port ; and from local circumstances, the laws and regulations for stranded vessels contained in the 12 Anne, and subsequent statutes founded thereon, could not be carried into complete effect in Anegada.

The annexed MAP of the island, and the number of recent wrecks on the shoals, with the actual fact of a slave ship having been wrecked, it is hoped will prove the necessity of some instructions, of the nature of those recommended, being sent to Tortola.

A CHART
of the Islands of
ANEGADA,
together with the
VESSELS
wrecked thereon.

Copied at the Quarter Master Gen^l Office,
Horse Guards.
By Chas. Voyce.
June 16th 1824.



II.

SLAVES.

Further Information respecting the *Portuguese* Ship,

called,

THE DONNA PAULA;

&c.

*Ordered, by The House of Commons, to be Printed,
18 June 1824.*
