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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 1824, not already laid before the House of Commons; relative to the

**SUPPRESSION OF THE SLAVE TRADE.**

March 1824—January 1825.

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(A.)

COMMUNICATIONS received by the Lords Commissioners of the Admiralty, from Naval Officers, since the 1st of January 1824.

(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,  
29 March 1825.*

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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 1824, and not already laid before the Honourable House of Commons, relative to the Suppression of the Slave Trade.

- N<sup>o</sup> 1.—Extract of a Letter from Acting Captain Courtenay, of His Majesty's Ship Owen Glendower, to J. W. Croker, Esq.; dated 3d March 1824 - - - p. 3.
- N<sup>o</sup> 2.—Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, Sierra Leone, 3d May 1824 - p. 3.
- N<sup>o</sup> 3.—Extract of a Letter from Captain W. F. Owen, to J. W. Croker, Esq.; dated on board His Majesty's Ship Leven, Mauritius, 19th June 1824 - - - p. 3.
- N<sup>o</sup> 4.—Extract of a Letter addressed by Captain Owen, to His Excellency the Governour of Mozambique; dated on board His Majesty's Ship Leven, Mozambique 28th March 1824, and transmitted to J. W. Croker, Esq. by Letter dated 10th July 1824 - - - - - p. 3.
- N<sup>o</sup> 5.—Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, Cape Coast, Gold Coast, 22d July 1824.—With two Enclosures - - - - - p. 4.
- N<sup>o</sup> 6.—Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, Man of War Bay, Island of St. Thomas, 23d September 1824.—With one Enclosure - - - - - p. 6.
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- N<sup>o</sup> 8.—Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, Port Antonio, Prince's Island, 3d October 1824 - - - - - p. 8.
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- N<sup>o</sup> 11.—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, in Port-Royal Harbour, Jamaica, 5th November 1824.—With one Enclosure - - - - - p. 10.
- N<sup>o</sup> 12.—Copy of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, Sierra Leone, 10th Nov. 1824, p. 11.
- N<sup>o</sup> 13.—Extract of a Letter from Captain Courtenay, of His Majesty's Ship Owen Glendower, to J. W. Croker, Esq.; dated Cape Coast Roads, 22d Nov. 1824 - - - - - p. 11.
- N<sup>o</sup> 14.—Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, Sierra Leone, 22d Nov. 1824 - - - - - p. 12.
- N<sup>o</sup> 15.—Extract of a Letter from Vice-Admiral Sir L. W. Halsted, K. C. B. to J. W. Croker, Esq.; dated Port-Royal Harbour, Jamaica, 19th December 1824.—With one Enclosure - - - - - p. 12.
- N<sup>o</sup> 16.—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, 12th January 1825.—With twelve Enclosures - - - - - p. 13.

## (A.)

Communications received by the Lords Commissioners of the Admiralty, from Naval Officers, since the 1st of January 1824.

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N° 1.—Extract of a Letter from Acting Captain Courtenay, of His Majesty's Ship Owen Glendower, to John Wilson Croker, Esq.; dated the 3d March 1824.

(A.)  
Communications  
from  
Naval Officers.

“THE Brazilian Slave Trade appears to be going on with more vigour than ever known before; scarcely a day passes without a vessel under that flag calling at Elmina for canoes.”

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N° 2.—Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, Sierra Leone, 3d May 1824.

I FOUND the Bann refitting here with a prize containing 360 slaves, which she lately captured off St. Thomas.

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N° 3.—Extract of a Letter from Captain W. F. Owen, to J. W. Croker, Esq.; dated on board His Majesty's Ship Leven, Mauritius, 19th June 1824.

SINCE it is the commodore's intention to visit the sources of the abominable traffic, it will not be necessary for me to enter so much in detail on that subject as it would otherwise have been; it is right to observe, however, that all the Portuguese authorities everywhere on the coast, either enter into or take part in this infamous trade with such adventurers as present themselves in its pursuit, or by their connivance or imbecility do still afford facilities to their success, that cannot fail to render vain its total suppression.

Two French vessels were at Mozambique for slaves on my last visit, and the bills for the sale of some negroes to one of them were put into my hands. The other was the *Soleil*, which, having fitted out at Seychelles for the voyage, was forfeit to our laws; a fictitious sale of the last vessel had been made to a Portuguese at Oibo, and although navigated entirely by English and French subjects, she was under Portuguese colours.

Within these six or eight years slaves have been permitted to embark at Quillomane and the Rios de Senna, and latterly direct for Brazil. That country formerly fed Mozambique, and is capable of producing to any extent; but since the Slave Trade has been permitted there, it not only has no superfluity of produce, but is absolutely dependent itself on foreign supply for its subsistence; and Mozambique is become dependent on the Arabs from Zanzibar and Bembatooka.

The commandant of the Portuguese factory, Mr. Lupe de Cardinas, had provoked wars between the different tribes of the natives for the sake of getting slaves cheap, and he actually paid for them about half a dollar in value of goods for each, and was evidently in hopes that he should be able to get them away in a Portuguese brig, which he expected in when I sailed in September last.

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N° 4.—Extract of a Letter addressed by Captain Owen to his Excellency the Governor of Mozambique; dated on board His Majesty's Ship Leven, Mozambique, 28th March 1824, and transmitted to J. W. Croker, Esq. by Letter dated 10th July 1824.

THE arrival from the Oibo of the “*Soleil*” slaving vessel, now under a Portuguese flag, lays me under the necessity of calling your Excellency's attention to the existing treaties between our nations, of which it is my misfortune to witness the

continued

(A.)  
 Communications  
 from  
 Naval Officers.

continued breach so far as respects the infernal traffic in slaves. This vessel (the *Soleil*) is forfeit to the laws of Great Britain, and will be seized wherever found under whatever flag she may hoist, having fitted out in the British port of Mahé to pursue the said forbidden trade. This is necessary to observe to your Excellency, because there appears to exist some mysterious transaction to obtain the cover of the flag of your nation to enable her to carry on this trade with more facility, which must furnish the British nation a subject of just complaint to your court; to prevent which, I have the honour to beg that an embargo may be laid on the "*Soleil*" until the subject shall be referred for the consideration of higher authorities. I have also to observe, that 24 slaves were embarked from this port under your licence on board an Arab vessel that sailed hence on the 14th instant, ostensibly to repair this vessel, and it does not appear that they have returned, but that they have been otherwise disposed of at Oibo, and most probably to the other traders for slaves of that place.

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N° 5.—Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship *Maidstone*, Cape Coast, Gold Coast, 22d July 1824.—With two Enclosures.

ON my passage up the Bight of Benin, I looked in at the several ports and roadsteads that I considered suspicious. At anchor off Badagry I boarded the two Brazilian vessels described in the enclosed list, who had passports from Don Pedro authorizing them to receive on board at Molembo, south of the Line, their cargoes of slaves; whereas, it appeared they had both come direct from Bahia to Badagry for the purpose of purchasing and shipping their cargo there, without the slightest intention of proceeding as directed in their clearances from Bahia; and I found that "*Osdons Amigos*" had already landed more than half her cargo, doubtless in barter for slaves. On the 13th I boarded, at anchor off Whydah, the five other vessels described in the same list: "*El Conquistador*" and "*La Ninfa*" were to appearance very fine fast-sailing vessels, the former had 10 guns, 18 pounders, and 51 men; the latter, 3 guns, 47 men, with scarcely any room for the stowage of a cargo, which leads me to think, they are not in any way fitted up or adapted for the Slave Trade.

The *Caridade* had landed the whole of her cargo, notwithstanding her papers directed her to proceed to Molembo, and every thing was in readiness for shipping the slaves at a short notice; her logs were evidently false, as they described a route from Bahia to Molembo, in south latitude; and a declaration was produced, purporting to have been drawn up at the latter place, on 7th April, and stating, "that in consequence of not being able to dispose of her cargo at that port, it was expedient, for the benefit of her owners, that she should proceed up the coast for that purpose;" whereas I ascertained, beyond the shadow of a doubt, that she anchored at Whydah on 10th April, three days after the date of the document affirmed to have been signed in 6° of south latitude; such are the subterfuges resorted to by the dealers in this illicit trade to evade detection.

The whole of the Brazilian vessels I have boarded have been furnished with a passport from Don Pedro, agreeably to the treaty between Great Britain and Portugal, permitting them to trade for slaves to the Portuguese possessions, south of the Line; but it is an ascertained fact, that instead of doing so, they make a direct passage to one of the ports in the Bight of Benin, (keeping the false log before alluded to); their masters and supercargoes instantly land, and remain on shore bargaining for the slaves, while the vessel either lies at anchor the whole time, or takes an occasional cruize to prevent suspicion; when the number of slaves is complete, they watch a favourable opportunity to ship them, and sail the same day; they are thus enabled to escape capture in almost every instance, as they will keep their slaves for several months in readiness on shore, without embarking them, sooner than run the risk, when they have information of our cruisers being on the coast.

I beg however to assure their Lordships, that the most vigorous measures shall be resorted to, and the most effectual means taken to intercept and annihilate a traffic so revolting to human nature.

From Lieut. Scott I received a letter, of which the enclosed is an extract, stating his proceeding when in command of His Majesty's Ship *Victor*, and containing information respecting "*El Romano*," which vessel is now, I learn, cruising off the Isles De Loss.

RETURN of VESSELS boarded by His Majesty's Ship Maidstone, in the Bight of Benin, between 9th July and 29th July 1824.

THE SLAVE TRADE.

DATE.	PLACE.	NAME OF THE			How Rigg'd.	Under what Colours.	NUMBER OF			When Sailed.	WHERE			CARGO.	REMARKS.
		Vessel.	Master.	Owner.			Men.	Guns.	Tons.		From.	Bound.	Belong.		
1824: July 11.	At anchor off Badagry.	Avizo	Louis Pachecoda Silva.	Adriano da Costa Carvalho.	brig	Brazilian	33	-	231 $\frac{1}{2}$	10 Mar.	Bahia	Molembo	Bahia	Tobacco, cloths, and aguadaerte.	By imperial passport allowed to take 578 slaves.
July 11.		Osdons Amigos Brazileinos.	Ant <sup>o</sup> Alvares de Silva.	Ant <sup>o</sup> Marques de Carvalho & Co.	schooner	D°	32	-	146	5	D°	D°	D°	D°	D°
-	At anchor off Whydah.	El Conquistador	Nich <sup>s</sup> Escala	Jose de la Cuesta	brig	Spanish	51	10	193	16 April	Habara	Prince Island	Habara	D°	Received tobacco from the Alliança, Portuguese brig, four days since the receipts, &c. stated to be on shore with supercargo.
		La Ninfa Habanexo.	Francisco Loureyn.	F. Loureyn	schooner	D°	47	3	150	14	D°	Coast of Africa	D°	D°	D°
-	At anchor off Whydah.	Serafina	-	-	schooner	D°	23	2	92	31 Mar.	D°	Cape de Verd Islands.	D°	D°	None
		Caridade	J. Ant <sup>o</sup> de Faria	Ant <sup>o</sup> de Padua de Cunha Pimentel.	schooner	Brazilian	25	-	88 $\frac{1}{2}$	24 Jan.	Bahia	Molembo	Bahia	All landed at Whydah.	Received from Conquistador nine days since, 500 bars of iron, plank and rice.
-	July 13.	Princexa Estrella	Jose Roiz	Vicente de Paulo Silva.	schooner	D°	20	-	64 $\frac{1}{2}$	14 May	D°	D°	D°	D°	Tobacco and aguadaerte.

(signed) Charles Bullen, Commodore.

## Enclosure 2, in N° 5.

(A.)  
 Communications  
 from  
 Naval Officers.

Extract of a Letter from Lieutenant Scott to Commodore Bullen, dated on board His Majesty's Ship Victor, Port Antonio, Prince's Island, May 10th, 1824.

ON my way to Prince's Island I fell in with a large brig under the South American flag, with a lugger and a brig in company; the latter I soon came up with, which proved to be "El Vencador," belonging to Bahia, and had been captured together with the lugger in company, by the "El Romano" Spanish privateer, but decidedly a *pirate*, having broke *bulk* on the cargo of "El Vencador," which he had transferred into the lugger, and with that cargo had purchased slaves, and from information which I had previously received from an American schooner, neither respected flag or nation; I have therefore sent her to Sierra Leone, to be dealt with in the Vice-Admiralty court accordingly.

I beg leave further to state, that on 8th instant, when at anchor in Port Antonio, Prince's Island, I observed a small schooner boat approaching the harbour, and perceiving her movements to be rather suspicious, I dispatched a boat to board her, which was accordingly done; and, much to my satisfaction, they seized her with seventeen slaves, together with a proportion of ivory, bees-wax, and gum copal, belonging to this island, and eight days from the Gaboon River, at which place she had made her purchases.

The vessel being so exceedingly small, and in such bad condition as to render her totally incapable of performing the voyage to Sierra Leone, together with the negroes being in a complete state of starvation, and approaching dissolution, so much so that one died the day on which the vessel was seized.

From the miserable accommodation on board, and reasons before stated, I have adjudged it absolutely necessary to transfer the negroes and other cargo on board "El Vencador," with her papers and the necessary documents to be delivered over to the court of Mixed Commissioners at Sierra Leone for adjudication.

N° 6.—Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, esq.; dated on board His Majesty's Ship Maidstone, Man of War Bay, Island of St. Thomas, 23d September 1824.—With one Enclosure.

I BEG leave to enclose an extract of a letter from Captain Woollcombe, stating his having been so fortunate as to capture the "Diana," with 143 slaves on board, since which (on the 18th instant,) he succeeded in detaining "Osdons Amigos Brazilinos," (one of the vessels boarded by me off Badagry, and reported to their Lordships in my letter of the 22d July) with 260 slaves, making in all 740 that this active and valuable officer has been instrumental in liberating from the worst and most distressing species of slavery. In his letter he has detailed the extent of human misery experienced by these unfortunate beings during their passage across the Atlantic; and on my visiting his last prize, on the 21st, the filthy and horrid state I found her in beggars all description: many females were far advanced in pregnancy, and several had infants of from four to twelve months of age; all were crowded together in one mass of living corruption, and yet this vessel had not her prescribed complement by nearly one hundred.

## Enclosure 1, in N° 6.

Extract of a Letter from Captain Woollcombe to Commodore Bullen; dated on board His Majesty's Sloop Victor, at anchor, Man of War Bay, Island of St. Thomas, 20th August 1824.

IN obedience to your order of the 29th July last, I yesterday arrived at this anchorage, and immediately commenced watering, which I shall have completed by noon, and shall proceed again to my cruising ground as soon as the boat returns from the town, which takes this up and lands some Portugese I have been so fortunate as to seize in a Brazilian brigantine, with 143 slaves on board at the time of seizure.

Of all vessels I was on board of, this was in the most deplorable condition; the stench from the accumulation of dirt, joined to that of so many human beings packed together in a small space (the men all ironed in pairs) was intolerable; and

to add to this scene of misery, the small pox had broken out among them; nine had died before we took possession, and one almost immediately after our first boat got alongside.

(A.)  
Communications  
from  
Naval Officers.

N° 7.—Extract of a Letter from Acting Captain Wray, of His Majesty's Ship *Andromache*, to J. W. Croker, Esq.; dated off Port Louis, Mauritius, 30th September 1824.—With four Enclosures.

“CAPTAIN Moorsom not having yet arrived, and a ship sailing this day for England, I do myself the honour of forwarding, and beg you will lay before their Lordships, a copy of a letter written by the late Commodore Nourse in his *rough letter book*, and intended for their Lordships information.”

Enclosure 1, in N° 7.

Copy of a Letter written by the late Commodore Nourse in his *Rough Letter Book*, and intended for the information of the Lords Commissioners of the Admiralty.

“ON the 20th July we anchored off the town of Majunga, and found the *Ariadne*, which had arrived on the 17th, from whose captain I received a report of his proceedings, and I have the honour to forward a copy of it.

“ON my arrival at Majunga I immediately wrote to Mr. Hastie, who had returned with Key Radama, and expressed my desire to see him and Radama. Mr. Hastie preceded him two days, and Radama arrived at Majunga on the 25th July, when I visited him, and on the following day he came at my desire early to pass the day with me, in order to obtain some commercial regulations for the advantage of British shipping, and the more effectual suppression of the slave traffic.

“ON my return to the camp I addressed Mr. Hastie by letter, desiring to be informed on the subject of the interesting ceremony just witnessed, particularly that part of it which related to the abandonment of the Slave Trade; and I have the honour to send a copy of his reply to me, and trust it may be satisfactory to their Lordships that I have accomplished the great object of putting down the traffic in slaves, so extensively carried on and acknowledged by Adrian Soul in his dominions, and along the north-west coast, and this without the loss of lives or plunder of property, which would be punished by Radama with the greatest severity; the depriving the people of their arms, which I strongly recommended him to do, has been done without creating discontent, and will not only secure tranquillity in his newly acquired dominions, but remove a great medium of barter for slaves, which the Arabs were in the practice of bringing to Majunga from the African coast, and exchanging for powder and muskets, purchased by the traders of Majunga from the European traders, chiefly Americans, who come for hides, tallow, salt, beef and rice.

“ON the 29th I dispatched the *Ariadne* to Mozambique, with a letter to the Governor, a copy of which I enclose for their Lordships information, with directions to Captain Moorsom to look in at Oibo and Zindy, or any other places he might learn vessels were obtaining slaves, meeting me at Zanguebar.”

Enclosure 2, in N° 7.

Extract of a Letter from Captain C. R. Moorsom, of His Majesty's Ship *Ariadne*, to Commodore Nourse; dated Bembatooka Bay, the 17th July 1824.

“IT does not appear to me that any regular traffic in slaves is carried on in the bays I have visited; but, as I before observed, when Arabs are in the practice of resorting to certain spots, they would doubtless bring slaves on previous agreement with any slave dealer.”

Enclosure 3, in N° 7.

Extract of a Letter from Mr. James Hastie, Madagascar Agent, to Commodore Nourse; dated Camp at Maronvoie, 2d August 1824.

“FIRST, it was the King's most positive command, that none of his subjects should, under any pretext whatsoever, be removed by sale from the shores of  
166. Madagascar



(A.)  
 Communications  
 from  
 Naval Officers.

Madagascar; or that any persons owing allegiance to him should in any way be engaged in that unlawful traffic.

“ Secondly, he equally positively forbid that his subjects should be engaged even in a foreign traffic of that nature, or that slaves should be introduced into Madagascar; yet he recommended that every conciliatory measure should be resorted to, to induce the free dealer or cultivator of the soil to visit and to settle in his territories.”

Enclosure 4, in N° 7.

Extract of a Letter from Commodore Nourse to his Excellency Brigadier-General Jose Manuel de Silva, Governor of Mozambique; dated on board the *Andromache*, the 25th July 1824.

“ I THINK it proper to bring to your Excellency’s notice and serious consideration the constant violation at Mozambique, Oibo, and other dependencies of your Excellency’s government, of the solemn treaties entered into between Portugal and Great Britain, it being a notorious fact that, in contravention to the said treaties, vessels under the flag of France have and do continue to obtain slaves at one or other of the places under your Excellency’s government; and it is also as notorious that it is the practice, either under the Portuguese or Arab flag, to convey slaves from Mozambique to Madagascar, particularly the port of Bembatoe or Mazungay, and which it is now presumed the efforts of His Britannic Majesty’s squadron will effectually put a stop to, aided by the laws of France and Radama, the King of Madagascar, whose authority is acknowledged on the western coast, and who is at this moment in the neighbourhood establishing military posts at this place and others, to seize all vessels that may attempt to debark slaves on the coast of Madagascar.

“ I take leave also to acquaint your Excellency, that by a treaty recently entered into with the Imaum of Muscat, the traffic in slaves by his subjects with all Christians whatever is abolished, and it is agreed they shall be seized by His Britannic Majesty’s ships wherever they may be found; and all vessels under the Arab flag that may be found with slaves on board to the eastward of a line drawn from Cape Dolgado, 60 miles east of Scotia, and to Dice Head, will be seized and confiscated.

“ I also think it proper to inform your Excellency I have made the chief Ruler of Johanna acquainted, that any traffic in slaves that he or his subjects may carry on, and which is pretty well known is done from Mozambique, may bring upon him a renewal of the destructive wars by the people of Madagascar, which were put a stop to solely at the instigation of the English Government, with the understanding for this benefit, ‘The people of Johanna should abandon the traffic in slaves.’”

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N° 8.—Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board *H. M. Ship Maidstone*, Port Antonio, Prince’s Island, 3d October 1824.

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that I weighed from St. Thomas’s on the 23d ultimo, and on the 26th, in latitude 1° 33’ north, and longitude 7° 7’ east, had the good fortune to chase and capture the *Avizo* brig, under Brazilian colours, with 465 slaves on board. This vessel is the consort of the *Two Brazilian Friends*, lately captured by the *Victor*, and reported to their Lordships in my letter of the 23d ultimo, making in all three vessels belonging to the same firm at Bahia, which have been captured by His Majesty’s ships within the short space of a month, and which I sincerely hope may so discourage that house as to prevent their embarking their capital for a long period in this abominable and inhuman traffic.

This vessel, although she had on board 120 less than directed in her passport from Pedro, was in a most crowded, wretched and filthy condition, and five slaves have unfortunately died since capture, caused by their previous confined state and putrid atmosphere. Owing to strong northerly currents and light winds, I have been obliged to repair to this port to count the slaves, and put the prize in a fit state to proceed to Sierra Leone for adjudication. This vessel had on board at the time of capture scarcely twenty days provisions for the slaves, and less water; how they intended to subsist them until their arrival at Bahia is to me a problem, unless they could have calculated on a great decrease from death. Her boilers were stove in, and rendered in a great measure useless, by order of the master, who had caused

to be drawn up on board (most probably during our chase) and signed by his officers, a statement purporting that they had been obliged to deviate from the direct course from Molembo, south of the Line, to Bahia, and come to the northward to endeavour to repair their coppers at Prince's Island or St. Thomas's. He also produced a false log, stating a route from Molembo in south latitude, (in fact the very log he produced to me when boarded off Badagry on the 11th July, but the dates altered) which he has now withdrawn, and acknowledged that he shipped his cargo at and sailed from Badagry.

(A.)  
Communications  
from  
Naval Officers.

N° 9.—Extract of a Letter from Captain Owen to J. W. Croker, Esq.; dated on board His Majesty's Ship *Leven*, Mozambique, 9th of October 1823.

"It is my duty to state for the information of my Lords of the Admiralty, that on the eastern coast of Africa the Slave Trade has recently received a new impulse for the supply of Brazil. It would appear, that this diabolical commerce is the only one capable of inspiring its miserable remains of Portuguese population with energy and activity. There are in this port seven vessels preparing their cargoes for Rio de Janeiro, one of them of about 600 tons, to carry 1,200 slaves; the export of slaves from this port cannot be less than 15,000 annually.

"At Quilliman 16 vessels have taken cargoes within the last year, amounting to 10,000, and the new order of things brought about by the revolutions in Portugal and Brazil has opened the ports of Quilliman and Inhamban to a direct communication with the latter, which enables them to carry on this abominable traffic more advantageously, and to greater extent.

"From Inhamban, however, the trade in slaves is very limited, compared with that of Mozambique and Quilliman, the neighbouring tribes being very averse to it; nevertheless wars are excited solely to make slaves to pay for merchandize. The same also occurs at English River to a still smaller extent, yet sufficiently so to keep the neighbouring tribes in a ferment and continual state of warfare. The price of a slave at Quilliman, Inhamban and Delagoa rarely exceeds two or three Spanish dollars to the Portuguese, who get for them perhaps twenty or thirty from the vessels, much of their gain is necessarily expended for their intermediate subsistence, which however is scarcely enough to hang soul and body together; and the ships which use this traffic consider they make an excellent voyage if they save one-third of the number embarked to sell at Rio for 150 or 200 Spanish dollars each; some vessels are so fortunate as to save one half of their cargo alive, and their gains become a strong motive to more extensive speculations."

N° 10.—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*, in Port-Royal Harbour, Jamaica, 2d November 1824.—With one Enclosure.

Sir,

In laying before my Lords Commissioners of the Admiralty the enclosed extract of a report from Captain Forbes of the *Thracian*, relative to the extensive state of the Slave Trade carried on from the island of Cuba, you will be pleased to acquaint their Lordships that I have for some time past directed the attention of the commanders of the different cruizers under my orders to the suppression of this traffic.

I have the honour to be, Sir, your most obedient humble servant,  
(signed) *L. W. Halsted*, Vice Admiral.

Enclosure 1, in N° 10.

Extract of a Letter from Captain Forbes, of His Majesty's Sloop *Thracian*, to Vice Admiral Sir L. W. Halsted, K. C. B. Commander in Chief; dated Port-Royal Harbour, 22d October 1824.

"I THINK it necessary likewise to inform you, Sir, that Mr. Kilbee, the British commissary judge, assured me that 37 vessels had cleared out this year from the Havannah, evidently intended, by their appearance, for the Slave Trade; indeed, I had it from good information that seven sailed in one day for that destination while I was there, and the Columbian privateers had captured three lately with slaves actually on board."

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N<sup>o</sup> 11.—Copy of a Letter from Vice Admiral Sir L. W. Halsted, C. K. B. to J. W. Croker, Esq.; dated on board the Serapis, in Port-Royal Harbour, Jamaica, 5th November 1824.—With one Enclosure.

Sir,

HAVING sent the Grecian Cutter to cruize off Cape Maize for the suppression of piracy and the interception of slave vessels, I have the honour to enclose herewith, for the information of my Lords Commissioners of the Admiralty, a copy of a report from Lieutenant Cawley, containing some information of the mode in which the Slave Trade is carried on.

I have the honour to be, Sir, your most obedient humble servant,  
 To J. W. Croker, Esq. (signed) L. W. Halsted, Vice Admiral.  
 Admiralty.

Enclosure 1, in N<sup>o</sup> 11.

Copy of a Letter from Lieutenant and Commander John Cawley; dated on board His Majesty's Cutter Grecian, Port Royal, 4th November 1824.

Sir,

Port Royal, 4th November 1824.

I HAVE the honor to inform you, that in compliance of your orders of 13th September, I sailed from Port Royal, and having landed the letter at St. Jago de Cuba on the 19th instant, I obtained every possible information relative to the slave vessels fitting out, and those expected from the coast of Africa, and found that two brigs and two schooners were at St. Jago's in a state of forwardness for that trade; and that five were daily expected from the coast of Africa with slaves; two brigs, I have positive information, have arrived and landed their slaves about eight miles to the eastward of St. Jago's; after having obtained the above information, I immediately proceeded to the eastward, working along shore, and on the morning of the 20th, at 8.15, I observed a brig close under the land, about ten miles to leeward of Cumberland Harbour, where, I since learnt, she that morning came out of, having made all sail in chase, we succeeded in coming within three miles of her; at 2.45. P.M. the breeze freshening, we gradually gained on her; on finding that she hauled more to the wind, and hoisted Dutch colours, and shortly after cut away her stern boat, and threw overboard a quantity of lumber; at 9. P.M. the breeze moderating, and a dark cloudy night succeeded, when we entirely lost sight of her, we still proceeded on for a while, but could get no sight of her; 9.30, having run her about 120 miles to leeward of my cruising ground, I reluctantly gave her up, though at the time I considered her to be a vessel that took us to be a pirate, which has frequently been the case with other vessels; I therefore tacked and proceeded without delay to my station. On the 15th October I went into Cumberland Harbour, where I boarded the brig "Argo," James Brown, master, from Liverpool, who gave me the following information; that on the 15th last month, a brig hove to off Cumberland Harbour, which sent a boat on board the Argo to borrow a chart of St. Jago's, where she said she was bound to, and that she was a Dutch brig from Amsterdam and Bremen, laden with butter and cheese, the brig then came to on the eastern side of the harbour, and the next day hauled into the creek, where the Argo was lying; the master of the Argo then found she was a slave vessel from the coast of Africa, with 414 slaves on board, and that she had when she left the coast about 500 slaves and sixteen seamen, but had lost in the voyage 12 seamen and about 87 slaves; she put into Cumberland Harbour for orders, and there received a pilot and four men to assist in taking her to St. Jago, likewise a clerk belonging to one of the owners; she was a brig of 180 tons, commanded by a Dutchman, with four mounted guns and six quakers, very sharp in the bows, and very low, and had very square sails; sailed remarkably well. She made the island of Jamaica the morning after we chased her, and the day after made Cuba, and was seven days beating up to St. Jago's, ten miles to the eastward of which she landed her slaves, having lost 37 slaves since she left Cumberland Harbour. Captain Brown had the above intelligence from the pilot that was on board the brig when she was chased, and was then employed in conveying part of her cargo to different parts in the interior of the island; the pilot said they saw the cutter the night before, and suspecting her to be a vessel of war, got under weigh immediately,

immediately, depending entirely on the superiority of her sailing, having been chased by several men of war.

I have the honour to be, Sir, your most obedient humble servant,

Vice Admiral Sir L. W. Halsted, K. C. B.  
Commander in Chief.

(signed) *John Cawley*,  
Lieutenant and Commander.

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N<sup>o</sup> 12.—Copy of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, Sierra Leone, 10th November 1824.

Sir,

I BEG leave to acquaint you for the information of my Lords Commissioners of the Admiralty, that in compliance with their letter N<sup>o</sup> 15, of the 9th September 1824, respecting the three English vessels, Ranger, St. George and Caledonia, stated on the part of the French government to be engaged in the Slave Trade, I have made every inquiry into the circumstances therein stated, and from having met with the whole of these vessels, and had frequent communications with the owner of the two first, who commands the Ranger, (Mr. Spence,) I think I can convince their Lordships, that so far from being engaged in the Slave Trade, they have been particularly instrumental in discouraging it, in confirmation of which I beg to refer their Lordships to the Commissioners General Report of the Slave Trade, dated Sierra Leone, 29th April 1823, in which the services of Mr. Spence, his integrity and humane conduct, are spoken of in such strong terms of approbation as to need no comment from me. In furtherance of his project of establishing his factory in the river Sestos, he purchased the St. George, (formerly the Fabiana condemned slave vessel,) which is at this moment chartered by government, and obtaining rice, &c. for the support of the colony. There are at all periods a very considerable number of Kroomen at Sierra Leone who are particularly attached to the English, and are employed on board His Majesty's ships, and also the several merchant vessels that arrive on the coast, and it is their custom to return at particular seasons to their own country, from whence others are continually arriving. As Mr. Spence keeps up a constant communication with his factory, which borders on Kroo country, he seldom sails without having from 40 to 50 of those people on board, whom he takes down for two dollars each, they preferring this mode of conveyance (he being a great favourite with them) to their passage along shore in their canoes; from this circumstance has arisen the statement of so many blacks being seen on board, but surely the French officers who boarded the St. George off Cape Mount (not I imagine Cape Palmas,) could not well mistake Kroomen, (who are fine, clean, well grown men) for slaves.

The Ranger left Sierra Leone on the 24th August for England, and to her master I entrusted my public despatches, he having on this coast a most excellent character.

On my arrival at Accra the 4th June, I found the Caledonia deeply laden with palm oil, ivory and gold dust, on her way to England, having completed her trade on the coast, and certainly bore no appearance of a slave vessel; she is a regular trader, belongs I understand to a most respectable house, and by her I reported my proceedings to their Lordships, which have been received and acknowledged. This unfounded charge has in my opinion been merely exhibited by the commander of the French squadron on this coast, to endeavour by a counter statement to palliate the infamous conduct of his countrymen, who openly avow their participation in the Slave Trade, and of whom I have had the honour to transmit to their Lordships the most complete details.

I have the honour to be, Sir, your very humble servant,

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

(signed) *Chas Bullen*, Commodore.

N<sup>o</sup> 13.—Extract of a Letter from Captain Courtenay, of His Majesty's Ship Owen Glendower, to J. W. Croker, Esq.; dated Cape Coast Roads, 22d February 1824.

I SAILED upon the 14th December, and proceeded, after touching at Accra for supplies, without loss of time to the Bight of Benin, and on the 25th December searched the river Formosa, where I found a brig under the flag of the provisional government

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government of Pernambuco, with a passport for 202 slaves, but having none on board, and only arrived two days; I did not molest her, intending to return at the new moon, by which time I was informed she would in all probability have completed her cargo, and would take advantage of the springs to cross the bar. I learned from a British merchant brig, that a sloop under the same colours had left the river only two days before my arrival with a full cargo of 198 slaves for Pernambuco. From the river Formosa I proceeded to the Bonny and New Calabar, where no slave vessel whatever was found; and, by the accounts given by the master of an English palm-oil ship, none for a length of time had been there, the last having sailed the latter end of October under Spanish colours with 300 slaves. The master of the palm-oil ship alluded to having received very recent information from Old Calabar, that no vessel whatever was in that river, I proceeded to Fernando Po; leaving Fernando Po, I visited the Camaroon River, which I likewise found clear of slaves; from which it may be inferred the Slave Trade in the Bight of Biafra is much on the decline, as formerly these rivers were very seldom without several Spaniards and Frenchmen employed in that traffic.

I was under the necessity of returning to windward, and revisited the river Formosa January 28, when I found the Portuguese alluded to had sailed without her cargo, in consequence of a boat's crew having been left on board the British ship Fletcher to intercept her (by the Swinger.)

Upon the 30th January, I found at anchor off Largos, a ship, brig and schooner, under a green flag pierced with yellow, with arms in the centre, surmounted by an imperial crown; on examination, they proved to be from the port of Bahia, with passports, from the personage who styles himself Emperor of the Brazils, to carry the number of slaves as per margin from Molemo. Not being aware that His Majesty's government has in any way recognized the right of the Emperor of Brazil to grant passports for the Slave Trade, I considered the convention of January 22d, 1815, regulating the traffic in slaves, still permitted to the Portuguese, to be in full force, as regards his faithful Majesty's revolted subjects in the Brazil; under this impression, I took possession of the three vessels in question.

Ship Minerva, 270 tons,  
 Passport for 675 Slaves.

Brig Cerqueira, 304 tons,  
 Passport for 761 Slaves.

Schooner Arola, 108 tons,  
 Passport for 270 Slaves.

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N° 14.—Extract of a Letter from Commodore Bullen to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, Sierra Leone, 22d November 1824.

THE "Swinger" sailed on the 17th instant on a cruize in the Bights of Benin and Biafra, where I have also ordered the "Bann" to remain for the present, feeling convinced from the extensive list of vessels under the Spanish flag, which their Lordships have acquainted me are intended for this coast and the Slave Trade, that it is highly necessary to keep a vigilant look out there.

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N° 15.—Extract of a Letter from Vice Admiral Sir Lawrence William Halsted, K. C. B. Commander in Chief of His Majesty's Ships and Vessels employed in the West Indies, to John Wilson Croker, Esq.; dated on board His Majesty's Ship Serapis, in Port-Royal Harbour, Jamaica, 19th December 1824.—With one Enclosure.

"I BEG also to add a copy of some intelligence respecting slave vessels, obtained by Captain Stoddart from the officers of the brig he detained."

Enclosure 1, in N° 15.

Intelligence obtained respecting Slaves Vessels.

SEVERAL slave vessels are expected about this time, but there is reason to believe that a small schooner is employed cruising off Cape Maize to give information of any cruizers that may be off the coast. The slave vessels which land their cargoes on the southern side of the island generally refit at St. Jago. A schooner had landed 140 slaves near to St. Jago about the 7th, and afterwards went into that port. Three vessels were fitting out at St. Jago for the Slave Trade, and were expected to sail in the course of a week: these vessels generally cleared out for one of the West-India islands. It is an invariable rule with  
 slave

slave vessels to have as little intercourse as possible with any other vessel, and even on the coast of Africa they avoid communicating with each other.

His Majesty's sloop *Primrose*,  
19th December 1824.

(signed) *J. Stoddart*,  
Commander.

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N° 16.—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*, in Port-Royal Harbour, Jamaica, 12th January 1825.—With twelve Enclosures.

Sir,

I HAVE the honour to transmit, for the information of my Lords Commissioners of the Admiralty, a copy of a letter with several enclosures from Lieutenant Cawley of the Grecian, reporting that the Columbian cruizer *Zulmé* had boarded a suspicious vessel he was in chase of on the 2d instant, off the west end of St. Domingo, which proved to be the schooner "*Zee Bloem*," under Dutch colours, from St. Jago de Cuba, bound to St. Eustatia, and had sent her into Carthagenia for adjudication from having first boarded the said schooner, and in consequence also of her having thrown over board a set of Spanish papers during the chase.

The several enclosures (some of which are copies of letters broken open by the captain of the *Zulmé*) will point out pretty clearly to their Lordships the mode in which the Slave Trade is carried on, and leave little doubt at the same time of the schooner in question having recently landed a cargo of slaves on Cuba; whilst from the complete state of her equipment, as shown in the enclosure N° 2, and the arrangements made by the parties interested, there is every reason to suppose when she was detained she was proceeding to St. Eustatius, preparatory to her making another voyage to the coast.

There are also amongst the enclosures, a letter numbered 3, which will not escape their Lordships attention, stating the publicity in some measure of negro sales, and the landing of the cargo of the French brig "*Les Deux Nantois*," which was lately detained by the *Primrose*, and subsequently liberated; and also detailing the favourable result of the sales of the negroes at St. Jago de Cuba during the season, and soliciting a few more shipments of the sort.

I have, &c.

(signed) *L. W. Halsted*, Vice Admiral.

Enclosure 1, in N° 16.

Copy of a Letter from Lieutenant John Cawley to Vice Admiral Sir L. W. Halsted, K. C. B.; dated on board His Majesty's Cutter *Grecian*, Port-Royal Harbour, 8th January 1825.

I HAVE the honour to inform you that, in compliance with your orders of the 3d November last, I sailed from Port Royal in His Majesty's cutter *Grecian*, under my command, on the 6th November, and arrived off St. Jago de Cuba on the 8th, and continued cruizing between that port and Cumberland Harbour until the 28th, when I bore up for Port Antonio, and arrived there on the 29th for further orders. I sailed again on the 1st December, and arrived off St. Jago's on the 2d December. On the 5th I communicated with His Majesty's sloop *Primrose*, in Cumberland Harbour, and immediately sailed for Cape Maize, and continued to cruize between it and the island of Tortugas until the 2d January, on which day, at 7. 30. P. M. being then in chase of a suspicious sail, I fell in with two Columbian cruizers, the *Fumanté* and *Zulmé*, the latter of which boarded chase, which proved to be the *Zee Bloem* schooner of 177 tons, from St. Jago de Cuba, bound to St. Eustatius, and having no satisfactory papers on board, and being very suspicious, I agreed with the Columbians to take her into Cumberland Harbour for further investigation; and found, from the examination of her master and crew, that her Spanish papers had been thrown overboard: a copy of the examination, as likewise the letter and papers found on board of her, I have herewith inclosed, part of which give some important information, which I trust may be of service. I have this day arrived at Port Royal, where I beg to wait your further orders.

I have, &c.

(signed) *John Cawley*,  
Lieutenant and Commander.

## Enclosure 2, in N° 16.

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An Inventory of some things found on board the Zee Bloem Schooner  
 8th January 1825.

A COMPLETE set of spare coppers, shackles and bolts; hatch bars fitted for stocks; complete spare deck in planks, fitted and marked for laying down; one tier of leagers; several spare trucks for gun carriages; two partition bulk heads; hand-shackles and bolts, and implements for confining slaves; several casks full of canister shot, and iron bolts cut in short lengths and tied up; one long nine-pounder on a pivot; two short nine-pounder carriage guns; twenty-four muskets and bayonets.

She was well found with every requisite for carrying on the Slave Trade.

## Enclosure 3, in N° 16.

St. Jago de Cuba, 12th December 1824.

UNDER the auspices of Mr. Couronneau, of Bordeaux, our friend, we have the honour of tendering to you our services at this place. You know, Gentlemen, that the advantage which our market offers for the disposal of ebony gives it a great preference over any other of our colonies, and it strikes us that it would suit you to send to it a few shipments of that sort. We have received this year a great many cargoes of that article, on account of merchants of Nantes; and towards the end of January we expect here other ships that have sailed from the last-mentioned port. All our sales have been attended with favourable result; the longest credit is fourteen months. It is always difficult enough to get cash, but by making sacrifices one may still succeed in covering the amount of the fitting out; we must however tell you, that our town is one of those where the payments are most punctual, and our last account sales have left a capital of more than half cash and half at twelve months credit. The last cargo sold here was that of the Harriett, of Nantes; 328 logs were disposed of on their landing, (those that were damaged excepted,) at 225 dollars each, payable part in cash, and part at eight, and part at twenty months credit. This merchandize was of a very ordinary nature, and had suffered much; by getting rid of the article at once you make a much better thing of it. Hitherto the vessels have made the little bay of Uragua Grande, situated six leagues a-head of the Morro; it is a spot where the landing is easily and conveniently effected. After the landing the vessel enters the port, and the repair to the plantation, where they are very well. It is upon this spot that the vessels must endeavour to approach, using at the same time a great deal of precaution on account of the cruizers; they must guard against reconnoitering Guantanamo, and stretching along the coast, they must pass to the southward of St. Domingo, and keep in the offing. If on making Uragua they discover a suspicious vessel, they must immediately proceed to the Morro, and anchor under the fort, with their signal flying; there they will receive instructions relative to the spot where they must land, and they may without inconvenience send a boat on shore; the commandant, who is devoted to us, would deliver a letter of instructions for the captain. In the event of it being chased, it would be advisable for the vessel to continue her course leeward, as far as a small bay called Assaradero, which is situated about six leagues from Fort Morro, where she would meet with assistance; observing that, in a case of imminent danger, one may run ashore in the first small creek that presents itself; there are always there Indians, through whom a letter can be forwarded to town. When once the cargo is on shore all risk is at an end. We have this day to communicate to you a circumstance that will no doubt afford you as much interest as it does to us.

The brig "Two Nations," Captain Pettier, which had lately been captured by an English cruizer, (at the moment when she appeared before Uragua with a cargo of ebony,) and carried to Kingston, has been released, the Admiral having declared that no one had the right of capturing the French flag; in consequence of this the brig returned to Uragua, where she landed 456 logs. Had the wood been good it would have had a fine sale, but owing to the bad state of the bulk of the cargo which had suffered much, it is of the smallest kind. The liberation of this vessel offers to us the assurance that our flag will henceforth be respected. The three vessels that were cruising upon our coast were immediately recalled to Jamaica.

As

As to the Dutch, there is only one English vessel of war in our latitude commissioned to capture them, the others are altogether interdicted that right.

We consider, therefore, that there is no longer any risk upon our coast, and that vessels may present themselves with all safety before Uragua, where we constantly keep a pilot. The sales meet with no opposition and are carried on in some measure publicly.

Our coffee is still falling; no one would pay on the present day more than 9 or 9½ for the best; some fine has been bought lately at 8 and 8½.

We have the honour to salute you,

Messrs. Bannaffe and Larivière,  
Point à Petre, Guadaloupe.

(signed) *L. Dutocq & Co.*

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Enclosure 4, in N° 16.

Gentlemen,

St. Jago de Cuba, 24th December 1824.

THIS will be handed you by Captain J. Goldwaith, master of the schooner "Zee Bloem," who, in pursuance with instructions, visits your port on his passage up to St. Eustatia, and we take pleasure in improving this opportunity of introducing him to your acquaintance, and to request for him your best advice and assistance towards the accomplishment of his views.

We take leave to open a credit in favour of Captain Goldwaith, which we beg you to recognize to the extent of 12,000 dollars, and hereby acknowledge our responsibility for any transactions of his to that amount.

Messrs. Cabot, Bailey & Co.  
St. Thomas's.

We are, &c.  
(signed) *L. Dutocq & Co.*

Enclosure 5, in N° 16.

Gentlemen,

St. Jago de Cuba, 27th December 1824.

THIS will be handed you by Captain J. Goldwaith, in command of the Dutch schooner "Zee Bloem," to whom we have given a credit on you for twelve thousand dollars, \$ 12,000, as per instructions of her owner. Said Captain will advise with you as to the best mode to proceed in order to execute his voyage: he has our entire confidence, and to that extent in advances, and your most excellent advice and efficient aid in all things. We beg leave to introduce him.

Messrs. Cabot, Bailey & Co.  
St. Thomas's.

We are, &c.  
(signed) per *L. Dutocq & Co.*  
*Augt Nuiry.*

Enclosure 6, in N° 16.

Dear Sir,

St. Jago de Cuba, 28th Dec. 1824.

WE have the pleasure to own your favour of 16th instant, handed by our friend Captain Williams, conveying sundry accounts, and account current showing a balance against us of \$ 17,134  $\frac{5}{100}$  dollars, seventeen thousand one hundred and thirty-four  $\frac{5}{100}$  dollars, all which appears correct, and has been placed full due from 1st to 10th of June next.

We herewith enclose you the counter bond for the Zee Bloem.

Referring to, and confirming our respects of 24th and 27th, presented by Captain Goldwaith, we remain,

Dear Sir, your's very truly,

Messrs. Cabot, Bailey & Co.  
St. Thomas's.

(signed) per *L. Dutocq & Co.*  
*Augt Nuiry.*

Vide N° 6.

Enclosure 7, in N° 16.

St. Jago de Cuba, 24th Dec. 1824.

WE acknowledge to be indebted to Messrs. Cabot, Bailey & Co. in the sum of sixteen hundred dollars, currency of the island of Eustatius, which we oblige ourselves to pay to them or their order for value received.

The condition of the above obligation is such, that whereas Nathaniel Mussenden, of St. Eustatius, has entered into bond to the government of St. Eustatius in the like sum of sixteen hundred dollars, payable to the said government, in  
166. case



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case the Dutch schooner "Zee Bloem," of 177 tons, commanded or to be commanded by John Goldwaith, should at any time, under the flag of the Netherlands, be found employed in the traffic of slaves. Now should it happen that the said Nathaniel Mussenden be caused to pay bond to the said government, then this obligation to stand in full force against us, otherwise to be null and void.

(signed) *L. Dutocq & Co.*

Enclosure 8, in N° 16.—(Translation.)

By William Augustus Van Spengler, Colonel, and Captain in the navy, in the service of his Majesty the King of the Netherlands, Governor of the islands of St. Eustatius, St. Martin's and Saba, and Commander in Chief of his Majesty's Land and Sea Forces, stationed at those places, &c. &c. &c.

The much respected Mr. Nathaniel Mussenden, a citizen and inhabitant, as well as a member of the Council of Police of this place, having represented to us that a schooner has been purchased on his account at St. Jago de Cuba, called the Flower of the Sea, measuring 170 American tons, and carrying three large guns and twenty-four small arms; and having also, under these circumstances, requested that he may be furnished with a provisional sea-pass for the said vessel, now his property, in order to enable him to have her brought over here in safety under the Dutch Flag:

We do, therefore, by these presents permit the skipper John Goldwaith, who has been appointed by Mr. Nathaniel Mussenden to that effect, to bring over from St. Jago de Cuba to this port, the said schooner Flower of the Sea, under the Dutch Flag, in ballast, and with a crew of seventeen men, observing that the present passport is only valid for three weeks and no more.

Given under our hand, at the Government House at St. Eustatius, the 11th of December 1824, in the 12th year of his Majesty's reign.

(signed) *W. A. Van Spengler.*

By Command of his Excellency, M. H. Crager,  
 Governor's Secretary for the time being.

Enclosure 9, in N° 16.

Gentlemen,

St. Jago de Cuba, 28th Dec. 1824.

At the desire of our friends, Messrs. Louis Dutocq & Co. we hereby offer you our guarantee for the extent of their letter of credit, bearing date the 24th instant, in favour of Captain J. Goldwaith, say, for \$12,000, twelve thousand dollars.

We are, Gentlemen, your's very truly,

(signed) *Wright and Shelton.*

Messrs. Cabot, Bailey & Co.

Enclosure 10, in N° 16.

Sir,

St. Jago de Cuba, 30th December 1824.

THE instructions of your owner are received, by which we are directed to advise your proceeding at once in the "Zee Bloem" from St. Eustatia to touch at St. Thomas's, where probably further instructions may be for your government.

Wishing you a prosperous passage,

We are, Sir, your friends, &c. very truly,

(signed) *L. Dutocq & Co.*

Captain J. Goldwaith, Schooner "Zee Bloem."

Enclosure 11, in N° 16.

Dear Sir,

St. Jago de Cuba, 30th December 1824.

WE are just in possession of your's, bearing date the 18th instant, and observe the several points effecting our dependencies under your charge. The proposition made by Messrs. Legond must be accepted, if no better can be had from them; use, therefore, your best exertions to obtain, if possible, more favourable conditions, but failing therein, close with them at once on the terms proposed.

In our verbal communications we so fully explained to you our ideas on the subject of your mission, that we conceive it useless now to repeat them. You must be well aware of the points that can be pressed with the most advantage, and we rely on your making the most of them.

You

You will have noticed, that the terms proposed are not so favourable as those enjoyed by the other interested, inasmuch as it is upwards of six months since their settlement was received, which gives an advantage of that time on the whole amount of their interest, whereas a difference of only three months on one-third is offered to us. Bear also in mind the time that must necessarily transpire from their tender of the conditions until your acceptance of them, which they will of course make allowance for in the term of the bills, and observe that much advantage will accrue in their negotiation by having the sight of the bills shortened as much as possible.

We wish you to remit the drafts as soon as practicable, by several conveyances, to our friends Messrs. G. G. & S. Howland of New York, to be by them placed in account with Messrs. Wright and Shelton.

Hoping to have early advice of your success in closing their business,

We are, Dear Sir, your's truly,

David N. Ogden, Esquire,  
P<sup>r</sup> Petre, Guadaloupe.

(signed) *Js. Dutocq & Co.*

(A.)  
Communications  
from  
Naval Officers.

Enclosure 12, in N<sup>o</sup> 16.

ON the 3d January 1825, at four o'clock in the afternoon, while at anchor in the port of Guatanamo, island of Cuba, before the captains of the national privateers Fumanté, (a brig,) and Zulmé, (a schooner,) belonging to the port of Carthagena, personally appeared the under-mentioned deponents, belonging to the schooner "Flor del Mar," armed with 3 guns, 24 muskets, and a crew of 17 men, and proceeding from St. Jago de Cuba; who made the following depositions, conformably to the 15th article of the Instructions for the Privateers of the Republic of Columbia.

1st. John Golwich, an American, master of the schooner Flor del Mar, states, That said vessel is from Cuba, bound to St. Thomas:

That he is sailing in the said schooner under Dutch papers:

That she is in ballast:

That the schooner was built at Baltimore, in the United States of America, and is the property of Mr. John Martin, an inhabitant of St. Eustatius, one of the Windward Islands:

That the vessel was purchased two months ago at St. Jago de Cuba by the Spaniard Louis Dutocq, a merchant of the said city, on account of the said John Martin of St. Eustatius:

That the schooner Flor del Mar entered, two months ago, into the port of St. Jago de Cuba under the Spanish flag, (but without any document whatever or papers of any nation,) proceeding from the coast of Africa with a cargo of new negroes, and that close to the said port of St. Jago de Cuba she was attacked and plundered by pirates, who took away not only her cargo, but also the papers under which she sailed; and the deponent further states, that he does not know of what nation they were:

That when the schooner was attacked and plundered by the pirates, she belonged in part to Mr. Louis Dutocq, and the remainder of her was the property of a company of merchants, of whose place of residence deponent is ignorant:

That the schooner left St. Jago de Cuba on the 2d of January instant, and was dispatched altogether by Mr. Louis Dutocq; deponent having seen no other person there interfere with the management of her concerns save the said Dutocq, from whom he received his instructions:

That when the vessel entered the port of St. Jago de Cuba, under the flag and circumstances before-mentioned, deponent had been a little more than four months in the island of Cuba:

That he (deponent) had never lived more than five months in a Dutch country; that he is a Dutch citizen, but does not possess (neither did he ever possess) any document of Dutch naturalization:

That he had not in his possession any document to prove that the schooner is Dutch property, save and except the Dutch passport, which he exhibited or delivered up.

(signed) *Juan Golwich, Captain.*

Lloyd B. Hopkins, a citizen of the United States of America, second captain of the schooner Flor del Mar, states, That the vessel is sailing under the Dutch flag, and that he does not know whether there be on board any other papers or flag; that he does not know of what build she is, or where she was built; that he

(A.)  
Communications  
from  
Naval Officers.

does not know who purchased the said schooner in Cuba, or even whether she was ever sold there; that he has no knowledge of any other owner of the schooner Flor del Mar, except Mr. Louis Dutocq, by whom she was dispatched from the port of St. Jago de Cuba, and who had the whole management of her fitting out: That he (deponent) was never naturalized a Dutchman, but always maintained his title of Anglo-American, and that he was born at Hertford in Maryland, in the United States of America: That the schooner is in ballast, armed with 3 guns, 24 muskets, powder, and the necessary shot, &c. for their use; that it was only three days since that he embarked on board of the schooner, in the capacity of second master, and that he has only known her ten days.

(signed) *Lloyd B. Hopkins.*

Pablo Jorges, a Greek, and boatswain of the schooner Flor del Mar, states, That he does not know what flag the vessel was under in the port, or what flag she made use of before, having only belonged to her six days; that, at sea, they use the Dutch flag, and that on leaving the port they hoisted the same; that they only left Cuba two days ago: That he is not a Dutch citizen, neither was he ever naturalized as one, or as a citizen of any other nation; that he has traded to and resided in the island of Cuba for two years under the Spanish flag, and that seven months ago he (deponent) commanded a sloop, under Spanish colours, dispatched from Cuba to the coast: That he has no knowledge of the legitimate owner of the schooner.

For Pablo Jorges, who cannot write,

(signed)

*E. Marullier,*  
Clerk of the Schooner Zulmé.

Nine individuals, composing part of the seamen of the schooner Flor del Mar, being then brought before the commanders of the two national privateers before mentioned, deposed as follows:—

They stated their names to be Jose Burgon, a Spaniard, born at Bilboa, &c. (here follow the names and description of all the parties). To the first interrogatory they depose, That they do not know the nature of the papers on board of the Flor del Mar.

2dly. That the schooner was from St. Jago de Cuba, bound to St. Thomas, one of the Windward Islands.

3dly. That the vessel is in ballast, but that they neither know where she was built, nor to whom she belongs.

4thly. That they sailed from St. Jago de Cuba on Sunday the 2d January instant, and that about two hours after leaving the port they descried a sail, which gave them chase, but that they did not see whether the captain threw any papers overboard, as they (deponents) were busy a-head attending to the working of the vessel.

That at ten o'clock in the morning, or thereabouts, the strange sail came up with them, and proved to be a brigantine Columbian privateer, whose name they do not know, but that the captain's name is Rafeti de la Margareti; and that after visiting them, the privateer allowed them to proceed on having found no papers on board, except a Dutch pass or passport.

Jose Burgoa, Antonio Fernandez, Rafael Falcon, and Manuel Gonzales, state that they are true Spaniards, and belong to no other nation but Spain, and that they acknowledge Ferdinand the Seventh as their lawful king and master. The other seamen declare that they have sailed with almost every nation.

Signed by the several parties.

#### Other Declaration.

Augustus Forguero, a Genoese; J. B. Hector, a Frenchman; John Brown, an American; and John Bart, a Dane, being then examined, depose that they are from St. Jago de Cuba, bound to St. Thomas's:

That the schooner Flor del Mar is in ballast, but that they do not know under what papers she sails:

That she is American built, but that they do not know to whom she belongs:

That they left St. Jago de Cuba on Sunday the 2d January instant, and that about two hours afterwards they were chased by a strange sail, when the captain of the Flor del Mar seeing that she was gaining fast upon them, at about ten o'clock in the morning, (Augustus Forguero being then at the helm,) he, the said captain of the

the Flor del Mar, emptied or threw overboard a parcel or bundle of papers, to which he had previously fastened a stone of sufficient weight to sink them to the bottom of the sea :

That when the Columbian privateer came up with them (which was a brigantine, of whose name deponents are ignorant,) her captain, one Rafeti de la Margareti, overhauled the Flor del Mar, and allowed her to proceed, having found no other papers or flag than the Dutch pass or passport, and a Dutch flag.

Signed by the parties.

(A.)  
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from  
Naval Officers.

On the 4th of January instant, at ten o'clock in the morning, at anchor in the port of Guantanamo, before the officers of the two national Columbian privateers before-mentioned, His Britannic Majesty's cutter Grecian, Lieutenant John Cawley, being in company, appeared the second time the master or captain of the schooner Flor del Mar, John Golwitch, who deposed, That he is truly and *bonâ fide* captain of the Spanish schooner Flor del Mar, from St. Jago de Cuba, bound to St. Thomas's, one of the Windward Islands :

That the said schooner is actually Spanish property, belonging to Mr. Louis Dutocq, an inhabitant and merchant of St. Jago de Cuba, and that she was dispatched by the government of that Island with Spanish papers ; but that on the morning of the day on which the said schooner sailed from Cuba she was chased by a strange vessel, when he, deponent, seeing that the chase was gaining upon the Flor del Mar, and having ascertained her to be a Columbian privateer, determined, in order to save his vessel, to throw all his Spanish papers overboard, and to avail himself of a Dutch pass or passport, with which he had provided himself beforehand, at Cuba, in order to guard against similar accidents :

That the schooner is wholly and truly Spanish property, belonging to the trade of St. Jago de Cuba.

(signed, in presence of witnesses) *Juan Golwitch.*

I, the clerk of the national schooner Zulmé, certify that this document contains the copies of the declarations made by the captain, officers and seamen, of the schooner called the Flor del Mar, on the days and at the hours therein mentioned. In witness whereof, I now sign the same, on board of the Zulmé, the 4th of January 1825.

(signed) *Eurique Marrullier.*

(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 1824, and not already laid before the Honourable House of Commons, relative to the Suppression of the Slave Trade.

- N<sup>o</sup> 1.—Copy of a Letter from Mr. Barrow to Captain Sir John Phillimore, of His Majesty's Ship *Thetis*; dated Admiralty Office, the 13th May 1824 - - - p. 21.
- N<sup>o</sup> 2.—Copy of a Letter addressed by Mr. Barrow, on the 19th May 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.—With one Enclosure - - - - - p. 21.
- N<sup>o</sup> 3.—Copy of a Letter from Mr. Barrow to Commodore Bullen, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 7th of July 1824.—With two Enclosures - - - - - p. 22.
- N<sup>o</sup> 4.—Copy of a Letter addressed by Mr. Croker, on the 12th of August 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. 22.
- N<sup>o</sup> 5.—Copy of a Letter from Mr. Croker to Commodore Bullen, or the Senior Officer commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 21st of August 1824.—With two Enclosures - p. 22.
- N<sup>o</sup> 6.—Copy of a Letter from Mr. Barrow to Commodore Bullen, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 9th of September 1824.—With one Enclosure - - - - - p. 23.
- N<sup>o</sup> 7.—Copy of a Letter from Mr. Barrow to Commodore Bullen, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 23d of September 1824.—With two Enclosures - - - - - p. 24.
- N<sup>o</sup> 8.—Copy of a Letter from Mr. Barrow to Commodore Bullen, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 25th of September 1824.—With three Enclosures - - - - - p. 24.
- N<sup>o</sup> 9.—Copy of a Letter from Mr. Barrow to Commodore Bullen, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 14th of October 1824.—With one Enclosure - - - - - p. 25.
- N<sup>o</sup> 10.—Copy of a Letter from Mr. Barrow to Commodore Bullen, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 16th of December 1824.—With one Enclosure - - - - - p. 26.
- N<sup>o</sup> 11.—Copy of a Letter from Mr. Barrow to Captain Purchas, of His Majesty's Sloop *Esk*; dated Admiralty Office, the 8th of January 1825 - - - - - p. 26
- N<sup>o</sup> 12.—Extract from the Instructions issued by the Lords Commissioners of the Admiralty, on the 5th of February 1825, to Commodore Christian, as Commanding Officer of His Majesty's Ships and Vessels at the Cape of Good Hope - - - p. 26.
- N<sup>o</sup> 13.—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 30th of April to the 24th of November 1824, to proceed to either of the following Stations; viz. West Indies, South America, Cape of Good Hope and East Indies p. 27.
- N<sup>o</sup> 14.—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 24th of November 1824 to the 19th of March 1825, to proceed to either of the following Stations; viz. West Indies, South America, Cape of Good Hope and East Indies p. 27.

(B.)

Instructions issued by the Lords Commissioners of the Admiralty,  
to Naval Officers, since the 1st January 1824.

N<sup>o</sup> 1.—Copy of a Letter from Mr. Barrow to Captain Sir John Phillimore,  
of His Majesty's Ship *Thetis*; dated Admiralty Office, the 13th May 1824.

(B.)

Instructions to  
Naval Officers.

Sir,

IN reference to the order of my Lords Commissioners of the Admiralty, directing you to proceed to the African coast, I am commanded by their Lordships to transmit to you copies of the treaties which have been entered into with Spain, and 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.

And you will likewise receive herewith, abstracts or copies of the several Acts of Parliament, prohibiting the traffic in slaves by His Majesty's subjects.

*N. B.*—A similar letter was addressed, on the 23d of November 1824, to Captain Murray, of His Majesty's ship *Atholl*.

N<sup>o</sup> 2.—Copy of a Letter addressed by Mr. Barrow, on the 19th May 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.—With one Enclosure.

Sir,

Admiralty Office, 19th May 1824.

I AM commanded by my Lords Commissioners of the Admiralty to signify their direction to you, to address and deliver to each of the commanders of the ships and vessels under your orders one of the enclosed printed letters, containing directions in regard to the ascertaining and affording proof of the number of slaves who may be on board captured-slave ships at the moment of the capture.

And you will likewise observe these directions, in the event of the detention of any slave vessel by the ship you command.

I am, &amp;c.

(signed) *John Barrow.*

*N. B.*—The last paragraph was omitted in the letters to the commanding officers on the South-American and West-India stations.

Enclosure in N<sup>o</sup> 2.

Sir,

Admiralty Office, 13th May 1824.

IN reference to the instructions which you have received relative to vessels belonging to certain foreign nations, with which treaties have been concluded by this country for the prevention of an illicit traffic in slaves, I am commanded by my Lords Commissioners of the Admiralty to signify their direction to you, in the event of your detaining any vessel of those nations, agreeably to the provisions of the said treaties, to ascertain with precision, on the instant of the capture, the number of the slaves that may be on board such vessels, in the presence of the masters, or principal person or persons of those vessels, who may be intended to be sent before the Mixed Court as witnesses, in order that these persons may thus be enabled to satisfy the inquiries of the commissioners upon the point in question.

It is their Lordships further direction, that you pay strict attention to a compliance with that part of the signed instructions, which requires that the captor of a slave ship shall deliver to the master of the detained ship, a signed certificate of the papers seized on board the said ship, *as well as of the number of slaves found on board at the moment of detention.*

(B.)  
Instructions to  
Naval Officers.

And you are, on all occasions of capture, to take the most efficacious measures, in order that the best possible proof may be afforded to the commissioners as to the number of the slaves on board slave ships detained by you.

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

N° 3.—Copy of a Letter from Mr. Barrow to Commodore Bullen, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 7th of July 1824.—With two Enclosures.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you a copy of a letter from Mr. Planta, and an extract of one from a gentleman at the Havannah, containing intelligence respecting some vessels employed in the Slave Trade.

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

Enclosure 1, in N° 3.

Sir,

Foreign Office, 26th June 1824.

I AM directed by Mr. Secretary Canning to acquaint you, for the information of the Lords Commissioners of the Admiralty, that by advices from His Majesty's commissary judge at the Havannah, it appears that on the 14th of April 1824, the brig Conquistador, Don Nicolas Escala, master, and the schooners Nicanor and Ninfa Habanera, Don Domingo Acue and Don Francisco Lourien, masters, sailed from the Havannah for the coast of Africa.

Secretary to the Admiralty. (signed) *Joseph Planta, Jun.*

Enclosure 2, in N° 3.

Extract of a Dispatch from a Gentleman at the Havannah to Mr. Secretary Canning; dated Havannah, 16th May, 1824.

SINCE the date of my dispatch, N° 5, two Spanish vessels, namely, the brig Teresa, Don Juan Sandrino, master, and the schooner Socorro, Don Gabriel Castillo, master, have entered this port from the coast of Africa. Two others have cleared out for that coast, namely, the brig Victoria, Don Jose de la Puente, and the schooner Relampago, Don Jose Garay, master.

N° 4.—Copy of a Letter addressed by Mr. Croker, on the 12th of August 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, 12th August 1824.

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for your information and guidance, and for distribution to the commanders of the ships and vessels under your orders, copies of an Act, 5 Geo. IV. c. 113, intituled, "An Act to amend and consolidate the Laws relating to the abolition of the Slave Trade."

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

N° 5.—Copy of a Letter from Mr. Croker to Commodore Bullen, or the Senior Officer commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 21st of August 1824.—With two Enclosures.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you copies of a letter and its enclosure, from His Majesty's consul at Cadiz, respecting two vessels, called the Bella Dolores and the Alerta, said to be fitting out at that port for the Slave Trade.

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

## Enclosure 1, in N° 5.

Sir,

British Consulate, Cadiz, 6th July 1824.

It is my painful duty to apprise you, that there are two Spanish vessels now fitted out in this port in such a manner as to leave no doubt that it is the intention of the owners to employ them in the Slave Trade.

Facts so notorious to others cannot be unknown to the Spanish authorities here, who have, in my opinion, facilitated the objects of the owners of these vessels, by granting them licences to carry guns.

The particulars of the vessels I have the honour to enclose, with their reputed destinations. Mr. James Tinto, the owner of one of them, has said that if one vessel out of four escaped capture, the proprietors would be well paid by the enterprize. It is believed that four more vessels are about to be taken up here for the same inhuman traffic.

I shall make these facts known to the Earl of Chatham, that his Excellency may communicate them to the officers of the British navy touching at Gibraltar, in case any of them should be ordered to the coast of Africa. I will also address myself to his Excellency Sir William A'Court.

I have no reason to believe, from the best information which I am enabled to obtain, that there is any other capital than that of Spaniards employed in this odious expedition.

I have, &amp;c.

(signed) *J. M. Brackenbury.*

The Right honourable Mr. Secretary Canning,  
&c. &c. &c.

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Instructions to  
Naval Officers.

## Enclosure 2, in N° 5.

British Consulate, Cadiz, 6th July 1824.

SPANISH schooner *Bella Dolores*, Don Antonio Guerrero, master, burthen 170 tons, James Tinto, owner, bound to St. Augustin, in the island of Madagascar.

Brig *Alerta*, Don Antonio Echeverria, master, burthen 290 tons, Miguel Azopardo, owner, bound to Gibraltar and Havannah.

(signed) *J. M. Brackenbury.*

N° 6.—Copy of a Letter from Mr. Barrow to Commodore Bullen, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 9th of September 1824.—With one Enclosure.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you a copy of a letter from the Secretary of the Treasury respecting three English vessels, the *St. George*, *Caledonian* and *Ranger*, which are stated to have been lately engaged in the Slave Trade; and I am to signify their Lordships direction to you to use your endeavours to trace those vessels, and to report, for their Lordships information, the result of your inquiries.

I am, &amp;c.

(signed) *John Barrow.*

## Enclosure in N° 6.

Sir,

Treasury Chambers, 8th September 1824.

HAVING laid before the Lords Commissioners of His Majesty's Treasury a letter of the 2d instant, from Lord Howard de Walden, transmitting by direction of Mr. Secretary Canning, copy of a dispatch from Sir Charles Stuart, His Majesty's ambassador at Paris, with a statement on the part of the French government, purporting that three English vessels had recently been seen engaged in the Slave Trade; I am commanded by my Lords to communicate to you, for the information of the Lords Commissioners of the Admiralty, the names and descriptions of the vessels alluded to as hereunder mentioned, and for such instructions as their Lordships may think it right to give to their cruizers upon the subject.

The *St. George*, Captain Michael Graeffe, seen the 17th of February, near the "Cap des Palmes," having on board about 30 blacks.



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Instructions to  
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The Caledonian, of London, Captain Bing. The equipment and arming of this vessel are stated to be such as to leave no doubt of her character and destination.

The Ranger, of London, stated to have been seen on the 16th of April, between the Capes of de Monte and Mesurado, having on board a considerable number of blacks.

Secretary to the Admiralty.

I am, &c.  
(signed) *Geo. Harrison.*

N° 7.—Copy of a Letter from Mr. Barrow to Commodore Bullen, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 23d of September 1824.—With two Enclosures.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you an extract of a letter from a gentleman at the Havannah to Mr. Secretary Canning, with a copy of the list therein referred to, of vessels which have cleared out from that port for the coast of Africa.

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

Enclosure 1, in N° 7.

Extract of a Letter from a Gentleman at the Havannah to the Right hon. George Canning; dated Havannah, 3d August 1824.

"SINCE the date of my dispatch, N° 10, I regret to say no less than eleven vessels have cleared out from this port for the coast of Africa, the names of which are contained in the enclosed list."

Enclosure 2, in N° 7.

List of Spanish Vessels that have cleared out for the Coast of Africa from the Port of Havannah.

July 1.	Brig Teresa, D. Juan Bantista Aresti	-	-	master.
- 8.	Schooner Matilda, D. Juan Sagreras	-	-	d°
- 8.	- Nueva Francisca, D. Ant° Muniz	-	-	d°
- 8.	- Vircayna, D. Andres de Thesa	-	-	d°
- 8.	- Tranquilidad, D. Juan Maudial	-	-	d°
- 11.	Brig Magico, D. José Inza	-	-	d°
- 18.	- Escupe Fuego, D. Ant° Pulles	-	-	d°
Aug. 1.	- Isabel, D. Pedro Blanco	-	-	d°
- 1.	Schooner Española, D. Pedro Garcia Lima	-	-	d°
- 1.	- Pilades, D. Ant° Bouquet	-	-	d°
- 1.	Bark Concheta, D. Francisco Saurez	-	-	d°

N° 8.—Copy of a Letter from Mr. Barrow to Commodore Bullen, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 25th of September 1824.—With three Enclosures.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you copies of a letter, and its enclosures, from Mr. Planta, containing information relative to a traffic in slaves, stated to be carried on at the Cape de Verd Islands.

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

Enclosure 1, in N° 8.

Sir,

Foreign Office, 13th September 1824.

I AM directed by Mr. Secretary Canning to send to you, to be laid before the Lords Commissioners of the Admiralty for their Lordships information, the accompanying extract and copy of letters from Mr. Clark, His Majesty's consul at the

the Cape de Verds, containing intelligence respecting a traffic in slaves, which is represented to be carried on in those islands by a person of the name of Brandoun, who now trades in a small schooner called the *Liberale*, and is proceeding to the United States of America to purchase a larger vessel for a similar purpose.

(B.)  
Instructions to  
Naval Officers.

I am, &c.  
(signed) *Joseph Planta*, Jun.  
Secretary to the Admiralty.

Enclosure 2, in N° 8.

Extract of a Letter from Consul Clarke, dated Villa da Prara, St. Jago's, Cape Verd, 26th May 1824, to the Right honorable Geo. Canning, &c. &c.

"Since I last had the honour of addressing you, my attention has been particularly directed to the Slave Trade, and have now discovered that there is a constant importation of slaves from Bissao, one of the Portuguese settlements, to this island, by a person of the name of Brandoun, and who, I am credibly informed, has once been captured by His Majesty's cruizers on the coast. The same person last week brought over in a small schooner, called, I believe, the *Liberale*, of less than 100 tons, 90 slaves; and the way the traffic is carried on is, by having a temporary deck from the hold, where these poor wretches are confined, if necessary, on the event of being chased by any cruizers, and above them appears a cargo of rice and wax. This person sailed again on the 24th for the coast, and have little doubt but he will return in a few weeks, his residence being on this island. They are landed six or seven miles to the windward of Villa da Prara; sometimes four miles to leeward, in a little bay called St. Martin's.

"His Majesty's government may rely on my exertions in gaining every intelligence, and communicating the same by the earliest conveyance, which I regret is very indirect."

Enclosure 3, in N° 8.

Sir,

Villa da Prara, St Jago, 24th June 1824.

SINCE my letter of the 26th ultimo, wherein I stated, for the information of His Majesty's government, that a system of traffic for slaves was carrying on from the coast to these islands, and having stated my suspicions that the same vessel would return with another cargo in a few weeks,—they have been fully realized; for on the night of Sunday the 20th instant, upwards of 40 of these poor unfortunate beings were landed again from the said vessel, she having returned from Bissao after a lapse of only three weeks; and from the information I am able to obtain, the master sails from this place for the island of St. Thomas's, one of the Portuguese settlements on the coast, and thence to America, expressly to purchase a larger vessel; and, as I am informed, to be well armed, to carry on this illicit traffic with greater effect. Having little or no communication with the coast, I regret I am not enabled to carry His Majesty's instructions into effect, by giving the necessary information to the Commodore of His Majesty's squadron, or to any of His Majesty's cruizers on that station, not one having been within my consulate since my arrival here.

I have, &c.

(signed)

*J. P. Clarke.*

Consul General.

To the Right hon. George Canning, M. P.  
&c. &c. &c.

N° 9.—Copy of a Letter from Mr. Barrow to Commodore Bullen, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 14th of October 1824.—With one Enclosure.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you a copy of a letter from His Majesty's Consul at Cadiz, to Mr. Secretary Canning, relative to the Spanish schooner "*Segunda Gallega*," which has sailed from that port, and is supposed to have proceeded to the coast of Africa for the purpose of engaging in the Slave Trade.

I am, &c.

(signed)

*John Barrow.*

## Enclosure in N° 9.

(B.)  
Instructions to  
Naval Officers.

Sir,

British Consulate, Cadiz, 13th Sept. 1824.

I HAD the honour to make known to you, on the 31st July, that a Spanish schooner called the "Segunda Gallega" was fitting out here as a slave ship, which fact I also communicated to his Excellency Sir William A'Court.

Orders subsequently arrived from Madrid to suspend the sailing of the schooner, and she remained here in consequence of those orders until the 11th instant, when she sailed nominally for St. Thomas's, Porto Rico and Havannah; those, however, who are best informed upon these points assure me, that there is no doubt of her having sailed to the coast of Africa for a cargo of slaves.

I have the honour, &amp;c.

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

(signed) *J. M. Brackenbury.*

N° 10.—Copy of a Letter from Mr. Barrow to Commodore Bullen, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 16th of December 1824.—With one Enclosure.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you a copy of a letter from a gentleman at the Havannah, containing an account of three vessels which have recently cleared out from that port for the coast of Africa.

I am, &amp;c.

(signed) *John Barrow.*

## Enclosure in N° 10.

Sir,

Havannah, 21st Sept. 1824.

SINCE the date of my dispatch, N° 16, three vessels have cleared out for the coast of Africa; namely, the ship *Urraca*, Don Juan Ferrery Roig, master, nominally for the island of Madagascar, but really destined for Mozambique; and the schooners *Jaessa* and *Feliciana*, Don Jose Ant° Thomas and Don Jacque Aulet, masters, for St. Thomas's. The first is a large ship, well armed, and having a crew, I understand, of upwards of eighty men; the other two are old slave traders.

The Right honourable George Cannig,  
&c. &c. &c.

N° 11.—Copy of a Letter from Mr. Barrow to Captain Purchas, of His Majesty's Sloop *Esk*; dated Admiralty Office, the 8th of January 1825.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for your information and guidance, a copy of an Act, 5 Geo. IV. c. 113. intituled, "An Act to amend and consolidate the Laws relating to the abolition of the Slave Trade;" and with reference to the treaties which have been entered into with Spain, and Portugal, and the Netherlands, for the prevention of an illicit traffic in slaves, and of which copies are contained in the said Act, I am also to enclose to you three instructions, signed by their Lordships, authorizing you, in conformity with the treaties, 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.

*N. B.*—A similar letter was addressed on the 19th of February 1825 to Lieutenant *Chrystie*, commanding His Majesty's gun-brig *Conflict*.

N° 12.—Extract from the Instructions issued by the Lords Commissioners of the Admiralty, on the 5th of February 1825, to Commodore *Christian*, as Commanding Officer of His Majesty's Ships and Vessels at the Cape of Good Hope.

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

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 signed instructions 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 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 instruction, 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 is 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 *Spanish* ships to the Havannah; and *Dutch* ships to Surinam.

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N° 13.—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 30th of April to the 24th of November 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 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.

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The foregoing letter, with the documents therein referred to, have been issued between the 30th of April and the 24th of November 1824, to the commanders of the following ships and vessels of His Majesty:

Rattlesnake,	Jaseur,	Dartmouth,
Primrose,	Britomart,	Valorous.
Blanche,	Beaver,	

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N° 14.—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 24th of November 1824 to the 19th of March 1825, to proceed to either of the following Stations; viz. West Indies, South America, Cape of Good Hope, and East Indies.

Sir,

Admiralty Office.

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for your information and guidance, a copy of an Act, 5 Geo. IV. c. 113, intituled, "An Act to amend and consolidate the Laws relating to the abolition of the Slave Trade;" and with reference to the treaties which have been entered into with Spain and Portugal for the prevention of an illicit traffic in slaves, and of

(B.)  
Instructions to  
Naval Officers.

which copies are contained in the said Act, I am also to inclose to you two instructions signed by their Lordships, authorizing you, in conformity with the treaties, 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.

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The foregoing letter, with the documents therein referred to, have been issued between the 24th of November 1824 and the 19th of March 1825, to the commanders of the following ships and vessels of His Majesty:

Scylla,  
Boadicea,  
Lively,

Owen Glendower,  
Samarang.



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 1824,  
not already laid before the House of Commons;  
relative to the Suppression of the Slave Trade:

March 1824—January 1825.

*Ordered, by The House of Commons, to be Printed,  
29 March 1825.*