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P A P E R S

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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 Honourable House of Commons ;—relative to the

SUPPRESSION OF THE SLAVE TRADE ;

March 1825—January 1826.

(A.)

COMMUNICATIONS received by the Lords Commissioners of the Admiralty, from NAVAL OFFICERS, since March 1825.

(B.)

INSTRUCTIONS issued by the Lords Commissioners of the Admiralty, to Naval Officers, since May 1825.

Ordered, by The House of Commons, to be Printed,
17 May 1826.

SCHEDULE OF PAPERS.

(A.)

Containing Copies or Extracts of all COMMUNICATIONS received by the Lords Commissioners of the Admiralty, from Naval Officers, since the 1st of January 1824, not already laid before the Honourable House of Commons, relative to the Suppression of the Slave Trade.

- N° 1.—Extract of a Letter from Commodore Bullen to John Wilson Croker, Esq.; dated on board His Majesty's Ship Maidstone, Sierra Leone, the 19th March 1825.—With one Enclosure - - - - - p. 3
- N° 2.—Extract of a Letter from Commodore Bullen to John Wilson Croker, Esq.; dated on board His Majesty's Ship Maidstone, Sierra Leone, the 8th of May 1825 - - - - - p. 4
- N° 3.—Extract of a Letter from Captain Chapman to John Wilson Croker, Esq.; dated on board His Majesty's Ship Ariadne, Mauritius, the 19th May 1825 - - - - - ibid.
- N° 4.—Extract of a Letter from Captain Moorsom to Commodore Christian; dated on board His Majesty's Ship Andromache, Simons Bay, the 24th May 1825 - - - - - p. 5
- N° 5.—Extract of a Letter from Commodore Bullen to John Wilson Croker, Esq.; dated on board His Majesty's Ship Maidstone, Accra Roads, the 18th June 1825.—With one Enclosure - - - - - ibid.
- N° 6.—Extract of a Letter from Commodore Bullen to John Wilson Croker, Esq.; dated on board His Majesty's Ship Maidstone, West Bay, Prince's Island, the 12th September 1825.—With List marked (B.) - - - - - p. 7
- N° 7.—Extract of a Letter from Vice-Admiral Sir L. W. Halsted, K. C. B. to John Wilson Croker, Esq.; dated on board His Majesty's Ship Isis, Port Royal Harbour, Jamaica, the 18th of November 1825.—With two Enclosures, p. 9
- N° 8.—Extract of a Letter from Commodore Bullen, C. B. to John Wilson Croker, Esq.; dated on board His Majesty's Ship Maidstone, Sierra Leone, the 25th December 1825 - - - - - ibid.
- N° 9.—Extract of a Letter from Captain George Harris, C. B. to John Wilson Croker, Esq.; dated on board His Majesty's Ship Hussar, St. Thomas's, the 7th of January 1826 - - - - - ibid.

For - - - - - (B.) - - - - - *see p. 10.*

(A.)

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

N^o 1.—Extract of a Letter from Commodore Bullen to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, Sierra Leone, 19th March 1825.—With one Enclosure

(A.)
Communications
from
Naval Officers.

“KEEPING close in shore, I visited Sugury and the river Gallinas, where I disturbed a great number of Spanish schooners, who were bargaining for their cargoes, and waiting a good opportunity to ship them and sail.

“Heaving to, on 15th January, off the mouth of Port Antonio, Prince's Island, I perceived a suspicious armed schooner at anchor under the forts, without colours hoisted, although all the other vessels in the harbour had their's flying, I therefore sent one of my boats, in charge of a lieutenant, to examine her, who on his arrival near was hailed by the sentinel at the fort, and desired not to attempt to board her, accompanied with a threat of the consequence should he persist. Under these circumstances the officer deferred visiting her until he had my instructions on the subject. I afterwards learnt it was the “Pylades” Spanish schooner, armed with six eighteen pounders, well manned, and was taking in water, farina, &c. preparatory to proceeding to Whydah, where her cargo of slaves was in readiness.

“From Captain Woolcombe I received a report of his proceedings when dispatched to the Gambia and Cape de Verd Islands, in pursuance of my orders, and I beg leave to enclose, for the persual of their Lordships, an extract therefrom, marked (B.)

“The Swinger has been very actively employed in the bights since December last, and on the 14th January had the good fortune to capture the “Bon Fim” under Brazilian colours, with 146 slaves.

“I have great pleasure in acquainting their Lordships that His Majesty's ship Atholl has had the good fortune to capture “L'Espaniola” a very fine schooner under Spanish colours, with 260 slaves on board; she was proceeding from the Gallinas when caught by the boats of that ship in a calm.”

(B.)

Enclosure to N^o 1.

Extract of a Letter from Captain Woolcombe to Commodore Bullen; dated on board His Majesty's Ship Victor, Sierra Leone, 7th February 1825.

“In obedience to your orders dated 18th November 1824, I proceeded with His Majesty's sloop under my command, off the mouth of the rivers situated between Sierra Leone and the Gambia, and successively sent the boats up the Pongos, Cappatches and Nuney. Lieutenant Tulloh, who commanded the boats, found the two Spanish slavers in the Pongos in the same state as reported to have been left by the Swinger. The “Nueva Francisca” having only her captain and two men living, and those had fever; her cargo, intended for the purchase of slaves, was burnt by the natives in consequence of a quarrel, which renders it impossible for her to take away slaves. The Victoria had lost three men, had her stock on board, and was otherwise perfectly ready for the reception of slaves; nothing was found in the Cappatches. In the Nuney Lieutenant Tulloch found a Spanish felucca, the Concheter, in perfect readiness to embark her slaves, and he was told by an

(A.)
Communications
from
Naval Officers.

an American residing in the river, that they would be due in fourteen days. All the above-named vessels I found in the list you last gave me. I next proceeded off the Casamanza in search of the piratical brigantine, said to be at anchor off the mouth of that river, but found nothing there. I did not search that river, from having had a number of cases of fever break out among the men employed in the boats searching the other rivers, and I also received information that the pirate could not get over the bar. I therefore proceeded to the Gambia, where I arrived on the 17th December last, and learnt that she had sailed from off the Casamanza to Cacheo, and had proceeded from thence off the coast. I could not ascertain whether she had taken slaves on board, but rather think not, as that would soon have been known.

“ I left the Gambia on 25th December and arrived at Porto Praia on 29th, where I learnt from Mr. Clarke, the British consul general, that the “ Liberale ” Portuguese schooner was expected from Cacheo with slaves, but that it was uncertain what part of the island they would be landed.”

N° 2.—Extract of a Letter from Commodore Bullen to J. W. Croker, Esq. ; dated on board His Majesty’s Ship Maidstone, Sierra Leone, 8th May 1825.

“ I RAN across to Port Praya, St. Jago, Cape de Verds, where I arrived on the 22d ultimo; there appears to be still a remnant of slavery carried on in the other islands on a small scale, and in a cautious manner.”

N° 3.—Extract of a Letter from Captain Chapman to J. W. Croker, Esq. ; dated on board His Majesty’s Ship Ariadne, Mauritius, 19th May 1825.

ON the 25th December 1824, in the morning, being off St. Luce, observed a schooner full of slaves at an anchor within the islands forming the anchorage; sent the boats to examine her, she having “ no colours hoisted; ” hove the ship to; at 8. 40. the schooner made sail to the southward, and immediately after she ran on shore on the main. I sent the master (Mr. Thompson) in the gig, to assist, if possible, in getting her off; at eleven that officer returned, and reported the schooner full of slaves; no colours hoisted, nor white men on board; that several slaves were drowned, lying on the beach, and they had picked up one white man, and several of the slaves who were in the water. I immediately bore up, and anchored under the island of Somllae, hoisted out the barge, and sent all the boats away to save the slaves; the schooner being at this time full of water, and sunk to the decks, and no hope of saving her; the boats employed bringing the slaves on board, and endeavouring to save whatever could be got; at noon the sea breaking over the schooner; the same schooner we chased yesterday standing to the N. E. : received from her 147 slaves, and one white man (Portuguese) named Revé Brasquher.

On examining the papers found on board the wreck, no register, or public document of any sort could be found; but it appears by some private letters the schooner’s name was the Salama; that by the people on the coast called the Ballyhoa, and a man I had taken on board as a pilot (John Robinson) declared her to be the Walter Farquhar.

The slaves at the time of capture were in a wretched state, having 170 odd in so small a vessel, and many were thrown overboard on her taking the ground. The people all jumped overboard on our boats nearing the schooner; the master and some few men left her in her boat, which we got off from the beach. The number of slaves that died up to our arrival at the Mauritius, I am sorry to say, was thirty-one.

On the 2d February landed all the slaves on Stag Island, belonging to Mr. Ferdinand Favey, under no expense whatever to Government, and no other conditions

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conditions but that of cleaning the port of the island they were on, as exercise, and conducive to their health.

Since His Majesty's ship *Ariadne's* arrival at the Mauritius, judicial proceedings took place on the slave schooner *Walter Farquhar*, and on the 3d day of May the whole was condemned to the Crown.

(A.)
Communications
from
Naval Officers.

N^o 4.—Extract of a Letter from Captain Moorsom to Commodore Christian; dated on board His Majesty's Ship *Andromache*, Simon's Bay, the 24th May 1825.

FROM Delagoa Bay to Cape Delgado is under the nominal authority of the Portuguese; their actual power is limited to certain spots, where forts are erected and troops maintained, the principal of which are Sofala and Mozambique. Their chief trade is that in slaves to Brazil, of whom the export in 1823 was 16,000.

A traffic is also carried on by Arabs from Muscat, who carry slaves over to the Comoro Islands as well as to Muscat.

The Seychelles Islands are dependencies of the Mauritius, as are also the several groups called the *Almirantes*, the *Cargados*, *Cosmoledo*, and *Jean de Mooa*, with the interjacent isles of *Coetivi*, *Agalega*, *Providence*, *Alphonsa*, &c. By means of these islands a slave traffic is carried on with Mauritius; new blacks are introduced into them to supply the place of the old slaves transferred to the former island under the sanction of the law. By the treaty with the *Imaum of Muscat*, all vessels under his flag are seizable if found with slaves on board to the eastward of a line drawn from Cape Delgado to *Diel Head*.

N^o 5.—Extract of a Letter from Commodore Bullen to J. W. Croker, Esq.; dated on board His Majesty's Ship *Maidstone*, Accra Roads, 18th June 1825.
—With one Enclosure.

“ Keeping as close in shore as circumstances would admit, on the 19th, at daylight, I disturbed at anchor off the rivers *Gallinas* and *Sugury*, a horde of French vessels, with a Spanish and Dutch schooner in company; the Spanish schooner “*L'Atrevida*,” on perceiving me standing in, immediately weighed and made sail, endeavouring to make his escape, but after a chase of two or three hours was boarded by one of my boats, in charge of *Lieut. Pongdestre*. This vessel has been about three months on the coast, and at the time of her being boarded had her platform laid, her water filled, and wood on board, and in every respect ready for receiving her slaves at a moment's notice, which, from information I obtained from the other vessels, were then ready on shore (340 in number) waiting an opportunity to be embarked. The Dutch schooner proved to be the “*Bey*,” of *St. Eustatia*, armed with a 12-pounder on a pivot, manned chiefly by Americans, and has been a *Virginia pilot boat*; she was evidently fitted in every particular for a slaving voyage; she produced no log of any voyage she had undertaken, nor any papers, except a licence, bill of sale, and muster-roll, which all bore date as far back as October 1824, and falling under five of the several designations of the additional articles signed at *Brussels* on 25th January 1823, I deemed myself perfectly justified in detaining her, and therefore immediately dispatched her to *Sierra Leone* for adjudication.”

“ I am sorry to acquaint their Lordships that the Slave Trade is still carried on briskly in the neighbourhood of the *Gallinas*; but the principal part engaged in that illicit traffic are French, having in my way down boarded only two Spaniards.”
See List (A.)

PAPERS RELATING TO

Enclosure to N^o 5, List A.
(A.)—A LIST of Spanish Vessels, boarded by His Majesty's Ship Maidstone, between 12th May and June 1825.

DATE.	PLACE.	NAME OF			How Rigged.	Under what Colours.	NUMBER OF		When Sailed.	WHERE			CARGO.	REMARKS.	
		Vessels.	Master.	Owner.			Men.	Guns.		Tons.	From.	Bound.			Belonging.
1825: May 19.	Off the river Gallinas.	Atrevida	Capot	- - -	schooner	Spanish	28	6	160	1825: —	Matanga	Trading	Havannah	Delivered	This vessel perceived me standing in endeavour to elude me, but was pursued and brought to by the boats; she had her platform laid, water and wood on board, and every thing ready for reception of her slaves, which from information, I found were waiting on the beach (342 in number) ready to be embarked at a moment's notice.
- 22.	At sea	Fingal	Demizeo	Hurgein	- - -	- - -	26	1	72	21 Feb.	Havanna	St. Thomas	Havannah	Delivered	This vessel was brought to after 2 hours chase; her water and wood were on board, and every thing in readiness for receiving her cargo of slaves.

(signed) Charles Bullen, Commodore.

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N° 6.—Extract of a Letter from Commodore Bullen to J. W. Croker, Esq. dated on board His Majesty's Ship Maidstone, West Bay, Prince's Island, 12th September 1825.—With List marked (B).

(A.)
Communications
from
Naval Officers.

LARGE armed Spanish vessels are daily arriving on various parts of the coast, to the great annoyance of the English traders, and procuring their cargo for trade chiefly by plunder; by which means they are enabled to purchase their slaves at a much more reasonable rate than the other vessels: and by information obtained of the *Alerta*, (armed Spanish brig), she, two days after I chased her, ran into Lagos Roads, obtained her cargo of slaves in a few hours, and immediately left the coast for the Havannah.

Off Cape Formosa, on the 29th, about 9. 30. P. M., and after a close chase of eight hours, I have the satisfaction to inform their Lordships I succeeded in coming up with and boarding the brig *Z*, under Dutch colours, belonging to St. Eustatius, then on a voyage from St. Thomas, West Indies, bound to the river Andony or Sombrero, having on board a very valuable cargo for trade, and fitted in every respect for the reception of slaves, coming under seven of the nine articles of the additional convention with the Netherlands, dated 25th January 1823.

At 10. 30. A. M. having made the land about the river Andony or Sombrero, I immediately brought her to, and detained her under the aforesaid treaty. She proved to be a fine brig of 152 tons, well manned, and armed with four eighteen pound carronades, two long six-pounders and two swivels, beside small arms, the whole of which were found primed and loaded, some double shotted, others with pieces of iron, and the swivels with musket balls to the muzzles. Her cargo is ostensibly, by the list of shipment, the property of British subjects resident at St. Thomas, there being, among others, the names of the houses of Bear, Murray & Co. Walrond, Brown & Co. and Ogilvie & Buchanan; and although her papers were in every respect perfectly correct, there was not a Dutch person on board of her, the whole of her officers and crew consisting of French and Spaniards, and I have every reason to believe has two sets of papers; but being night when I first came up with him, and hailing him in French, most probably taking me for one of the French squadron, he immediately declared himself to be Dutch, and thereby falling into his own snare. I proceeded with her to Prince's Island to complete her wood and water, and having so done, dispatched her on the 4th August, in charge of Lieutenant Franklin, to Sierra Leone, for adjudication.

Having, during my stay in West Bay, been informed that three Spanish vessels were then lying in Port Antonio, I made the best of my way round to that harbour, where I arrived on the 5th, and found the three vessels described in the List marked (B). The five Spanish vessels were all manned and armed, and in every respect ready for the reception of their slaves.

The *Esk* has been actively employed in the bights since June last, and I have great pleasure in acquainting their Lordships, that on the 17th July she had the good fortune to capture the "*Bon Jesus*," under Brazilian or insurgent Portuguese colours, with 283 slaves, bound from Lagos to Bahia. The horrible condition she was in when taken was truly dreadful, having scarce a week's provision for her inhuman cargo; and how she was to have reached the port of her destination in such a state, is a miracle, unless calculating on a great reduction by death.

This ship joined me last evening, bringing me farther intelligence of her having two days previous, in company with the *Athol* and *Redwing*, detained the *Unaio*, under the before-mentioned colours, with a cargo of 364 slaves, making a total of 627 this vessel has been instrumental in liberating within the short space of two months.

The *Athol* has just joined me; and from Captain Murray I learn that on the 1st instant he succeeded in detaining the schooner "*La Venus*," under Dutch colours, falling under the treaty with the Netherlands, from St. Eustatius bound to Prince's Island.

As soon as I can spare one of the squadron, I purpose stationing her between Cape Mount and the *Sherbro*, for the interception of slave vessels in those parts; but I am happy to observe that I have every reason to believe that very little slaving is carried on there, the chiefs being all at variance with each other.

PAPERS RELATING TO

Enclosure to N° 6, List (B.)

(B.)—A LIST of SPANISH VESSELS boarded by His Majesty's Ship Maidstone, between the 19th day of June and day of 1825.

DATE.	PLACE.	NAME OF			How Rigged.	Under what Colours.	NUMBER OF		When Sailed.	WHERE			CARGO.	REMARKS.		
		Vessels.	Master.	Owner.			Men.	Guns.		Tons.	From.	Bound.			Belonging.	
1825: 5 Aug.	Prince's Island.	Conquistador	D. P. Agero	D. P. Agero	Brig	Spanish	46	10	193	1825: 5 May	Havanna	St. Thomas	Havanna	Aquadente and Tobacco.	There is no doubt, from the appearance of these vessels, they intend shortly taking their slaves on board, they are all procuring farina, &c. as fast as they can make it on shore.	
—	—	Gallega	Dho. Capera	Dho. Capera	Schooner	—	26	1	91	—	—	—	—	Landed in part.		
—	—	Constanti	D. Gabrielle	D. Gabrielle	Brig	—	60	14	250	11 months out.	—	—	—	Landed		
—	—	Facinta	Dho. Castro	Dho. Castro	Schooner	—	15	5	113	2 April	—	Coasting	—	General		Has every thing ready for slaves.
—	—	Paulita	J. Aurocha	D. Sabillo	—	—	17	4	69	15 June	St. Thomas W. I.	Havanna	—	—		
—	—	Entrepreda	F. Gomez	F. Gomez	—	—	18	2	50	28 May	Cuba	Prince's Island	Cuba	—	ditto.	
—	—	San Joze	N. Calvero	N. Calvero	Brig	—	52	14	262	8 Feb.	Havanna	—	Havanna	—	ditto.	
—	—	Hannibal	J. Gomez	J. Gomez	—	—	50	5	110	5 May	—	St. Thomas	—	—	Every thing ready, and slave deck laid.	

These five vessels were boarded by the boats in the river Bonney, on the 8th and 9th of August 1825

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N° 7.—Extract 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 Isis, Port Royal Harbour, Jamaica, 18th November 1825.—With two Enclosures.

(A.)
Communications
from
Naval Officers.

"I BEG leave to enclose, for the information of my Lords Commissioners of the Admiralty, the copies of two letters which I have received from Lieutenant Edward Smith, commanding H. M. schooner, Lion, employed on the north side of the island of Cuba, giving an account of the capture and condemnation at the Havannah of a slave vessel,* which unfortunately had landed all her cargo of negroes but ten."

* "La Isabella."

Enclosure 1, in N° 7.

Extract of a Letter from Lieutenant Edward Smith, commanding His Majesty's Schooner Lion; dated Havannah, October 11th 1825, and addressed to Vice Admiral Sir L. W. Halsted, K. C. B. at Jamaica.

"I HAVE the honour to inform you that on the 5th instant, 3 P. M. Pt. Maternellos, bearing S. E. five miles, I observed a large brigantine to the westward, standing in shore on the larboard tack, to which I immediately gave chase.

"On our approach she ran inside a reef off the Boca Caravela, and anchored; but, before within range, hoisted Spanish colours, fired two shots, cut, and ran on shore.

"At 4. 30., on passing under her stern, and in the act of boarding, she hailed to say 'they were from Africa with slaves, and would surrender.' I immediately came to alongside in ten feet water, and had the satisfaction of taking possession of "La Isabella," Spanish brigantine, commanded by Don Vincente Gomez, pierced for eighteen, but mounting six long guns, four eighteen, and two nine pounders, with crew consisting of twenty-five men, having lost upwards of that number on the coast; is from Rio Gallina (Africa) last, and had landed the whole of her slaves but ten.

"The captain and six men, I am sorry to say, made their escape with the papers previous to our getting alongside."

Enclosure 2, in N° 7.

Extract of a Letter from Lieutenant Edward Smith, commanding His Majesty's Schooner Lion; dated Havannah, October 19th 1825, and addressed to Vice Admiral Sir L. W. Halsted, K. C. B. at Jamaica.

"MY letter of the 11th instant will have informed you of the capture of the Spanish brigantine slaver, "La Isabella," off the Boca Caravela, by H. M. schooner under my command; I have now the satisfaction in stating she is condemned."

N° 8.—Extract of a Letter from Commodore Charles Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, Sierra Leone, 25th December 1825.

"SINCE my letter of the 18th the Swinger has sent in a Brazilian vessel with 387 slaves, and the Atholl has captured another with 260."

N° 9.—Extract of a Letter from Captain George Harris, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Hussar, St. Thomas's, January 7th, 1826.

"I REQUEST you will be pleased to inform their Lordships that His Majesty's ship under my command will sail to-morrow morning on a two months cruize, in latitude 19° 50' N. and from longitude 67 to 69½ degrees W., in order to intercept the many slave vessels I know to have been fitted out in March, April and May last, at Havannah."

SCHEDULE OF PAPERS.

(B.)

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 Honourable the House of Commons, relative to the Suppression of the Slave Trade.

- N^o 1.—Copy of a Letter from Mr. Barrow to Captain Clavering, of His Majesty's Sloop Redwing; dated Admiralty Office, the 25th of May 1825 - - p. 11
- N^o 2.—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 30th of July 1825.—With three Enclosures - - - - - ibid.
- N^o 3.—Copy of a Letter addressed by Mr. Barrow to the Commanding Officers of His Majesty's Ships and Vessels on the Coast of Africa, and in the West Indies; dated Admiralty Office, the 6th of August 1825.—With one Enclosure - - - - - p. 12
- N^o 4.—Copy of a Letter from Mr. Barrow to Commodore Christian, commanding His Majesty's Ships and Vessels on the Cape of Good Hope Station; dated Admiralty Office, the 29th of December 1825.—With one Enclosure p. 13
- N^o 5.—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 January 1826.—With seven Enclosures - - - - - ibid.
- N^o 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 14th of January 1826.—With five Enclosures - - - - - p. 17
- N^o 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 25th of February 1826.—With two Enclosures - - - - - p. 19
- N^o 8.—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 8th of April 1825 to the 16th of March 1826, to proceed to either of the following Stations; viz. West Indies, South America, Cape of Good Hope, and East Indies - - - - - ibid.

(B.)

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

N^o 1.—Copy of a Letter from Mr. Barrow to Captain Clavering, of His Majesty's Sloop Redwing; dated Admiralty Office, the 25th of May 1825.

(B.)
Instructions to
Naval Officers.

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.—Similar letters were addressed on the 28th of July 1825, to Captain Willes, of His Majesty's Ship Brazen; and on the 22d of November 1825, to Captain Parsons, of His Majesty's sloop Dispatch.

N^o 2.—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 30th of July 1825.—With three Enclosures.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you copies of two letters from a gentleman at the Havannah to Mr. Secretary Canning, containing intelligence of the arrival at that place, and sailing from thence, of several vessels suspected of being engaged in the Slave Trade.

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

Enclosure 1, in N^o 2.

Sir,

Havannah May 18, 1825.

THE suspension of the departures of vessels for the coast of Africa has been of short duration; on the 5th instant no less than five, the names of which are stated in the enclosed list, sailed for that destination. They left this port under convoy of the Spanish frigate *Arethusa*, and I understand were to proceed through the Florida Gulph in her company.

Three vessels, two Spanish and one French, have arrived here lately, having previously landed about 815 slaves. The names of these vessels are likewise inserted in the enclosed list.

I have the honour to be, with the greatest respect, Sir,
Your most obedient and humble servant,
(signed)

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

PAPERS RELATING TO

Enclosure 2, in N° 2.

(B.)

Instructions to
Naval Officers.

Vessels that have sailed from the Port of Havannah, for the Coast of Africa.

May 5th.	Spanish brig Conquestador, Don Juan Sandrino	-	-	master.
-	5th. Ditto - ditto Anibal, Don José Gomez	-	-	d°
-	5th. Ditto schooner Segunda Gallega, Don Augustin capera	-	-	d°
-	5th. Ditto - ditto Clarita, Don José Ant° Artamone	-	-	d°
-	5th. Ditto - ditto Buenaventura, D. Franc° Saurez	-	-	d°

Vessels which have arrived from the Coast of Africa :

April 27.	Spanish schooner Amfritrite, D. Cristoval Mayor, master, having landed			
				255 slaves.
May 15.	French brig Angelini, M. L. Augand	-	-	300 -
-	17. Spanish brig Orestes, D. Franc° Greg° Vega	-	-	260 -
				815

Note.—Both the Spanish vessels sailed from hence last year for the coast of Africa, and on their return they reported themselves to be, the first from Seval, and the other from Baltimore. The French brig was announced to be from Matanzas ; all, as usual, in ballast.

Enclosure 3, in N° 2.

Sir,

Havannah, May 27, 1825.

SINCE the date of my dispatch N° 21, the Spanish schooner Paulita (a notorious slave trader) Don Joaquin Aureycochia master, has sailed for the coast of Africa.

On the 25th instant the schooner Matilde, which sailed for that coast in the month of July 1824, entered this port in ballast, having previously landed a cargo of slaves, amounting, according to common report, to upwards of 350, on the southern coast of the island.

I have, &c.

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

(signed)

N° 3.—Copy of a Letter addressed by Mr. Barrow to the Commanding Officers of His Majesty's Ships and Vessels on the Coast of Africa, and in the West Indies ; dated Admiralty Office, the 6th of August 1825.—
With one Enclosure.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you an extract of a letter from His Majesty's Consul at Cadiz to the Lieutenant Governor of Gibraltar, containing information relative to a vessel named the Proserpina, which is preparing at Cadiz for the purpose of being employed in the Slave Trade.

I am, &c.

(signed)

John Barrow.

Enclosure in N° 3.

Extract of a Letter from Mr. Brackenburg, His Majesty's Consul at Cadiz, to his Excellency General Sir George Don, bart., K. B., Lieutenant Governor of Gibraltar ; dated Cadiz, 14th July 1825.

" The " Bella Dolores " sailed direct from Gibraltar to the coast of Africa, where she took in a cargo of Slaves, eight of whom died on the voyage, the rest were all sold, and the vessel returned to Gibraltar, where I have reason to believe she was parted with.

There is now another vessel preparing in this port by the same owner, for the inhuman traffic in slaves, which it is intended shall be finally fitted out, stored and equipped

equipped at Gibraltar, of which I consider it my duty to apprise your Excellency, in order that, if it be practicable, this detestable project of fitting out a slave ship in a British settlement may be prevented.

“ The name of the schooner is Proserpina ; her tonnage about 100 tons ; the master Don José Antonio Barrera ; the owner James Tinto, of this city, to whom last year belonged the slave schooner Bella Dolores.”

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N° 4.—Copy of a Letter from Mr. Barrow to Commodore Christian, commanding His Majesty's Ships and Vessels on the Cape of Good Hope Station ; dated Admiralty Office, the 29th of December 1825.—With one Enclosure.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you an extract of a letter, addressed to Earl Bathurst by Lieutenant General Sir Lowry Cole, Governor of the Mauritius, on the subject of the prevention of the Slave Trade in that quarter ; and I am to signify their Lordships direction to you to afford such assistance towards the prevention of that trade as the force under your orders will admit.

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

Enclosure in N° 4.

Extract of a Letter from Lieutenant General Sir Lowry Cole, Governor of the Mauritius, to the Right Honourable Earl Bathurst ; dated at the Mauritius, 20th August 1825. N° 40.

“ It is, however, very desirable, as I have before had the honour of mentioning to your Lordship, that two small armed vessels should be employed on this station, one here and the other at Seychelles. From the situation of the latter islands, peculiar facilities are afforded for trafficking in slaves ; and unless they were occasionally visited by vessels of war, some adventurers might possibly be hereafter tempted to renew this disgusting commerce.”

N° 5.—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 January 1826.—With seven Enclosures.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for your information and guidance, copies of a letter and its enclosures from Mr. Planta, on the subject of vessels proceeding to carry on the Slave Trade under the treaties with Portugal, irregularly licensed to touch at any other ports or places than those which, according to the existing treaties, they are yet allowed to enter.

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

Enclosure 1, in N° 5.

Sir,

Foreign Office, January 12, 1826.

It will be seen by the dispatches, marked 48 and 54 of Class (B.) in the Papers on Slave Trade, submitted to Parliament in the year 1825, that a practice has prevailed in Brazil, of inserting in the passports given to slave vessels a permission that those vessels may touch at Prince's Island and St. Thomas's, on their voyage to the ports where they are yet, by treaty, allowed to trade in slaves.

His Majesty's Government having learned that a Slave Trade in places not permitted by treaty has prevailed with impunity, in consequence of the facilities given by this permission, instructed Mr. Chamberlain to remonstrate against the practice : the Brazilian government referred Mr. Chamberlain to the stipulations of the treaties between this country and Portugal, as the proper basis whereby a check is to be given to Slave Trade illegally carried on by Brazilian vessels.

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Mr. Chamberlain, in a dispatch, of which I send you herewith a copy, has therefore called the attention of the Brazilian government to the second article of the convention of 1817, and to the terms of the licence, authorized by that convention; and has formally called upon the Brazilian government to forbid the issue of licences to slave vessels to touch at any other ports or places than those which, according to the existing treaties, they are yet allowed to enter; namely, the ports and places claimed by the crown of Portugal as her territory on the coast of Africa, to the south of the Equator.

I am directed by Mr. Secretary Canning to desire that you will be pleased to lay these papers before the Lords Commissioners of the Admiralty, and move their Lordships to give directions for pointing out to the attention, and for the guidance of His Majesty's naval officers, the stipulations here quoted in the conventions above mentioned; so that, upon the meeting with any vessels irregularly licensed, such vessels may be dealt with according to treaty, upon that particular point.

To the Secretary to the
Admiralty.

I am, &c.
(signed) *Joseph Planta, jun.*

Enclosure 2, in N° 5.

Sir,

Rio de Janeiro, 10th October 1825.

ON the 23d ultimo I had the honour to transmit a copy of the representation and its enclosure, which, in obedience to your instructions, I addressed to this government, upon the subject of licensing slave vessels to touch at the islands of St. Thomas and Prince, and in Camaroons north of the Line.

A few days ago I received from Snr Francisco Villela Barboza, M. de Carvalho's successor in office, an answer to that representation, enclosing a copy of the report of the president of Bahia upon my former application on the same subject of the 20th October of last year. Copies of both these documents, accompanied by translations, will be found inclosed. Mr. Villela sets out stating, as you will perceive, sir, that the report from Bahia, dated the 6th of last month, includes as well the representation made here on the 10th, (four days) afterwards, as the preceding application of the 20th October 1824; and upon reference to the report itself, you will observe that the president thought it convenient to consult not only the Meza d'Inspeccão (the Board of Trade), *but some merchants*, upon the question of, Whether it is right or wrong to cease giving the objectionable licences? Who these merchants are does not appear, but they may be some of the identical individuals most interested in the continuance of the very abuse we are endeavouring to put down. None of the papers referred to in the report have been sent to me. The tenor of M. Villela's reply places it, however, beyond doubt, that there is no intention to accede to the request for the suspension of the licences; wherefore there is now no remedy but to use the means we possess for checking the improper use made of them; and as the minister repeats the president's recommendation to resort to the existing treaties and conventions for those means, they cannot object to our following their advice. The second article of the additional convention, signed at London the 28th July 1817, restricts the Slave Trade to places "within the territories of the crown of Portugal, from 5° 12. south latitude to 18° south latitude;" and the passport for slave vessels destined for the lawful traffic (whose form is part of the convention) makes it obligatory on the master and owner of slave vessels "to enter *solely* such *ports* on the coast of Africa *where the Slave Trade is permitted.*"

The detention of Brazilian slave vessels, when found upon the coast any where to the northward, would be fully borne out by these stipulations. The claim to the right of giving licences to slave vessels to go to any ports or places but those where the trade is permitted, could not be successfully maintained in the face of the words of the passport.

I am, &c.
(signed) *H. Chamberlain,*
Consul General.

To the Right Hon. George Canning.

Enclosure 3, in N° 5.

To Mr. Henry Chamberlain:

HAVING, as you have been already informed, ordered the government of the province of Bahia to report upon the representations you made in your offices of the 20th October last year, and the 10th of September of the present year, against the

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the practice followed in granting licences to the ships employed in the licit Slave Trade to touch at the islands of St. Thomas and Prince, because the masters of the vessels profit thereby to trade in the ports prohibited by the treaty, the present president of the said province has just fulfilled that order, after having consulted the Board of Inspection (Meza d'Inspeccão) there; and by the report he has given in, of which I enclose a copy, his Imperial Majesty's government has perceived, *not only that there has been no foundation for those your representations*, but also how very indecorous it would have been for the said government, and even offensive to the rights of their subjects, if, *from the mere apprehension of a contingent illicit trade, they should have prohibited their touching at those ports that are not forbidden to them*; and the more so, that there being a treaty by which means are afforded for preventing the illicit trade in slaves, every measure therein established might be applied for the said purpose.

On this occasion I renew, &c. &c.

Palace of Rio de Janeiro,
6th October 1825.

God preserve you,
(signed) *Francisco Vellela Barboza.*

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Enclosure 4, in N^o 5.

To the Most Illustrious and Most Excellent Sn^r Luiz Joze de Carvalho àMelho,
&c. &c. &c.

Most Illustrious and Most Excellent Sir,

AMONGST the portarias ordering information, delayed by, and passed to me from my predecessor, I find the enclosed, in which his Imperial Majesty orders the president to make his report on the representation of His Britannic Majesty's consul, of which a copy is annexed; the which states that the *licence* granted to the ships which trade to Africa, *of touching at the islands of St. Thomas and Prince, is contrary to the interests of the British Government*, because the traders profit thereby to trade illicitly in slaves in the ports of the African continent prohibited by the treaty and conventions with the said government. It appeared necessary to consult the Board of Inspection, *and some of the merchants*, on the British consul's representation, and my predecessor ordered this to be done. From the reports herewith, your Excellency will see that *neither the Board, nor the merchants* consulted, *find any reason in the pretension of the consul*, as offensive to the law of nations, by which independent nations ought not to submit to orders prohibitory and offensive to the liberty of other nations; and, in truth, it would have been *injurious* to his Imperial Majesty's government, and *offensive* to the rights of his subjects, to *hinder* them from trading to FREE PORTS, only because the English fear that from thence they can easily carry on the illicit trade on the prohibited coasts of the African continent. It would be curious to see what the British Government would answer, had such or similar propositions been made by the government of his Imperial Majesty. *There they have the treaty; let them employ the means that are granted to them to prevent the illicit trade which they apprehend.* This is my opinion, and your Excellency will, with your well-known experience, lay it before his Imperial Majesty, who will determine on what is best.

God preserve your Excellency,

Palace of the Gov^r of Bahia,
September 6th, 1825.

(signed) The President of the Province,
Joad Severiano Marrel da Costa.

(signed) *Luiz Montinho Lima Alvares à Silva.*

Enclosure 5, in N^o 5.

Sir,

Rio de Janeiro, 21 October 1825.

THE reply of the Visconde de Parauagua (M. de Villela Barboza), of which I had the honour to transmit a copy and translation in my dispatch of the 10th instant, having pointedly referred to existing treaties for the means of putting down illicit Slave Trade, I formed the resolution to try the effect of his recommendation upon himself in the first instance.

With this view, I have just addressed to him a letter, accompanied by two extracts from the additional convention of London of July 1817, showing that the Slave Trade is restricted to ports within the Portuguese territories south of the Line, and that Brazilian slave vessels are not at liberty to enter any ports or places

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where the trade is not permitted; and I have formally called upon him, in the name of my Government, to forbid the issue of the objectionable licences, and to cause the engagements contained in the convention to be observed according to their tenor.

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

I have, &c.
(signed) *H. Chamberlain,*
Consul General.

Enclosure 6, in N^o 5.

Sir,

Rio de Janeiro, 21st October 1825.

I HAVE had the honour to receive your Excellency's note of the 5th instant, together with its enclosure, relating to the practice of granting licences to slave vessels bound to ports south of the Line, and referring to the existing treaties and conventions, as containing the means for putting a stop to any contraband trade in slaves.

Availing myself at once of this recommendation, I take the liberty to enclose two extracts from the additional convention, signed at London on the 28th July 1817; the first describing the limits within which the Slave Trade is still permitted on the west coast of Africa, namely, from 5° 12' south latitude to 18° south latitude; and the second, an extract from the formulary of the passport to be granted to slave vessels, making it obligatory upon them to enter only into those ports on the coast of Africa where the trade is permitted.

Your Excellency will not fail to perceive, that to grant licences to touch at any ports or places north of the Line, or other than those where the trade is permitted, is a palpable infraction of this formulary, which it supersedes and renders of no effect.

And I therefore formally call upon your Excellency, in the name of my Government, to forbid the continuance of this highly objectionable deviation from existing engagements, and to cause the convention to be observed according to its stipulated tenor.

I avail myself of the opportunity to renew to your Excellency, &c. &c.

To his Excellency the Viscount Parauagua,
&c. &c. &c.

(signed) *H. Chamberlain,*
Consul General.

Enclosure 7, in N^o 5.

Extract from the additional Convention, signed at London on the 28th July 1817.

Article 2.

"The territories possessed by the crown of Portugal upon the coast of Africa to the south of the Equator, that is to say, upon the eastern coast of Africa, the territory lying between Cape Delgado and the Bay of Lourenço Marques, and upon the western coast, all that which is situated from the 8th to the 18th degree of south latitude.

"Those territories on the coast of Africa to the south of the Equator, over which his most faithful Majesty has declared that he has retained his rights, namely, the territories of Molembo and Cabinda, upon the western coast of Africa, from the 5th degree 12 to the 8th degree south latitude."

Extract from the Formulary of Passport for vessels employed in the licit Slave Trade, annexed to the additional convention before mentioned.

"The said owner of the said vessel, master and and being under an obligation to enter solely such ports on the coast of Africa where the Slave Trade is permitted."

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N^o 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 14th of January 1826. With five Enclosures.

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Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for your information, a copy of a letter from Mr. Planta, with copies of the letters therein referred to, on the subject of charters which have been offered to English vessels to proceed from Bahia to places in Africa north of the Line, laden with articles usually shipped for the purpose of purchasing slaves.

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

Enclosure 1, in N^o 6.

Sir,

Foreign Office, January 13th, 1826.

I AM directed by Mr. Secretary Canning to send to you, for the information of the Lords of the Admiralty, the accompanying copies of correspondence which has passed between this department and His Majesty's Consul at Bahia, upon the subject of charters which have been offered to English vessels to proceed from that port to places in Africa north of the Line, laden with articles usually shipped for the purpose of purchasing slaves.

I am, &c.
(signed) *Joseph Planta, jun.*

To the Secretary to the Admiralty.

Enclosure 2, in N^o 6.

Sir,

Bahia, 1st April 1825.

AN English and an American vessel have recently sailed from hence, chartered for the coast of Africa north of the Line, laden with the articles usually shipped for the purpose of purchasing slaves; and no doubt is entertained by those most competent to form an opinion, that this is the object in contemplation of the charterers.

It is also the general belief, that one of the inducements to employing British or American ships, is the respect shown to their flags by our cruizers; whereas, towards the Portuguese or Brazilian flag, on the coast of Africa, they are supposed sometimes to exercise a vigour beyond the law; as these vessels are only chartered to deliver their cargoes, I am not aware that the parties have violated any existing law; yet, as the practice affords increased facilities for the prosecution of the illegal Slave Trade, I have thought it my duty to make this communication, being aware that the affording any facilities for such objects is contrary to the wishes of both the British and American Governments; the practice is new, but is likely to become more general.

I am, &c.
The Right Hon. George Canning. (signed) *W^m Pennell, Consul.*

Enclosure 3, in N^o 6.

Sir,

Bahia, 15th April 1825.

WITH reference to my dispatch of the 1st of April, (N^o 10.) I have the honour to inform you that Captain Smith, of the brig Lima, has since called on me for my opinion and advice, as to the legality and propriety of his accepting a charter for the coast of Africa, north of the Line, there to land his cargo, and to transport from one place to another a certain number of free blacks; he admitted his belief that the ultimate object of the charterers was an illegal traffic in slaves. To this inquiry I replied, that I was not aware that the charter would be against the law; but that I advised him to refuse it, even if he were guided only by prudential considerations, inasmuch as the ultimate object being notorious, in case of his being involved in any difficulties or contest with any of the commanders of His Majesty's ships on the coast of Africa, suspicion, and perhaps a general feeling, would be against him, and he might suffer a loss from delay, or other unforeseen causes, more than commensurate to the advantages offered. He left me with a determination to refuse the charter.

If I should be incorrect in the advice I have given, I hope to be honoured with your instructions; as its tendency is to deprive British shipping of employment.

The Right Hon. George Canning. I am, &c.
(signed) *W^m Pennell, Consul.*

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Enclosure 4, in N° 6.

Foreign Office, July 24, 1825.

Sir,

I HAVE referred to the King's advocate general your two letters, marked N° 10 & 12 of this year, adverting to practices of chartering, under the circumstances there detailed, British vessels destined for the coast of Africa, and laden with articles usually shipped for the purpose of purchasing slaves. The King's advocate reports, that by the Act of the 5 Geo. IV. for the suppression of Slave Trade, c. 13, s. 7, it is enacted, "That (except in such special cases and for such special purposes as are in and by this Act permitted), if any person shall knowingly and wilfully ship, tranship, lade, receive, or put on board, or contract for the shipping, transshipping, lading, receiving or putting on board of any ship, vessel or boat, any money, goods or effects, to be employed in accomplishing any of the objects, or the contracts in relation to the objects, which objects and contracts have hereinbefore been declared unlawful, then and in every such case the persons so offending, and their procurers, counsellors, aiders and abettors, shall forfeit and pay for every such offence double the value of all the money, goods and effects so shipped, transhipped, laden or put on board, or contracted to be so, as aforesaid; to be recovered and applied as is hereinafter mentioned."

The King's advocate further gives his opinion, that the employment of British shipping, described in your letters, comes within the terms of this prohibition; and that if from any circumstance the clause above recited should be found to be inapplicable to it, a trade of this description is so far in the spirit of the trade intended to be prohibited, that it would be assuredly thought proper to suppress it by further enactments, in case they should become necessary. I have therefore to instruct you to discourage undertakings such as you describe in your despatches, N° 10 & 12, and to report to me the names, together with a particular description of such Englishmen as may be engaged in them.

I am, &c.

(signed) *George Canning.*To William Pennell, Esq.
&c. &c. &c.

Enclosure 5, in N° 6.

Sir,

Bahia, 5th November 1825.

I HAVE the honour to acknowledge the receipt of your dispatch of 24th July last (marked Slave Trade, N° 2.), containing the report of the King's advocate, with regard to the legality of the employment of British shipping, as described in my letters N° 10 & 12. The impression under which I gave my opinion to the master of the brig *Lima*, as to the law, was, that the charter then contemplated was illegal, if he *knew* that the cargo was destined for the traffic in slaves; but it was assumed, that such knowledge, if denied, could not be legally proved.

The English vessel which sailed for Africa, north of the Line, was the brig *George and James*, of London, William Ramsay, master, burthen ninety-four tons, owner Matthew Foster, loaded with tobacco, sailed in March last with a crew of nine persons.

Subsequent to the date of my despatch N° 12, Andrew Smith, master of the English brig, *Grecian*, consulted me on a similar charter, which I discouraged, and which he rejected. No English vessel has since sailed on this voyage, nor do I think any will in future under the same circumstances, particularly as your despatch will enable me to oppose it with additional authority. It has, however, been observed, that no charter to Africa from hence (unless to a British settlement) can be made that is not subject to great suspicion as to its illegal objects, and that in point of fact, if such suspicion be a legal objection, it is tantamount to a prohibition of trade to English vessels from this province to Africa. The charters which were thus refused appear to have been taken by American vessels, of which the three following have since sailed for Africa; the brig *Fenelon*, of 115 tons; the brig *William*, of 200 tons; and the schooner *Lafayette*, of 75 tons.

The above-named English brig, *George and James*, was chartered by the owner of the smack *Caridade*, whose cargo of slaves forms the subject of my letter of the 18th October, N° 30. It is probable, highly probable, that the cargo of the *George and James* was appropriated to the purchase of the cargo of the *Caridade*.

I have, &c.

(signed) *W. Pennell*, Consul.Right Honourable George Canning,
&c. &c. &c.

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N^o 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 25th of February 1826.—With two Enclosures.

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Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for your information, an extract of a letter from Mr. Pennell, British consul at Bahia, to His Majesty's consul general at Rio Janeiro, with a copy of its enclosure, respecting a Spanish schooner, the *Carlota*, suspected of being intended for the illegal traffic in slaves.

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

Enclosure 1, in N^o 7.

Extract of a Letter from Mr. Pennell, His Majesty's Consul at Bahia, to Mr. Chamberlain, His Majesty's Consul General at Rio Janeiro; dated Bahia, 23d November 1825.

I HAVE the honour to enclose copy of my dispatch of the 21st instant to the president of this province, on the subject of a Spanish armed schooner in the merchant service (named the *Carlota*), as connected with the shipping some English sailors, under circumstances of suspicion of being engaged in the Slave Trade; she has a letter of marque from the Spanish authorities at the island of Cuba, and has loaded here a cargo of tobacco: she is cleared out for the island of St. Thomas.

Enclosure 2, in N^o 7.

Sir,

Bahia, 21st November 1825.

I HAVE the honour to inform your Excellency, that the master of a Spanish schooner, named *Carlota*, now in this harbour, has lately engaged seven English seamen to proceed on a voyage, without mentioning any destination, and without having signed articles; other alleged facts combine to create a suspicion that she is bound to the coast of Africa for illegal objects. Under these circumstances I have deemed it my duty to advise the English sailors not to proceed on the voyage, and I make this communication for the purpose of enabling your Excellency to decide whether these facts are sufficient to call for any further investigation under your Excellency's authority. I beg, however, to state, that I do not wish that this communication should be considered as a claim on your Excellency to take any proceedings against this vessel, but rather that it may be ascribed to an anxiety that the humane objects contemplated by our respective governments, as well as by that of his most Catholic Majesty, as regards the Slave Trade, may not be contravened, from any want of attention on my part to my official duties as connected with this subject.

I am, &c.
(signed) *W. Pennell,*
British Consul.

To his Excellency the Viscount of Queluz,
President of the Province of Bahia.

N^o 8.—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 8th of April 1825 to the 16th of March 1826, 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

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of which copies are contained in the said Act ; I am also to enclose 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.

The foregoing letter, with the documents therein referred to, have been issued between the 8th of April 1825 and the 16th of March 1826, to the Commanders of the following Ships and Vessels of His Majesty :

Ferret,
Pylades,
Martin,
Champion,
Diamond,
Doris,
Ranger,

Bustard,
Helicon,
Fly,
Rainbow,
Pandora,
Harlequin,
Tweed,

Warspite,
Volage,
Cyrene,
Sparrowhawk,
Hind,
Druid,
Galatea.

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 1825—January 1826.

Ordered, by The House of Commons, to be Printed,
17 May 1826.

379.

