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R E P O R T

FROM THE

SELECT COMMITTEE

ON

SLAVE TRADE TREATIES;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

APPENDIX, AND INDEX.

Ordered, by The House of Commons, to be Printed,
12 August 1853.

Veneris, 1^o die Julii, 1853.

SELECT COMMITTEE appointed to inquire into the Treaties and Engagements between Great Britain, Spain, and Portugal, respecting the Slave Trade, and the sums allowed and paid by Great Britain to those Governments for their assistance or concurrence to abolish that Trade, and also to inquire how far these stipulations have been carried out by the Governments of Spain and Portugal.

Jovis, 7^o die Julii, 1853.

Committee nominated of,—

Mr. Hume.
Sir Robert Harry Inglis.
Sir John Pakington.
Lord Stanley.
Mr. Bright.
Sir George Brooke Pechell.
Sir Thomas Acland.
Mr. Hutt.

Lord Harry Vane.
Sir George Grey.
Mr. Alexander Hastie.
Mr. Adderley.
Mr. Tollemache.
Mr. Strutt.
Mr. Moffatt.

Ordered, THAT the Committee have power to send for Persons, Papers, and Records.

Ordered, THAT Five be the Quorum of the Committee.

Jovis, 21^o die Julii, 1853.

Ordered, THAT Sir George Grey be discharged from further attendance on the Committee, and that Viscount Goderich be added thereto.

Veneris, 12^o die Augusti, 1853.

Ordered, THAT the Committee have power to Report their Observations, with the Minutes of Evidence taken before them, to The House.

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R E P O R T.

THE SELECT COMMITTEE appointed to inquire into the Treaties and Engagements between Great Britain, Spain, and Portugal, respecting the Slave Trade, and the Sums allowed and paid by Great Britain to those Governments for their Assistance or Concurrence to abolish that Trade; also to inquire how far these Stipulations have been carried out by the Governments of Spain and Portugal; and who were further empowered to Report the EVIDENCE taken before them, and their Observations, to The House:—HAVE completed the Inquiry into the Matters referred to them, and have UNANIMOUSLY agreed to the following REPORT:—

THE attention of Your Committee has been directed, by the instructions of The House, chiefly to the state of the Slave Trade in the *Brazils* and in *Cuba*; in the Colonial Possessions of *Portugal*, *Mozambique* on the East, and *Loanda* and *Angola* on the West Coast of Africa; and they have also briefly inquired into the state of the other parts of the West Coast of Africa, long the principal seats of the Slave Trade.

2. The great interest which the people of this country have taken in the abolition of the Slave Trade, appears in the very voluminous details laid annually before Parliament since the year 1815; and the Reports of both Houses of Parliament in the years 1849–50, have rendered it needless, in the opinion of Your Committee, to pursue the inquiry beyond the last three years.

Parl. Papers, Nos. 308 and 411, of 1849.
Parl. Papers, Nos. 53 and 590, of 1850.

3. By these Reports, it appears that there were in 1849–50, twenty-four treaties in force between Great Britain and Foreign civilized Powers, for the suppression of the Slave Trade; ten of which give the right of search and mixed courts;—twelve give the right of search and national tribunals,—and two (with the United States and France) grant no right of search, but do contain a mutual obligation to maintain squadrons on the Coast of Africa. There were also at that time forty-two treaties for the suppression of the Slave Trade existing between Great Britain and native chiefs on the Coast of Africa.

TREATIES.

See Appendixes (F.) & (H.) Parl. Paper, 53, of 1850.

4. Since May 1850, two treaties have been concluded with civilized Governments, under which captured vessels are to be adjudicated upon by tribunals of their own countries; and twenty-three more treaties with Native Chiefs of Africa for the suppression of the Slave Trade.

See Appendix (D.)

5. These efforts in the cause of humanity, continued through so many years, must be considered as honourable to the nation, and the results afford a strong inducement to persevere until this iniquitous trade shall be entirely abolished.

6. It is gratifying to find that there is a different state of the Slave Trade on the West Coast of Africa, and that it has been much reduced since 1848.

7. Commodore Sir Charles Hotham, the naval officer commanding on that coast, reported, that from 14th October 1847 to 30th June 1848, being 8 months and 18 days, the squadron under his command had captured 65 slave vessels, amounting to 9,168 tons, and containing 4,745 slaves; and that during the previous 12 months, 57 vessels and 4,822 slaves had been captured; whilst Captain Seymour, R. N., of Her Majesty's ship "Firefly," the last officer from

See Letter of 30th June 1848, dated at Loanda, Parl. Paper, No. 53, of 1850, page 409.
See Q. 1818.

See Q. 1847, 1848,
and 1849.

the West Coast of Africa, states that the slave trade has entirely ceased in many places where the trade had formerly flourished; that in the years 1850-51, on the whole coast, not one vessel with slaves on board was captured; that a legitimate trade was springing up along the whole coast, in exports of the produce of the country;—that he had lately counted at Benguela (formerly a noted slave port) as many as 14 merchant vessels at one time, all engaged in legitimate commerce—and that, in fact, “wherever the slave trade has ceased, commerce is beginning.”

See Q. 1893.

See Q. 1907, 1913,
1914.

Q. 1891.

8. It has been stated to the Committee, that if the demand for slaves at Cuba were to cease, the Slave Trade in Africa would also cease. And it appears, that as soon as the market of the Brazils was closed, the Slave Trade on the West Coast of Africa, south of the Line, all but ceased; and Commander Bunce, of the “Castor” frigate, states, that when the news of the new regulations at the Brazils arrived on the coast of Mozambique, the Slave Trade by the Portuguese also ceased; and that Spanish ships then took the slaves away for Cuba.

Q. 1793 & 1794.

Q. 1788, 1808.

Q. 1595.

Q. 1577 to 1580.

Q. 1791 & 1794.

Q. 1923.

Captain Seymour says, that if the market (for slaves) at Cuba were abolished, as in the Brazils, very few British ships of war would be required on the African coast—and those only for the protection of our commerce, which is now becoming very large.

Q. 253.

9. Your Committee concur in the opinion of these naval officers, that the Slave Trade would soon be extinct if the Cuban market for slaves were closed; and, therefore, consider the present time, when there are Spanish troops at every port and station of the island, and also numerous Spanish ships of war cruising on the coast, most favourable for the renewal of the united efforts of Great Britain, France, and the United States, to remove the reproach which the continuance of the Slave Trade in Cuba casts upon the civilization of Christendom.

BRAZIL.

Parl. Paper, 590,
of 1850, page 5.

10. The Committee of the Lords, in their Report of 1850, stated that, “The habitual disregard of Treaties respecting the Slave Trade with this country on the part of Brazil, and to a great extent, also, on the part of Spain, appears to be the main hindrance to the suppression of the trade, and to this, therefore, especially, the attention of Her Majesty’s Ministers and of Parliament should be directed:” and it appears that at that time the Slave Trade was carried on to a great extent. The evidence before Your Committee proves that the importation of slaves into the Brazils in the year 1847, was 56,172; in 1848, 60,000; in 1849, 54,000; but that in 1851, it had diminished to 3,287, and in 1852, to 700, of which last importation a considerable portion had been seized by the Brazilian Government.

Q. 503.

See Appendix (A.),
No. 9, 24 Feb. 1853.

Page 445 of No.
53, 1850.

Page 444.

Parl. Paper, 53,
1850.

11. Mr. Consul Porter reported to Viscount Palmerston in the year 1848, that 74 Slave-trade vessels had sailed from Bahia in the year 1847, and 93 vessels in 1848;—that the slave traffic was carried on with great activity; and, as an example, he stated that one vessel, the “Andorinha,” of 80 tons burden, which cost 2,000*l.* sterling, had made eight successful voyages with slaves from the West Coast of Africa, having actually landed at Bahia 3,392 slaves, and received for freight 120 reis per head, or 40,704*l.* sterling, giving a profit of 800 per cent.

Q. 1519 and 1524.

Q. 1514.

12. Mr. Porter also gave evidence before Your Committee, that towards the end of 1850, and in 1851, stringent orders had arrived at Bahia for the suppression of the trade, and that when he left Bahia in the end of 1851, “the Slave Trade was perfectly suspended.” He thinks that the British ships alone cannot stop the trade, but that if the Brazilian Government be sincere, it will certainly be put down.

Q. 496 to 699.

See Appendix (A.),
No. 10.

13. Your Committee invite the attention of The House to the evidence of Senhor D’Andrada and others, and to the Reports of the Brazilian Ministers, for an explanation of the manner in which so great a change has been effected in the Brazils.

See Appendix (A.),
No. 14.

14. The speech of the Emperor to the Assembly of this year, on the subject of the Slave Trade; the stringent laws that have been passed, and others that are in progress, by the Brazilian Government against the Slave Trade; and, above all,

all, the seizure and banishment of some Portuguese merchants who were suspected of an intention to renew the trade, convince Your Committee that the Brazilian Government is sincere, and that the Slave Trade is actually abolished in the Brazils.

Parl. Paper, 559, of 1845.

15. Your Committee refer to the correspondence of the Earl of Aberdeen with the Brazilian Government in 1845, to explain the state of the slave question at that time, and the reasons that induced Parliament to pass the 8 & 9 Vict. c. 122. The favourable change which has taken place in the councils and conduct of the Brazilian Government respecting slavery, whether accelerated by the active services of Captain Schomberg or not, may induce Parliament to repeal that Act, as intimated in his Lordship's letter of the 2d July 1845.

Foreign Office, 2 July 1845. See Appendix (A.), Nos. 3 & 4.

Q. 700 to 889.

16. As respects the Slave Trade of Spain: In 1848-9, when the Committees made their Reports, Brazil was known to be carrying on an active Slave Trade by the large importation of slaves; but that trade was reported to have ceased in Cuba. Mr. Kennedy, the Commissary Judge at the Havana, in his yearly Report of the 20th December 1848, informs Lord Palmerston, "That the efforts of Her Majesty's Government for the suppression of the Slave Trade to that island had been attended with full success." "That he considered himself competent to speak positively of Cuba, where there seems to be decidedly a cessation of the Slave Trade."

SPAIN.

Parl. Paper, No. 53, of 1850. Page 433-4.

17. Mr. Crawford, the British Consul at the Havana, however, in his letter of the 8th of April 1851, reports the renewal of the trade since 1848; and states, "That negroes have been introduced at various places along the coast of the island with the most perfect impunity, and, there is too much reason to believe, with the knowledge of the Spanish authorities, and with the most public notoriety."

See Appendix, Mr. Crawford's Letter to Mr. A. Seymour, dated 8 April 1851.

18. Your Committee request attention to the evidence of Captain Cospatrick Baillie Hamilton, of Her Majesty's ship "Vestal," as to his late proceedings at the Havana, where he captured four vessels under circumstances which appear to have made a strong impression on the Spanish authorities there. He also reports the great publicity that exists as to the carrying on of the Slave Trade in the island; that slave vessels have been fitted out under the guns of Spanish ships of war; that great facilities are afforded to the importation of negroes, as, when once a landing is effected, they are considered as natives; and that steam vessels, employed in carrying the Government mails from port to port, have been used to land slaves.

Q. 1 to 338.

Q. 216.

He states, further, that the great number of American ships trading to the Havana, and the abuse of the American flag, increase the difficulties of Her Majesty's cruisers on that station, in the visiting of suspected vessels; and it appears, from his evidence, that some more cordial co-operation on the part of the United States would materially assist the efforts to abolish the Slave Trade in that quarter.

Q. 99.

19. Mr. Kennedy's evidence before the Committee deserves particular attention, and will account fully for the alterations that have taken place in the Slave Trade of Cuba at different periods.

Q. 1260 to 1505.

The history given by him of the conduct of seven successive Captains-general during the 13 years he resided at the Havana, has satisfied Your Committee that the Slave Trade has increased or decreased in Cuba, according to the conduct of the Captain-general and other public officers.

It was notorious, Mr. Kennedy states, that, up to the year 1840, the Captain-general of Cuba received a fee of half a doubloon for every slave introduced into the island, and therefore the trade flourished;—that during the two years and a half of General Valdes' government, from 1840-41 to 1843, the fees had been refused by him, and the trade having at the same time been forbidden, had nearly ceased; but that from the arrival of General O'Donnell in 1843, the fee was raised to three doubloons for each slave imported, and was received by him all the time he was there; that the same fee has continued to be received since that time by some Captains-general, but not by all.—In 1850 General Concha was six or eight months there, and made known his determination not to accept any fees: and he also took active measures to put down the trade: but he was

soon

soon recalled, and it was generally understood that his recal was owing to the measures which he had taken to put down the Slave Trade.

Q. 339 to 495.

20. Other witnesses have stated to the Committee, that it was quite notorious at the Havana that money was taken by the public officers of all ranks, from the Captain-general downwards, for their connivance at the traffic in slaves; and further, that capital, notoriously belonging to Spaniards of great distinction at Madrid, was employed to carry on that traffic;—that, in fact, the influence of these persons of rank and station at Madrid was believed to have been sufficiently powerful to procure the recal of an honest officer; that thus the Spanish Government have been induced to violate their treaties, and to suffer these persons to obtain large profits, by the continuance of that detestable traffic.

Q. 890 to 1051.

See Appendix (A.),

Nos. 1 to 9, 11 to 15.

Appendix (B.),

Nos. 1 to 21.

Appendix (C.),

Nos. 1 to 15.

Appendix (G.)

21. Your Committee refer to the evidence of Mr. Ward, of the Foreign Office, and to the various documents presented by him, for the dates and details of the treaties and correspondence that have engaged the attention of the British Government, since the Convention signed at Vienna in 1815, for the abolition of the Slave Trade.

Q. 1003.

22. It is painful to have to refer to the conduct of Spain in violation of its treaties and obligations for the suppression of the Slave Trade; but Your Committee must call the special attention of The House to the able and important despatch of the Earl of Aberdeen to Mr. Bulwer, dated the 31st of December 1843, in which all the treaties and stipulations of the Spanish Government to put down the Slave Trade since the treaty concluded in 1817, are detailed; the payment by Great Britain of a large sum to Spain, in full compensation for all losses is also stated; and the whole of those shameful violations of the engagements of the Spanish Government, are most ably narrated in detail, and placed in the strongest light before them.

Q. 1012.

23. Your Committee are of opinion that history does not record a more decided breach of national honour, than that letter of the Earl of Aberdeen establishes against Spain. The efforts of Viscount Palmerston in subsequent years to induce the Spanish Government to fulfil their engagements, appear in every despatch of that noble Lord, and it would be superfluous to detail them; but the late correspondence in 1851, between Lord Howden and the Spanish Minister, requesting the Spanish Government only to declare the Slave Trade to be piracy, as the United States and the Brazilian Government have done, must not pass unnoticed; and as that single and moderate request of the British Government was disregarded, there is little hope that reason or justice will prevail with the Spanish Government to abolish the trade; more especially if the correspondence, since the 31st of July 1853, of Lord John Russell and the Earl of Clarendon with Lord Howden, and the answers of the Count of Alcoy, the Spanish Minister, to these representations of the British Government, be considered. But it is only just to add, that Mr. Crawford, Her Majesty's Consul-general at the Havana, in his last despatches, dated the 21st and 25th of June 1853, reports "that there is a manifest difference in the measures adopted " by the Government of Cuba to check the alarming extent of the Slave Trade."

See Appendix.
Nos. 13, 15, of
Class C., and Nos.
16 and 17 of C.

Parl. Paper, 590,
of 1850, page 5.

24. The Committee of the Lords stated, that "in their judgment, it was worthy " of consideration whether the three great maritime powers, France, the United " States, and Great Britain, could not, at the present time, be brought to com- " bine in joint representations, and, if need be, active measures for obtaining " from Spain and Brazil an actual suppression of this traffic."

25. The Brazilian Government have rendered any such measure unnecessary, so far as regards Brazil; but as regards Cuba, it is a matter of great surprise, that whilst Spain is at this time indebted to England and France for their efforts to form a tripartite convention with the United States, in order to protect Cuba from piratical attacks, the Government of Spain should not take warning from the fact that one of the reasons alleged by the Government of the United States for not joining that Convention, is the continuance of the Slave Trade in that island.

Paper, presented
by Command,
1850, page 63,
No. 26.

Mr. Everett, in his letter, dated Washington, 1st December 1852, to Mr. Crampton, the British Minister at Washington, writes, "I will but allude to an

an evil of the first magnitude,—I mean the African Slave Trade, in the suppression of which England and France take a lively interest; an evil which still forms a great reproach upon the civilization of Christendom, and perpetuates the barbarism of Africa; but for which, it is to be feared, there is no hope of a complete remedy, while Cuba remains a Spanish colony.”

26. Commander Bunce, of the “Castor” frigate, employed in the Mozambique Channel for the last three years, states, that the Portuguese sovereignty extends for about 1,500 miles on the East Coast of Africa; that the Slave Trade had been carried on at several places on that coast by Brazilian ships, until news of the stringent laws passed by the Brazilian Government arrived; that since the Brazilian trade ceased, the Spaniards have carried on the trade in slaves for importation to Cuba. Slaves have been also sent to the north, to Zinzibar, from that coast.

MOZAMBIQUE
—PORTUGAL.

Q. 1556.

Q. 1577.

He believes that the Portuguese authorities are both cognizant of the Slave Trade, and also enter into it themselves. He recommends a Consul, or British Agent, to be appointed at Mozambique, to give information respecting the Slave Trade, which he thinks will continue while the market of Cuba is allowed to exist; and that the British cruisers have been useful, and ought to be maintained there. There are other details in his Evidence worthy of attention; and he adds, that more force of British cruisers will be required as long as the trade in slaves to Cuba shall continue.

Q. 1624 to 1759.

27. Your Committee find that Great Britain agreed, by Treaty, in 1815, to pay the sum of 601,771 *l.* 7 *s.* 9 *d.*, part of a loan raised in England for the service of Portugal, and to pay all future half-yearly dividends accruing thereon.

Payment to Portugal.

See Appendix (E.)

Also, in pursuance of a Convention of January 1815, Great Britain paid to Portugal the further sum of 348,904 *l.*, which two sums amount to a principal sum of 950,675 *l.*; and if the interest paid thereon be added, the total amount of 2,850,965 *l.* has been paid by Great Britain for the promised concurrence of Portugal in the abolition of the Slave Trade.

By Treaty with Spain, dated 23d September 1817, Great Britain paid in the year 1818 the sum of 400,000 *l.*; and if the interest on that sum be added, the total charge to Great Britain will amount to 1,134,179 *l.*, paid for the concurrence of Spain in the same object.

Payment to Spain.

Besides these payments on behalf of the Governments of Portugal and Spain, Parliament voted in the Session 1820, the sum of - - £. 150,000

And in the Session 1821, the sum of - - 75,000

TOTAL - - £. 225,000

to indemnify claimants for Portuguese vessels and cargoes captured by British cruisers.

28. Your Committee would further observe that these payments and liabilities on account of Portugal and Spain, amounting to 3,985,145 *l.*, bear only a small proportion to the expense which Great Britain has incurred, in the endeavour to suppress the African Slave Trade within the last 38 years. To those payments and liabilities must be added the expense which has been incurred, with the same view, in maintaining ships of war on the coasts of Africa and America; an expense which would in great part have been avoided, if the Slave Trade had been abolished, as it might and ought to have been, by the cordial co-operation of the Governments of Spain and Portugal.

12 August 1853.

 PROCEEDINGS OF THE COMMITTEE.

Martis, 12^o die Julii, 1853.

MEMBERS PRESENT:

Sir Thomas Acland.
Mr. Adderley.
Mr. Hume.
Sir John Pakington.

Sir Geo. Brooke Pechell.
Lord Stanley.
Mr. Tollemache.
Lord Harry Vane.

Mr. HUME called to the Chair.

The Committee deliberated upon the course of their future proceedings.

[Adjourned to Friday next, at One o'clock.]

Veneris, 15^o die Julii, 1853.

MEMBERS PRESENT:

Mr. HUME, in the Chair.

Sir Thomas Acland.
Mr. Adderley.
Mr. Moffatt.
Mr. Bright.
Mr. Strutt.
Mr. Tollemache.
Sir R. H. Inglis.

Sir John Pakington.
Lord Harry Vane.
Sir Geo. Brooke Pechell.
Mr. Alexander Hastie.
Mr. Hutt.
Lord Stanley.

Captain *Cospatrick Baillie Hamilton*, R. N., was examined.

[Adjourned to Tuesday next, at Twelve o'clock.]

Martis, 19^o die Julii, 1853.

MEMBERS PRESENT:

Mr. HUME, in the Chair.

Sir Robert Harry Inglis.
Sir John Pakington.
Mr. Tollemache.
Mr. Adderley.
Sir Thomas Acland.

Mr. Moffatt.
Sir George Brooke Pechell.
Mr. Strutt.
Lord Stanley.

The Hon. *Wm. George Knox*, Chief Justice of Trinidad; *Senhor Pereira de Andrada*, and Captain *Herbert Schomberg*, R. N., were examined.

[Adjourned to Friday next, at One o'clock.]

Veneris, 22° die Julii, 1853.

MEMBERS PRESENT :

Mr. HUME, in the Chair.

Sir Robert Harry Inglis.
Mr. Adderley.
Sir Thomas Acland.
Mr. Moffatt.
Mr. Strutt.

Mr. Alexander Hastie.
Sir John Pakington.
Sir George Brooke Pechell.
Viscount Goderich.

Mr. *Ward* and Dr. *Cochrane* were examined.

[Adjourned to Tuesday next, at One o'clock.]

Martis, 26° die Julii, 1853.

MEMBERS PRESENT :

Mr. HUME, in the Chair.

Mr. Alexander Hastie.
Mr. Tollemache.
Mr. Adderley.

Sir George Brooke Pechell.
Mr. Moffatt.
Sir Thomas Acland.

Mr. *Liggins* and Mr. *Kennedy* were examined.

[Adjourned to Friday next, at One o'clock.]

Veneris, 29° die Julii, 1853.

MEMBERS PRESENT :

Mr. HUME, in the Chair.

Sir George Brooke Pechell.
Sir Robert H. Inglis.
Sir Thomas Acland.

Mr. Alexander Hastie.
Mr. Adderley.
Viscount Goderich.

Mr. *Kennedy*, Mr. *Porter*, Commander *Bunce*, R. N., Commander *Henderson*, R. N., and Mr. *Edward George Irving*, were examined.

[Adjourned to Tuesday next, at One o'clock.]

Martis, 2° die Augusti, 1853.

MEMBERS PRESENT :

Mr. HUME, in the Chair.

Sir Robert H. Inglis.
Mr. Alexander Hastie.
Mr. Moffatt.

Sir George Brooke Pechell.
Mr. Bright.

Captain *George Alexander Seymour*, R. N., was examined.

[Adjourned.]

Veneris, 12^o die Augusti, 1853.

MEMBERS PRESENT:

Mr. HUME, in the Chair.

Mr. Adderley.
Sir Robert Harry Inglis.
Viscount Goderich.

Sir George Brooke Pechell.
Sir Thomas Acland.
Mr. Strutt.

The Committee proceeded to consider Draft Report proposed by the Chairman, and made several amendments therein.

Question, "That this be the Report of the Committee," put and agreed to.

Ordered to report, together with Minutes of Evidence.

EXPENSES OF WITNESSES.

NAME of WITNESS.	PROFESSION or CONDITION.	By what Member of Committee Motion made for Attendance of the Witness.	Date of Arrival.	Date of Discharge.	Total Number of Days in London.	Number of Days under Examina- tion by Committee, or acting specially under their Orders.	Expenses of Journey to London and back.	Expenses in London.	Total Expenses allowed to Witness.
							£. s. d.	£. s. d.	£. s. d.
Cospatrick Baillie Hamilton.	Post Captain in Her Majesty's Navy.	Mr. Hume -	14 July 1853	15 July 1853	2	2	4 17 -	2 2 -	6 19 -
Herbert Schom- berg.	Captain in Her Majesty's Navy.	Mr. Hume -	18 July 1853	19 July 1853	2	2	2 10 -	2 2 -	4 12 -
								£.	11 11 -

MINUTES OF EVIDENCE.

LIST OF WITNESSES.

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MINUTES OF EVIDENCE.

Veneris, 15^o die Julii, 1853.

MEMBERS PRESENT.

Mr. Hume.
 Sir J. Pakington.
 Mr. Bright.
 Sir G. B. Pechell.
 Sir R. H. Inglis.
 Mr. A. Hastie.
 Mr. Tollemache.

Lord Harry Vane.
 Sir G. Grey.
 Lord Stanley.
 Sir T. D. Acland.
 Mr. Moffat.
 Mr. Adderley.
 Mr. Strutt.

JOSEPH HUME, Esq., IN THE CHAIR.

Captain *Cospatrick Baillie Hamilton*, R.N., called in; and Examined.

1. *Chairman.*] WILL you state your rank in the navy; how long you have been in it; and in what way you have been lately employed in looking after the slave trade?—My rank in the navy is that of post captain, which rank I have held seven years. I have been 23 years in the service; and I have lately been employed on the coast of Cuba. I was the senior officer of the squadron there for the suppression of the slave trade, and have just now returned, having come away with the yellow fever.

2. How long is it since you arrived in England?—Five weeks.

3. What was the extent of the squadron off Cuba?—There was my own frigate, the "Vestal," the "Geyser" steam sloop, the "Buzzard" steam sloop, the "Medea" steam sloop, the "Persian" sailing-brig, and the "Daring" sailing-brig also.

4. How long were you senior officer on that station?—About nine months.

5. Were you previously employed in the suppression of the slave trade in any other part of the world?—Yes; I had been employed for two years in the command of a ship on the coast of Brazil.

6. In what years?—In 1844 and 1845, and a small part of 1846. I had also been employed on the coast of Africa, for the suppression of the slave trade.

7. In what year?—In the year 1839 and part of 1840.

8. Then your knowledge of that trade is extensive, both on the coast of Africa and on the coasts of Brazil and Cuba?—I think my knowledge is good, from having been on all the stations and having seen them selling and buying, and carrying to and fro. Therefore I think I am able to give an opinion about it.

9. Having been senior officer upon the Cuban coast, as you have said, and I believe successful in capturing slave ships, are there any particular observations you wish to make to the Committee upon that subject?—I think I shall have a good many observations to make that may be useful, as I have lately captured vessels there, in which I fortunately seized a variety of documents tending to criminate the authorities of Cuba.

10. Will you proceed to state the particulars?—Those documents are rather lengthy; if I were to read them here, it might occupy too much time, but I can read them if the Committee wish me.

11. You can state the substance, if you please, or take your own course?—With the permission of the Committee, I will read some of those documents
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presently, but first state the substance. The result of the documents that I seized, and which I discovered on seeing those documents, was, first, that the vessels I had seized had been furnished with false documents, false custom-house passes, and false passports to the captain, actually signed by the authorities in the Havana, and I had to take upon myself the severe responsibility of seizing those vessels with passports, which enabled them to go free, knowing that they were false; and I afterwards proved them to be false, in spite of all the Crown lawyers did, and got the vessels condemned. But those documents being false, papers were actually signed by the authorities certifying that they were only coasters, and that they were only going to carry coals along the coast, and so on.

12. What were the dates of those?—The papers are lodged in the courts of the Havana, but it was about the 20th and 21st of December 1852.

13. Did those documents bear so late a date as that?—Within a few days.

14. Where did you seize the vessels?—The first vessel I seized I had information of while fitting out in the port of Havana. In that port there is the strictest water-police in the world; no merchant vessel is allowed to leave the harbour between sunset and sunrise; but this vessel, the "Venus," was permitted to go at midnight out of the harbour, contrary to all the rules, as it was suspected I was watching her.

15. Who was the officer whose duty it was to prevent that?—It was the captain of the port whose especial duty it was.

16. And he allowed the vessel to go out at midnight?—Yes.

17. Will you proceed?—I succeeded in capturing the vessel. I went on board the "Venus" and obliged the captain to follow the others, which I captured.

18. How many other vessels did you capture?—Two more that day; and in those vessels I seized papers and letters, showing how the slave trade had been carried on; showing that the mail steamers had been employed in landing their slaves, when they brought them over from the coast of Africa.

19. Will you explain what you mean by mail steamers?—I mean steamers, carrying the mails to different parts of Cuba.

20. Vessels of the Spanish Government?—No, merchant steamers carrying mails.

21. Will you state in what instances you found they had been employed?—They had been employed in various instances; indeed it is the chief way in which they land their slaves now, by those steamers going and taking them on board out of the vessels that come from Africa.

22. Then mail steamers are allowed to enter without that examination which other vessels are subjected to?—Yes.

23. Will you state to what extent you found that practice had been followed out?—Whilst I was there, a vessel that had come from the coast landed all her slaves at Cien Fuegos in one of the mail steamers; the name of the steamer is the "Isabel." In short, I went out to try to catch her, but in a sailing ship I was unable. I should have captured her, if I had caught her. I gave written orders to the "Geyser" to go out and capture this steamer, if she came across her.

24. What kind of documents did you find, which enable you to state what you have?—Among others, there was a private letter from the captain of the slaver to his owner, stating how the steamer would manage, and stating that the steamer would come and meet him.

25. Those documents are lodged with whom?—With the British consul at Havana.

26. Have you any copies of them?—No; the consul immediately put the seal upon them; I read them, and know their purport.

27. Those were kept, I understand you, for the trial; the vessels were brought forward and prosecuted, and have been condemned?—They have been condemned.

28. Was every effort made to defend them?—Yes.

29. Will those documents be sent home to England?—If they are asked for, they must be.

30. In whose possession are they?—They are in the possession of the court, and, indeed, were in the possession of the British consul-general, who was the acting judge of the court; but the proper judge was away on leave.

31-2. Will you state in what way that correspondence informed you how the trade was carried on?—This correspondence was merely relating to the manner
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in which slaves were taken and shipped; but I should like to make a separate matter of how it is carried on. The slave trade is carried on entirely by the capital of Spaniards, and not by Cubans; chiefly by Catalonians, people of noble family, and high degree. They have money invested in it; the last brig I took was said to have belonged to a person of high station.

33. What documents have you to satisfy yourself on that subject?—I have no documents whatever to prove that; the last vessel I took, the “Arroganté Emilio,” was said to belong to a high authority, but that I cannot prove, because of course all the lawyers take very good care to invest the money, so that no name ever appears.

34. Sir G. Grey.] Upon what authority, then, do you make that statement?—I can only make that statement upon the common report of people in Havana, and certainly the circumstances go to point out the probability of it, because I shall presently show that they adopted a different course entirely with the “Arroganté Emilio” to get her off, from what they did with the other vessels. I have just now had the opinion of my solicitor, and he tells me that I may get her condemned, because they proceeded in an illegal way to get her off; that the court was illegally formed.

35. Chairman.] Who proceeded in that manner?—The Mixed Court of Havana; the Spanish portion of the Court.

36. Will you state who constitutes that court?—Properly speaking, there should be two Englishmen and two Spaniards; but as nobody had taken prizes to Havana, it appears, for so many years, the English judge, the English portion of the court, was not there.

37. Before whom did the trial come on?—The trial came on before two Spaniards and one Englishman, who was the English consul-general, who was at that time obliged to take the position of the English judge.

38. Was that Mr. Crawford?—It was.

39. Were the other two vessels you took condemned by the court?—Yes.

40. Does the “Arroganté Emilio” remain still under consideration?—I have not heard about it yet.

41. Did you not say that from the illegal constitution of the court you had still hope of her condemnation?—I have only been informed of that an hour ago; my solicitor tells me it is probable, because the court was illegal.

42. What will be the course in that case?—The probability is that the “Arroganté Emilio” will be condemned yet.

43. Will there not be a new process begun?—I imagine there will be probably a new process begun.

44. If there was no legally constituted court, by the presence of two Englishmen, how could the trial take place?—They have gone through the trial, but the court, it is said, was not legally constituted; that is to say, there were not the legal number of Englishmen present.

45. Sir G. Grey.] Does not that objection apply to all the cases?—It does; it applies equally to the cases taken before; but those were vessels belonging to private individuals.

46. Sir T. D. Acland.] But they were condemned?—They were.

47. Were they broken up?—They were broken up.

48. Were the proceeds paid over?—Yes, I believe so.

49. In what year was that?—The other day.

50. Chairman.] In what month?—They were condemned in January last.

51. You consider the court to have been illegally constituted by the absence of the English members?—Yes.

52. Sir R. H. Inglis.] If the court were illegally constituted in consequence of the want of a sufficient number of English members in respect to the acquittal of one vessel, the “Arroganté Emilio,” how do you uphold its legality in the condemnation of the other two vessels?—Certainly, that would hold good as to the two others equally well. I did not uphold the legality of the court.

53. Sir G. Grey.] How do you know the fact that in order to make the court a legal court, the whole number of members must be present?—I have no other authority but that of Mr. Woodhead, the agent for those matters, who came to me about an hour ago, and told me the fact.

54. What did he inform you?—He informed me that I should probably yet get this vessel condemned; that it was not a legal court.

55. Was any objection taken on the part of the owners of those which were
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condemned?—The owner of one of the vessels would not come forward; they were vessels without owners, apparently.

56. Were those other vessels condemned without any opposition?—Without any opposition on the part of the Spanish Government.

57. You stated just now that one of the grounds of your belief that the vessel called the "Arroganté Emilio" belonged to a person of high rank, was that the Court at Havana adopted a very different course with regard to that vessel from that which it had adopted with regard to the others; will you state what the difference in their course was with regard to that?—The different course pursued in the case of the "Arroganté Emilio" is very remarkable. The moment it was ascertained that I had captured her, the Captain-general and the captain of the port, and the crown officers themselves, came to the court, and immediately interested themselves about her. The crown lawyers were immediately set to work, and attended, and great interest was excited, and a different course pursued. It is customary, it appears, when a slaver is taken into a foreign port, to give her crew up to the authorities, after cognisance has been taken by the Mixed Court of all that may be on board tending to condemn her. I had written, as usual, to the court, requesting that the crew might be taken charge of; but instead of doing that in the regular and proper way, before the court had taken any cognisance of what was on board the "Arroganté Emilio," a lieutenant of the army, and a party of soldiers, were sent on board the "Arroganté Emilio" at the early hour of half-past 5 a.m. They walked on board, showing an order to my officer in command, who merely thought they were come to take away the slave crew, as they had done in the case of the other vessels; but to the surprise of my officers, the Spanish lieutenant said he had orders to remain on board and in charge of the "Arroganté Emilio," and to send my crew and officers away.

58. *Chairman.*] To supersede him, in fact?—To supersede him. Whereupon I prepared to retake this slaver by force.

59. *Sir G. Grey.*] Did your officer and men leave the vessel before you prepared to retake her by force?—No; there were four of my men on board and an officer, and only eight Spanish soldiers; therefore, of course, they could have made no resistance, moored under a frigate's guns. But I deemed it more prudent to send an officer for the British consul-general, who is also a judge of the court, before taking so very decisive a step.

60. *Sir J. Pakington.*] How far was the slaver lying from your frigate at the time?—About twice the length of this room. The consul-general immediately came on board the "Vestal," at day-break in the morning, and begged me to take no steps, as he would arrange it. Mr. Crawford then sent for the Marquis D'Estivas, the president of the Mixed Court, who, with myself and the consul-general, went on board the "Arroganté Emilio;" and as the hatches of the "Arroganté Emilio" were all battened down and nailed, the British consul told me I had better not trouble my head about it, but just let them remain in charge of her, but my crew were accordingly brought on board my vessel. Shortly after this, some of the men aloft in my ship, saw the Spanish soldiers and the slaver crew break open the hatches and go below. I should here mention that Mr. Crawford, the British consul, suspecting foul play, had instantly on his coming on board in the morning, gone on board the "Arroganté Emilio" and examined the slave deck, to satisfy himself of the state she was in. It will be shown by the documents I have here got, that when the cause came to be tried, the Crown lawyers declared there was no slave deck; and when the court went on board to take cognisance of the facts, sure enough the slave-deck had disappeared.

61. It had been removed?—Yes; on this ground chiefly have they declared that they will not condemn her.

62. *Sir G. Grey.*] I understood you to say just now, that the court itself had adopted a very different course of proceeding with reference to the "Arroganté Emilio" from what it had with reference to the other ships; were those proceedings with which you find fault taken at the instance of the court, or at the instance of the Spanish authorities?—They were taken entirely at the instance of the Captain-general, who interfered illegally, and without referring to the court.

63. Your former answer seemed to impute to the court partiality in this case, and you seemed also to infer, from that partiality on the part of the court, that
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some strong reason must have influenced them; do you impute that misconduct to the Mixed Commission Court, or was this proceeding which you have stated taken at the instance of the Spanish authorities?—The Captain-general, who was a soldier, chose to interfere with the court; so much so, that Mr. Crawford went out of the court at last.

64. Has the Captain-general the supreme authority at Havana?—He has.

65. Is he a member of the Mixed Commission Court?—He has nothing to do with it.

66. Who were present when these proceedings were taken?—Mr. Crawford and the court.

67. The same persons then constituted the court in this case as had constituted it in the other?—The same persons.

68-9. *Chairman.*] From the statement you have made, it appears that the Captain-general interfered in this case of the "Arroganté Emilio," and not in the other two cases?—Not in the others; he interfered illegally, of course.

70. In stating that the hatches had been unbattened, do you understand that parties had been sent down to remove that slave deck, which would have been the proof for the commission court?—Exactly.

71. And you state that Mr. Crawford, suspecting something of the kind, had himself made an examination almost immediately he left you, and found the deck there, which had afterwards been removed?—Yes.

72. Having stated so far, will you mention what has been the decision of the court in that case of the Arroganté Emilio?—I will read it to you. "Joseph T. Crawford's (Her Majesty's acting Judge of the Mixed Court of Justice at Havana) reasons why he considers the 'Arroganté Emilio' should be condemned as a slaver, and declared a good prize to Her Majesty's ship 'Vestal.' This vessel, the Spanish merchant brig 'Arroganté Emilio,' detained by Her Britannic Majesty's ship 'Vestal,' Captain Hamilton, on account of suspicion of being engaged in the traffic of negroes, in contravention of the treaty of the 28th June 1835 between Great Britain and Spain, was brought before this Mixed Court of Justice on the 27th of December last, and the declaration of the captor, pages 11, 12, and 13, sets forth that he detained the 'Arroganté Emilio' on the 23d of the said month, and having been searched, there was found on board, beneath an immense quantity of stone ballast, the beams and planks for a complete slave deck; that on examining the captain's trunk, which was ingeniously contrived with false sides to hide papers, they found concealed amongst his clothes 419 Mexican ounces, for which the master could not produce any paper or document whatever relative to this money, or any custom-house pass or manifest. They also found a track chart with tracks in pencil to the Bights of Benin, coast of Africa. That there was a passenger on board who is a captain or *piloto* of a slave vessel; and the captain states, from his long experience, that it is a known practice of the slave vessels to carry on board as passenger the captain or *piloto* who is to serve in that place as slave captain, in case they should engage in the traffic when the vessel arrives at the coast of Africa. The captain also declares, that the planks and beams which were found hidden in the hold only required a quarter of an hour to form a complete deck for slaves, and in the state in which it was on the date of his letter of the 27th December last. That the papers found on board the 'Arroganté Emilio,' consisted of 1st, the ship's *rol*; 2d, the master, Don José Costa's certificate as captain and *piloto*; 3rd, the license of guns, &c. found on board; 4th, the bill of health; 5th, the passport of Dr. Manuel Diaz de los Santos, as passenger to Buenos Ayres; 6th, the vessel's register. The ship's *rol* is made out for Buenos Ayres, and with the number of crew which were actually on board at the time of her capture. The other papers appear to be quite regular. But it is to be noticed, that among them is not to be found the register of the Custom-house license or clearance, either for the beams and plank, or for the gold coin amounting 6,704 dollars, which was found on board, which certainly must have been the case had there not been some fraud, and these circumstances give room for the inference that this fraud was for a sinister purpose. The captain Don José Costa, and the crew of the 'Arroganté Emilio,' in their declarations, state, that said vessel was bound to the Cape Verd Islands and Buenos Ayres, and the instructions of the owner corroborate that circumstance. For the defence of this vessel, is also presented a certificate of the former voyages in which she has been engaged since the year 1836; and it is alleged, that having

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been engaged in carrying of jerked beef, the beams and plank found on board are such as the vessels customarily carry, to serve as stage during the time of their discharge, and that the planks were bought in one of her former voyages at St. John's, Newfoundland, when she was loaded with *bacalao* (dried codfish); also in the declarations of the captain and crew, merit is made of the circumstance that the provisions and water on board this vessel were barely sufficient for her voyage from this port to Buenos Ayres. The question in this case is, whether the materials, consisting of beams and plank, found on board the brig 'Arroganté Emilio,' are or not a second deck for slaves. I find myself in great difficulty in arriving at a just decision, and it is necessary to state my opinion that this court has been much embarrassed by the circumstance of the master and crew of the 'Arroganté Emilio' not having been sent for safe custody, either to a place of confinement on shore, or on board one of the pontoons, until their declarations were taken, instead of on board their own vessel. The captain applied in the usual manner to have the master and crew removed for custody during the proceedings of the court, but his application was refused by His Excellency the Captain-general (see pages 8, 9, and 10;) and it was not until the 2d of January that the court obtained a guard for their custody, but on board of their own vessel; which disposition, contrary to the usual practice, and in opposition to the wish expressed by the captor, has produced the result which it was easy to foresee, namely, the complaint of the captors that everything has been transformed on board the brig, and the conflicting denial thereof by the captain and crew of the 'Emilio.' (See Captain Hamilton's protest at pages 156 to 159 and following.) Captain Hamilton, in a document dated the 13th January (which is to be found at page 88 and following) made a solemn declaration to the effect that the second deck he ordered to be made. (the word should be 'set up' instead of 'made,' by the carpenters of the frigate,) for the purpose of convincing himself whether the materials found on board the 'Arroganté Emilio' were sufficient; and that there was a sufficiency neither more nor less to leave it complete as it was on the 3rd, the day on which the captain and crew returned on board the same vessel. The captain and his officers being present on board the 'Arroganté Emilio,' at the examination made by the court on the 22d of January, he found himself obliged to present to the court the declaration at page 165, in which he states that the second deck, at the time of the brig being taken out of his custody, was in every way complete fore and aft, and that not only has a considerable portion of it been removed, but the appearance of the remainder has been altered and disguised. Upon the other hand, the master and crew, and the guard placed on board the 'Arroganté Emilio,' declare that the deck is just as it was left by Captain Hamilton, and that it has not been altered by them in any way whatever. The declarations of Captain Hamilton are supported by the officers of the 'Vestal;' when, on the contrary, little faith or credit can be attached to the contradiction thereof by those on board the brig. It is also impossible to admit the corroboration of the corporal and guard of soldiers placed on board, since it is notorious that the custody of the master and crew of the 'Emilio,' under their charge, was a mere farce; the master, it is well known, left the vessel whenever he pleased, having been seen on shore repeatedly by more than one person when he ought to be a prisoner in the custody of the guard; and if this was the case with the master, it was doubtless the same with the rest of the crew. I repeat, therefore, that no faith whatever is due to the evidence of the corporal and guard, who must have been corrupted by the parties who were under their custody; and in the like manner the evidence of the master and crew must be regarded of little value, since they must have suborned the guard, and therefore did as they pleased on board the 'Arroganté Emilio.' On the 2d of January, I was myself in the hold of the 'Arroganté Emilio,' and I saw the second deck as it was when the people of the 'Arroganté Emilio' were sent on board prisoners. Immediately afterwards, that same morning, I was also present on board the 'Arroganté Emilio,' when she was visited and inspected by the Court on the 12th of January (page 68 and following); and I am satisfied from what I saw on the last of these two occasions that the deck in question has been very much altered from the time I first saw it, when it was complete fore and aft, and on the latter it was not so. I therefore attach no merit whatever to the subsequent examination and reports of the intelligent and impartial persons," he says that sarcastically, "which is to be found at page 125 of the proceedings, because
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this act was carried into operation after the alterations had been made in the slave deck alluded to. The 'Arroganté Emilio' had therefore on board the materials for constructing a second deck for slaves, *prima facie* evidence that she was actually employed in the traffic of slaves. She was despatched from Buenos Ayres without anything being stated upon the *rol* as to the deviation which, according to the declarations of the captain and crew, was to the Cape Verd Islands, from which islands, in the direction of the Bight of Benin, on the coast of Africa, the captors found a track chart on board, with tracks in pencil. The brig has no Custom-house certificate, or other document, to prove that the planks and beams were for lawful commerce; neither has it a register of the Custom-house, nor cocket for the gold carried; and although the provisions were not sufficient for a vessel engaged in the traffic of slaves, it is well known that slave vessels go to certain places previously arranged to complete their equipments. For these reasons, I am of opinion that the Spanish merchant brig, 'Arroganté Emilio,' should be condemned, and declared as good prize. (Signed) *Jos. T. Crawford.*" I am happy to say I was right in my original statement; the Spanish people have not given their sentence yet on the 'Arroganté Emilio.'

73. What is that document signed by Mr. Crawford; what is the heading of it; will you read the heading of it?—"Joseph Crawford's (Her Majesty's judge of the Mixed Court of Justice, at Havana) reasons why he considers the 'Arroganté Emilio' should be condemned as a slaver, and declared a good prize to Her Majesty's ship 'Vestal.'" That is the official document.

74. Sir *G. Grey.*] Was that opinion read by Mr. Crawford before the court?—That opinion was read before the court and before me.

75. Were the other two Spanish judges then present?—They were all present.

76. Did they express, either verbally or in writing, an opinion upon the case?—They verbally expressed their decision in every way that he was entirely mistaken.

77. Was that the final decision of the court upon that case?—We have not had it in writing here yet; but the Spanish judges gave it against him verbally; the arbitrator gave it against him; but I have not myself received her liberation officially.

78. Are you aware whether any final decision of that court has been taken yet?—I see in the newspaper, and I had a private letter saying she is liberated; but it has not yet come to me officially.

79. You believe it?—Yes.

80. Mr. *Bright.*] How did you get that document which you have read?—This was sent by the clerk to me.

81. You were present at the time?—Yes.

82. Then that this is what took place in the court you can state from being there at the time?—Yes.

83. Lord *H. Vane.*] It is a written opinion, signed by Mr. Crawford?—Yes.

84. *Chairman.*] Did you receive that officially from the clerk of the court, which you have now read?—Yes.

85. Did you receive any official intimation of the opinion of the Spanish members of the court?—Only verbally.

86. Sir *J. Pakington.*] Who was the president of the court?—The Marquis D'Estavas.

87. We are to understand that that sentence which you have read is only the individual sentence of the acting British judge, liable to be overruled by the other members of the court?—Yes, it is so.

88. Mr. *Bright.*] Can you explain how it happened that the clerk of the court should have sent you a copy of the judgment, or opinion, of one of the judges, and not at the same time have sent you a copy of the opinion of his colleagues?—Because a Spaniard takes months to do a thing which an Englishman would do in an hour, and they may not have decided now.

89. Sir *G. Grey.*] In point of fact, was it the case that the final decision of the court was adjourned; that the Spanish judges did not express their opinion, except verbally?—Yes; they would probably take a fortnight to write it out.

90. You left before it was given?—Yes.

91. *Chairman.*] Are we to understand that the rule is to have the hatches battened down in all prizes, in order that the actual state of the vessel may be seen when brought in for judgment?—Yes.

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92. In the cases of the two previous vessels, the hatches had been battened down, and everything left till the matter came to the court?—Yes, under my care.

93-5. But in the case of the “*Arroganté Emilio*,” the Captain-general ordered troops on board, or they were sent on board, and relieved your crew, and then proceeded to unbatten, and, as you believe, removed the deck which Mr. Crawford had seen, in order to prevent its coming within the category of a slave prepared ship?—Exactly so.

96. Did you send to the Admiralty, or the Admiral, reports of those proceedings on the coast during the time that you were there?—Yes.

97. Would any of them elucidate the nature and extent of the slave proceedings there during that time?—Yes; I will first of all, with permission, read to you the general report I drew up for the Government.

98. What is the date of that?—It is dated 21st of March 1853.

99. Sir *G. Pechell*.] Is the book which you have the usual letter-book of correspondence with the Admiralty and the Commander-in-chief?—I have several reports; this is chiefly slave correspondence. I went to the Admiralty this morning with this book, and asked permission to read from it here, and they said I might. This is a letter dated 21st of March, off the coast of Cuba, from me to Commodore M'Quhae, making a general report about the slave trade: “*Sir*,—Understanding that Her Majesty's Government contemplate active measures for the suppression of the slave trade by means of cruisers on this coast, and having, from my position as senior officer here, as well as from previous service for the suppression of that trade on the coasts of Africa and Brazil, gained some knowledge of the subject, I consider it my duty respectfully to submit the following remarks for your consideration. Notwithstanding that every friend of humanity must desire to see so nefarious a traffic put an end to by this effort of our Government, yet there are many difficulties in the way of its success, which, though apparent to those who are acquainted with the locality, cannot so easily perhaps, be appreciated by persons at a distance. These difficulties I therefore consider it my duty to lay before you: 1st, The great extent of coast to be watched, and the number of small harbours, inlets, and shoals with which it is studded, and into which slave vessels can run, in many cases without the possibility of pursuit on our part. 2d. The large amount of shipping to be found on various parts of these coasts, from 8 to 20, and often 30 sail, being in sight at the same moment. 3d. To make any impression on the slave trade in Cuba, we should require, in my estimation, 46 cruisers on the sea, independent of those required to relieve them; and then we could not undertake to search more than one vessel in four, to say nothing of the petty annoyance we should give the merchant vessels of other nations. 4th. The fact that by far the greater proportion of these vessels carry the American flag; a fact which is shown by the return of entries into the port of Havana for 30 days in January and February last, which gives 92 American ships, 47 Spaniards, and 24 of other nations. This preponderance of American shipping operates in several ways to the disadvantage of the cruiser. In the first place, he (the English cruiser) is often carried miles in chase before these vessels show their colours, thus wasting much time which might be better employed. In the next place, the officer in command of a ship, knowing the repugnance of the American nation to the right of search, and even to the examination of their vessels in order to test their nationality, and fearing, on this account, the risk of collision between the respective Governments, is often compelled to allow these vessels to pass unexamined; though he knows by the history of past times, and by the experience of the moment at which I write (as evidenced by the notorious case of the ‘*Lady Suffolk*,’ built in an American port, navigated under American colours, and sold openly in Cuba for the express purpose of engaging in the slave trade), that vessels apparently of that nation, and showing, either truly or as a means of evasion, that very flag, are at least as likely as any other to be engaged in that traffic. These facts render the cruising on this coast a more delicate affair altogether than the same operations on the coast of Africa, and one at the same time less likely to be attended with success. For, on the latter station, when a cruiser comes in sight of a strange sail, the probability is that she is a slaver; whereas here, where the amount of legitimate traffic is so great, the chances are a thousand to one against her being a slaver, and proving a prize. Besides, the small number of vessels trading on the coast of Africa permits each to be examined; whereas, with even a large force here,

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here, this is impossible. A choice must be made as to what is to be chased, or what allowed to pass, a choice which I need not say often allows the guilty to escape; particularly as both American and Spanish vessels bear much the same rakish appearance, whether employed in legal trade or in slaving. More particularly should I observe, that during the hurricane months on this coast, viz., from about the 23d June to the last day in October, not only would our cruisers be exposed to imminent risk, but be comparatively useless, as the slavers always try to arrange their time of arrival here during the fine season. Again, even if our ships were laid up in a secure harbour in Cuba during the hurricane season, they would labour under this peculiar disadvantage, that the climate of Cuba differs from that of the other West India Islands, inasmuch as that it has its regular healthy and sickly seasons, the latter being precisely the hurricane months, so that Europeans laying in their harbours during these months would probably sustain considerable loss. So particularly severe are the hurricanes in Cuba, that even in Havana (perhaps the most secure harbour, with the best holding ground in the world), in the hurricane of 1851, out of 13 ships of war, of various nations, laying in the harbour of Havana, every one was driven on shore. In addition to all these statements, which regard merely the primary proceedings of the cruisers, I would direct attention to the difficulties thrown in the way of an officer when he has brought his prize into Havana, especially should that prize happen to be an empty vessel. A British officer, in such circumstances, finds himself in a most trying position. All the slave interests of the island are brought to bear against him (these consist not only of the owners, who, from the peculiar mode of managing this traffic, similar in many respects to that of a lottery, form a very numerous body, but secretly also of the Government authorities, who are well known to be materially interested in the trade). By these parties the best legal advice is procured for the prisoners; no trouble or expense is spared; and, I can say in truth, no amount of falsehood is wanting to support them. In fact, the captor seems to occupy the place of a culprit, and finds in all probability the slave crew his accusers. Time also is most unnecessarily wasted in the courts, where months are consumed in deciding cases which a couple of days would determine in England. In proof of this, I have only to state that I myself brought into court, before Christmas-day, a case which was not determined on the 28th of February (that was the 'Arroganté Emilio'), and which it is possible enough may be in abeyance at this moment. By these means they contrive to keep vessels inactive in Havana, at times when slaves are being landed on the adjacent coast in large numbers. On examination of these statements, which appear to militate against the successful suppression of the slave trade by cruising on the coasts of this island, it appears to me to be a matter of consideration, whether the effect desired, viz., the extinction of this detestable traffic, could not be better effected by any other means that would oblige Spain to abide by her treaty; even the formal blockade of Havana, which it would be out of my province to suggest, would obtain the desired end more rapidly, with less expense to our Government, and even with less real annoyance to Spain herself, and to other friendly nations trading with the island (especially the United States), than sending a squadron of sufficient force to check the slave trade. Indeed, any firm demonstration that would bring the mother country to perform her engagements would, I humbly believe, be attended with better hope of success, and less expense to Government, than the more extended operation of sufficient cruisers round the island, impeded as these operations must be from the various difficulties I have had the honour of laying before you. Trusting you may find these observations worthy of your consideration, and not uncalled for on my part, I have, &c. (signed) C. B. Hamilton, Captain." Addressed to "Commodore M'Quhae, in command of H. M. ships and vessels, Jamaica."

100. *Chairman.*] I observe that in that letter, you say that other means might be resorted to for the suppression of that trade; will you state to what you allude?—I mean any means that would oblige the Spanish Government really to abide by the treaty.

101. You say "any means"; to what particularly do you allude?—I believe that if the Government should ever think proper to make a demonstration with half the squadron employed on the coast of Africa or Cuba off the Spanish ports, such as Barcelona or Cadiz, or in other words blockade the Spanish ports, that
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would more effectually stop the slave trade than any amount of cruisers; for I am perfectly convinced, that as long as there is a demand for slaves, and money to pay for them, so will they always be just as easily procured as a hogshead of sugar, or any other marketable article.

102. Will you be good enough to explain further; is it your opinion that the Spanish Government, though under an engagement to put an end to the trade, does not in reality take the proper means to carry out that engagement?—Entirely; that is my opinion.

103. Do you consider from what you have seen take place at Cuba, that the public authorities, who ought to carry out on the part of Spain the treaty, become themselves the parties to protect the slave trade?—Quite so.

104. Then it is on that ground that you consider that no number of cruisers would have the effect which a direct order and honest intention on the part of Spain would produce?—Yes.

105. You mentioned in that letter that 46 cruisers would be necessary; will you explain what you mean by that?—The reason I mentioned that number is, that from the extent of the coast I consider that number would be required.

106. Sir G. Grey.] Required for what purpose; in order to stop and to search every vessel?—In order to prevent slaves being landed.

107. Do you think they would be required to stop every suspected vessel, or that that amount of cruisers would be requisite to stop every vessel they came across, with a view to ascertain the trade in which they were engaged?—Even that amount of vessels would not enable you to search them all; but it would enable you to keep such a watch on the coast that they could not land slaves.

108. Chairman.] You have mentioned the Barcelona coast; why in particular do you speak of the Barcelona coast?—I mean in order to blockade the trade of Spain from that port, or any other port.

109. Are there any means that can be resorted to at Cuba other than those now employed that would effect the abolition of the slave trade?—It would greatly tend to put an end to the slave trade if it was declared piracy. It would tend, I say; but from my knowledge of the Spanish character, unless Spain was in earnest to put down the traffic, it would be a mere dead letter, as it is now. So far from doing much good, I conceive that the more severe the penalty the more sure the men would be to get off, and that, until Spain chooses to put an end to the slave trade, I think those efforts of our cruisers, and even declaring it piracy, would be of little avail.

110. Can you explain how it happens, in 1849, the slave trade had ceased almost entirely in Cuba, whilst it went on to a great extent in the Brazils; and that now the trade is again resuscitated in Cuba, and has ceased in the Brazils?—I would first observe, that it is not really so much that there was not the slave trade going on there in the year you mention, but we had not given our attention much to Cuba, and therefore had not detected the slave ships. Lately I have had the good luck to take four in a week, which has rather stirred up the question, and also our attention is more directed to it, but it still had been going on more than we imagined. Again, in proportion perhaps as Jamaica has become a desert, so has the demand for slaves in Cuba increased. Moreover, the slave trade is now at an end in Brazil; and as a man who has once been a slaver seldom turns his hand to anything else, so the slave capitalists have turned their capital over to Cuba, and at this moment it appears that Brazil is not in so flourishing a state as Havana, the spot in the globe now where the demand for slaves is greatest.

111. You say they have turned over their capital to Cuba; in a former part of your examination you stated, that the capital for carrying on the slave trade, it was believed, was found in Spain by noble families and others?—Yes.

112. How do you reconcile the statement as to turning over the capital now from the trade in Brazil to that of Cuba with the capital being found in Spain; the two notions are different?—It is that in Brazil, as in Cuba, the slave trade was entirely carried on by Spaniards and Portuguese, and not by the natives of either of those countries.

113. Then are we to understand that the suppression or cessation of slavery in the Brazils has led to the employment of the capital that was formerly used there now to the trade in Cuba?—Yes, to a great extent.

114. Are you able, from the time you were on the coast, to explain how the trade has ceased in the Brazils?—The trade has ceased in Brazil from this circumstance:

cumstance: some years ago in the Brazilian Government House of Assembly, the foreign party, that is, the Portuguese party, were in the majority for many years; latterly the *bonâ fide* Brazilian party have been in the majority. The Brazilian party, like the Cuban party, have been always opposed to the importation of slaves. The Emperor himself was opposed to the importation of slaves, but it was only when the Brazilian party got the upper hand in the government, and determined to put down the slave trade, that the slave trade really was stopped. So strict are the Brazilians in enforcing the stipulations of the treaty, that the most influential man in Brazil, Senor Don Piento Foncèca, has lately been banished from Brazil, and heavy fines laid upon him for being engaged in the slave trade.

115. What is the date of that occurrence?—Last month.

116. Lord *H. Vane*.] He was exiled last month?—Yes.

117. *Chairman*.] What authority have you for stating that?—I yesterday saw Senor Don Pereira Andrada, of the Brazilian legation here, who informed me of the fact, knowing I was so interested in the question of the slave trade, and had known the person of whom I speak, Mr. Piento.

118. Are you aware of any other means adopted by the Brazilians?—No; except that they are in earnest, and have stopped the landing of slaves.

119. Sir *G. Grey*.] Has the presence of the British squadron upon that coast had any effect upon the trade; has it had a tendency to check it?—Decidedly, the English squadron has had a tendency to check it. But there never has been, either in Brazil or in Cuba, much difficulty in getting slaves. It is merely a question of pounds, shillings, and pence.

120. Sir *J. Pakington*.] You mean that they have always been able to evade the cruisers?—Always. I mean that, at this moment, slaves are able to be embarked from Africa with as great facility as ever.

121. Sir *G. Grey*.] For the Brazils?—For Cuba, or where they are wanted.

122. Mr. *Bright*.] Do you consider that the cessation of the slave trade of Brazil is to be attributed mainly, or almost entirely, to the supremacy of the anti-slave trade party in Brazil, or to the success of the squadron upon that coast?—I think it is to be attributed chiefly to the supremacy of the anti-slave trade party in Brazil.

123. You have stated certain reasons why the squadron could not be successful in putting down the slave trade in Cuba?—Yes.

124. Do the same reasons exist to prevent the squadron being successful on the coast of Brazil, supposing the Brazilians were disposed to carry on the slave trade?—Nearly the same.

125. Then you think that this country, in its anxiety to get rid of the slave trade, should look to other means than the maintenance of a squadron on those coasts?—Yes.

126. *Chairman*.] I do not understand you to have said that the presence of the British squadron at the Brazils restrained the anti-slavery party in the efforts they have made?—It assisted in restraining the landing.

127. You meant that, had not that party had a majority in the Assembly, the squadron itself would not have been successful?—It certainly would not.

128. Mr. *Adderley*.] You said that the efforts of the squadron on the coast of Brazil certainly assisted in putting down the slave trade, and that the supremacy of one party coming into power assisted greatly in putting an end to the traffic?—Yes.

129. Was there not permission given to the cruisers to exercise a right in the different harbours on the coast of Brazil, which they had not before, viz., taking vessels from under the batteries?—I am asked a question which I have no means of answering; I think I have heard verbally, or I know by report, that such was the case. I do not know how far I should be authorised in mentioning here what instructions are given to the captains of ships.

130. Sir *G. Grey*.] Have not the Brazilian Government given additional facilities to our cruisers; was not additional power given?—I believe it was.

131. Mr. *Bright*.] What additional power; do you know of your own personal knowledge that the Brazilian Government have given any additional power to British ships?—I mean to say, that they do not oppose them in the same way that they did before; they have allowed additional facilities to be given.

132. *Chairman*.] In fact, are we to understand that the orders since the

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change in the Government of Brazil have been to enforce the stipulations of the treaty, and to support the efforts of our squadron to put down the slave trade?—That is what I mean.

133. Are you able to state what is the actual condition of the slave trade at the Brazils: is it your opinion that any great number of slaves are now landed, or do you consider that an effective check has been put to the whole traffic?—I consider an effective check has been put to that traffic.

134. Lord *H. Vane*.] Do you mean for the moment, or an effective check altogether?—I consider it is liable to break out as bad again any day; it is merely momentary.

135. *Chairman*.] Is there any security against its being renewed?—I am afraid there is little security against its being renewed; the only security against its being renewed is, that it does not seem probable that the Portuguese or foreign party are likely to come into power; that is the only security.

136. As long as the present Assembly, or the majority of that Assembly, are anti-slavery, you consider the traffic will be abandoned?—Yes.

137. Have you had any communication with any of the native Brazilians, which enables you to know what the opinion of the mass of the people there is, as regards the slave trade?—I have. I believe the opinion of the mass of the people is against the importation of any more slaves.

138. Have you had any opportunity lately of ascertaining their opinion?—Yesterday I had a long conversation with Mr. Andrada upon that subject.

139. What was the result of that?—He said that the disposition of the people was much against the importation of more slaves, or the importation of slaves at all.

140. Are we to understand that they are anxious now for the abolition of the trade altogether in every part of the world?—Altogether; they wish it to be on the American footing of the home breeding of slaves.

141. To be in fact managed in the same manner as in the United States?—Yes.

142. Sir *J. Pakington*.] Is it your opinion that the check which has taken place in the Brazilian slave trade is to be attributed in any degree to the vast number of slaves which have been accumulated in the Brazils?—I should think it might be in a measure.

143. Is it within your knowledge whether there is any feeling of apprehension amongst the Brazilians arising from the great number of negroes which have been imported?—Decidedly; I have heard such opinions expressed often.

144. Mr. *Adderley*.] Did the assembly take any other measures besides giving facilities to our cruisers for suppressing the slave trade in Brazil?—They themselves captured some; I believe their cruisers captured some.

145. Were there any measures of internal application for the suppression of the slave trade after the arrival of the slaves?—Yes.

146. Will you state them?—On the occasion of the very last cargo that was landed there, which was this year, and I believe the only one that was landed there this year, troops were immediately sent to take away the negroes that were landed on the coast of Brazil.

147. On what spot, do you remember?—I do not know the spot; but it was on the actual coast of Brazil; it was somewhere between Rio and Bahia; and so anxious were the Brazilian Government to give up those negroes, that it is to be feared they almost went too far; they are reported by the Brazilians to have taken negroes which had not been landed.

148. Where did they take them to?—I suppose they liberated them.

149. Sir *G. Grey*.] What has become of those negroes which were seized by the Government, as having been illegally imported?—The treaty would require that they should be liberated—made what are termed emancipados.

150. Is that stipulation of the treaty strictly fulfilled by the Brazilian Government?—That I am not able to answer.

151. Lord *H. Vane*.] Do you know what influence the free black population of Brazil exercise over the anti-slavery party, whether their influence is considerable in the country or not?—I am hardly able to answer that question; they were so small a party when I was there.

152. Has it not been a very increasing party of late years?—It has; but I cannot give an opinion with any accuracy.

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153. Mr. *Bright.*] Have you been in Jamaica recently, or at all?—I was in Jamaica about nine weeks ago.

154. Was that your first visit?—I had been there before that.

155. Were you in the interior of the island?—I went up into the mountains; I was in the interior of the island.

156. *Chairman.*] You made use of a phrase some time ago, with respect to Jamaica having become a desert; will you explain to what extent you apply that term?—I mean that in going to plantation establishments that had evidently been once splendid buildings, where there had been a great outlay of capital on a grand scale, you find the roofs tumbling in, the places deserted, nobody in them, grass growing in the rooms, and perhaps rats and snakes in those very rooms, and a deserted melancholy appearance that certainly goes to one's heart to view.

157. Is that applicable only to one part, or is it the general character?—It is the general character.

158. Mr. *Bright.*] That is not the case in Jamaica, but in those particular locations?—No; the general character of Jamaica is, that it gives you the impression of a place going to decay.

159. How long were you in Jamaica?—I have been about a fortnight in the interior this year.

160. Speaking of the population of Jamaica, I do not refer to the capitalist planters of old times, but to the present population of Jamaica, and their locations and cultivations; do you think the term "desert" was quite applicable to the state of things there?—I should say peculiarly applicable, without any exaggeration.

161. Sir *T. Acland.*] You stated that slaves up to this moment are easily procured from Africa; do you know from what part?—We have tried in vain to find out, but generally it is supposed they come from the eastern side of Africa.

162. Do you suppose they come from the south of the line, the Portuguese settlements?—I cannot say, but as a general rule they contrive to find out where our squadron is, and then they have a new preserve; that is their general way of going on.

163. Do you think that during the last year any number have come from the north of the line?—I cannot say. I was at great pains to try and find out where they did come from; but they are very cautious in giving us any clue to that in any of their papers.

164. Sir *R. H. Inglis.*] Negatively can you state that they do not come from the Bight of Benin?—I will not undertake to say they do not; but I think it is probable they do not.

165. You have said, that so far as relates to the Brazils, the slave trade might break out again at any time?—Yes.

166. Do you wish the Committee to believe that such result would arise from a revival of the Portuguese party?—I think so.

167. Do you believe that such revival is probable?—No, I do not.

168. Do you believe that the non-probability of such revival is owing to the increased feeling against slavery and the slave trade, on the part of the great body of the civilised population of Brazil?—Yes.

169. Do you believe that any religious principle has influenced the leading members of the community in Brazil in favour of measures for the suppression of the slave trade?—No, I think not.

170. Is it within your knowledge and belief that the personal character of the Emperor is influenced by such feeling and principle?—Decidedly the Emperor himself, we believe, is opposed to the introduction of slaves at all.

171. Sir *G. Grey.*] Is it the fact that the feeling which you speak of as existing in the Brazils is a feeling against the continuance of slavery in Brazil, as well as against the importation of fresh slaves into Brazil?—No, not at all. I think I have before stated that they wish to have the American system of rearing their own slaves, and not importing them.

172. Sir *J. Pakington.*] Do you believe that the feeling amongst the Brazilians is, that they have now got slaves enough for their purpose, and may find it cheaper to breed them than to import them?—Yes, I think so.

173. Lord *Stanley.*] Is there not, among the white population of Brazil, some feeling against importing slaves, on the ground that they may become too numerous?—Yes; I have stated so before.

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174. Mr. *Tollemache*.] Have you heard those feelings expressed?—Yes.
175. Where have you heard those feelings expressed?—In Brazil itself. I have heard them from the merchants.
176. Have you been in the interior of Brazil much?—Only up the mountains near Rio.
177. Can you tell whether the same system prevails in the Brazils as in Cuba; I believe in Cuba frequently the owners of slaves are not the owners of landed property there?—Very frequently.
178. Therefore, there are two interests with respect to slaves; it is the interest of one party to have slaves cheap, and the interest of the other to have them dear?—Quite so.
179. Does that same feeling prevail in Brazil?—I certainly believe so, inasmuch as people hold slaves to a great extent, and let them out; I should say a great many people have their property invested in slaves.
180. Do you think it is owing to the owners of slaves that this feeling against the slave trade has arisen in Brazil?—I hardly feel myself competent to form an opinion.
181. But is it not the fact in Brazil that those who own slaves have not property on which they employ them, but let them out?—I am not so well aware as to the circumstances in Brazil as in Cuba; I am better able to give an opinion as to Cuba.
182. Lord *Stanley*.] What is the amount of your personal knowledge of Brazil?—I was about two years there.
183. Two years cruising on the coast?—Yes, and also in the interior.
184. Sir *G. Pechell*.] With reference to the coast of Brazil, to the deep water and the large harbour, as distinguished from the inlets and the cays, and the shallow water on the coast of Cuba, do you not think there are greater facilities to cruisers on the Brazil coast for stopping slave vessels than there are on the coast of Cuba?—Much greater.
185. The deep water and those large harbours are very different at Brazil from the narrow place at Cuba, and its banks and cays?—Yes.
186. You have stated that from the amount of legitimate trade, and the large number of vessels which were in sight every morning, it was difficult to select the ship which you, as commander, proposed to chase?—Yes.
187. Did you experience during your cruise any deviation from the usual rig or mode of the construction of the slave vessels latterly, from what you found when you first came on the station?—I cannot say that I did.
188. Has it come within your knowledge that the slave vessels have been latterly disguised more as partaking of the merchant rig; the usual coasting or general rig?—I should say that at present all along the coast of Cuba the vessels also partake now-a-days of what they call the American clipper character, that the best seaman could hardly say whether a vessel is a slaver or a merchant vessel.
189. Can you describe the character of the “Lady Suffolk?”—I never saw the “Lady Suffolk.”
190. What kind of ship was she?—A barque.
191. That is a different rig from those usually taken into the Court of Mixed Commission?—Yes.
192. What colours was she under?—Under American colours, with an American crew, when she came over to the Havana, and she was then sold; the American crew walked out over the side, and a Spanish crew walked on board with the armament, and everything requisite, and she sailed; but whether she actually sailed with colours up or not, I cannot say; I was not there.
193. Is she in existence now?—She has landed her slaves.
194. There was a report that the vessel was burnt after having landed her cargo?—I have heard that reported.
195. You have stated that, owing to the shallow water, there was a difficulty in following many vessels over the cays and banks?—Yes.
196. What draught of water had the vessel you commanded?—The vessel I commanded drew 18 feet 6 inches.
197. The vessel you captured was 11?—Yes.
198. Would it be an advantage to have vessels of less draught of water than the ship you commanded to cruise on the north coast?—Decidedly; the cruisers cannot be too small.

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199. A vessel was kept constantly cruising between the Double-headed-shot and the Morro Castle?—Yes.

200. Could she cross the Cay Sal Bank?—Yes, parts of it.

201. Could a vessel drawing 11 feet of water, such a vessel as you captured, take her course across the Cay Sal Bank?—She could.

202. And your vessel could not follow her?—Our vessel could not follow her. I should wish to mention that the object of the slavers is to go somewhere where they can just go, and purposely run you ashore; and I should be glad to state here that the Captain-general of the Havana, after I had taken these slavers, issued an order throughout Cuba that I was not to be supplied with a pilot.

203. *Chairman.*] You mean after the capture of the two vessels and the "Arroganté Emilio"?—After the capture of the two vessels and the "Arroganté Emilio," I could not get a pilot, even a fisherman, for any money I could offer.

204. *Sir G. Pechell.*] Have you a copy of that order?—It was not given to me.

205. Was not it competent to you to detain one of the pilots?—I could have got a pilot, by going off my station, from an English port.

206. Will you state the vessels you had under your orders?—There was the "Geyser," a paddle-steamer; the "Buzzard."

207. What draught of water?—About as much as the "Vestal," about 17 feet.

208. Could any of those vessels go over the banks, what they call the white water?—They could go over the banks, parts of them, if they had good pilots, knowing those banks; but I do not think they would feel themselves authorised to do so without pilots.

209. Are there not numerous trading vessels from Nassau from which you could get pilots?—Nassau is the only place from which we could get pilots.

210. Do you think that if such a coastguard as we have to protect our revenue, under Captain Ellice, were continually stationed round the different parts of the coast of Cuba, that would be effectual in stopping the landing of slaves?—I think so; and a much smaller force.

211. Do you think it would be beneficial, if the Government of Spain could be induced to give greater facilities, on slaves being landed, for their being taken by the Government, instead of the law which exists at present, which prevents their being taken, if once they reach the plantation?—I think it would tend to stop it.

212. The Committee may understand from you that one of the difficulties in the way is, that if once they happen to be landed, and are conveyed to a pen, then they are protected, as being considered natives?—Yes.

213. Has it come within your knowledge that any Spanish cruiser, either belonging absolutely to the Government, or a Royal ship, or a revenue vessel, has ever seized a slaver on the coast of Cuba?—Never, but on one or two occasions; after a vessel has landed her cargo, an old vessel, and run on the beach, the captain-general has then, to make a little appearance, despatched a cruiser to set fire to her.

214. It has not come within your knowledge that the Spanish frigates and line of battle ships lying at the Havana have even taken a cruise, in order to carry out the treaties with this country?—The whole coast of Cuba is now perfectly surrounded by Spanish cruisers, so that nothing can approach their shore without being seen.

215. That is on account of the sympathisers with the United States?—Yes.

216. Have they made any captures or made any attempt to carry out the treaty?—Not the slightest; and I may also state, that the "Venus," the first vessel I took, was fitted out under the guns of the Spanish Admiral and the frigates, within a biscuit throw of them; and I had a Spaniard, one of my crew, and this Spaniard was in my gig's crew, and he was in the daily habit of conversing with the Spanish crew about this slaver that was fitting out, and so much so that the crews of the Spanish frigates were in the habit of making little bets as to whether Captain Hamilton would take her or not, and they used to say, "She sails too fast." It was the common talk of the place.

217. Was the ship you commanded built by Captain Symonds?—Yes.

218. Was she competent to hold a wind with the large slave schooners?—

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We certainly beat everything we tried with, as much as I could expect to see one ship beat another.

219. *Chairman.*] As a sailing vessel?—Yes.

220. *Sir G. Pechell.*] You have stated that during the hurricane months it is very dangerous to lie in the Havana?—Not at the Havana, but on the coast of Cuba, to be at sea in the hurricane months.

221. With respect to the vessels under the command of the Admiral, commanding upon the coast of North America and the West Indies, has it been the practice to remove any of the squadron employed for the suppression of the slave trade on the coast of Cuba to Bermuda, or Halifax, during those months?—It is generally the practice in the West Indies to lay up all ships of war during the hurricane months in the several harbours.

222. Do any of them go to the other ports of the station, Halifax or Bermuda, during that time?—They do.

223. *Mr. Bright.*] Sir John Pakington asked you, with regard to the condition of slavery in the Brazils, whether they did not prefer the practice of breeding slaves there to supply their market rather than importing them from Africa; did you mean by your answer to say more than that they preferred to rely upon the natural increase of their population; or did you mean that they were taking the course which is said to be the practice in the United States, of breeding them in one State as a trade, and then sending them to sell in another; have you any reason to believe that what is meant is more than this, that they rely upon the natural increase of the slave population, instead of importing them from abroad?—I mean that they appear in Brazil to wish to put down importing slaves, and to follow more or less the American system of breeding their own slaves; but you must be aware of this difference between Brazil and the United States, that Brazil is throughout a great slave-growing country, whereas the United States is not.

224. Are you aware that in the United States, in Virginia for instance, persons who own slaves make a considerable profit on their property by breeding negroes, and selling them to the south?—I am aware of that.

225. I presume you do not mean that anything of that kind takes place in Brazil, but that there is a natural increase of the slave population upon the various estates, and they rely upon that for the cultivation of their land?—I mean that they would generally breed them in the Brazils, and sell them one to another, because in Brazil they would generally breed them all over the country. There is a general demand. There is this difference, that in Brazil there is a general demand, and in the United States there is not.

226. But you do not mean to impress on the Committee, if I understand you, that the offensive trade of breeding slaves for sale is now practised or contemplated in the Brazils, and that they intend by that to get rid of the necessity of importing them?—I do not feel myself competent to give an opinion upon that; I have not sufficient knowledge; but I should say in the Brazils, the slaves will be merely a marketable article, as horses are here, and slaves in America.

227. *Sir J. Pakington.*] Do you know whether there is an adequate number of negro women in the Brazils as compared with the number of men?—There is a very great preponderance of men in the Brazils.

228. *Sir R. H. Inglis.*] Whatever may be the system of breeding slaves in the Brazils, do you regard that as coming either way within the provisions of the treaties which bind Brazil to England?—No, I do not.

229. Then I wish to ask you some questions in relation to Cuba: in the earlier part of your examination you stated that a large proportion of the slaves imported into Cuba at this time were imported by Royal mail steam vessels?—They were landed, I stated, by contract mail steamers.

230. The Spanish mail steamers landed them; in other words, their access to the scene of their future slavery was through the intervention of the Government mail vessels; do you wish the Committee to draw that conclusion?—I should wish you clearly to understand that the vessels I alluded to are steamers employed in carrying passengers and mails, particularly the "Isabel;" she is called a mail steamer in the way that we call a coach a mail-coach; that is to say, they call her the mail steamer. Those vessels go round the whole coast, and are vessels employed by private companies which have had certain privileges given to them for carrying the mails.

231. But, in other words, the slaves are principally landed, whether the word "imported"

“imported” be used or not, from Royal Spanish vessels?—No, I will not say that; I would not say Royal Spanish vessels. By the term I used, I mean steamers that carry the mails, and are duly authorised by the Government.

232. Will it be necessary to make a distinction between the word which you substituted and the word addressed to you?—I would not have you understand that these vessels are men of war at all; they are not men of war.

233. Were they Government steam vessels?—They are private steam vessels, carrying the Royal mails; they are called by some Royal mail steam ships; they do it by contract.

234. Does the word “passenger” mean, in practical common sense, “slave;” does the word “passenger” include “slave”?—Not imported negroes.

235. I understood you especially to describe those vessels, in the earlier part of your evidence, as Royal mail steamers?—Private vessels, carrying mails by contract, is the true description.

236. How many of such steamers are there?—There were three or four when I was at the Havana, but they are increasing rapidly in number.

237. Who was the Captain-general, whose conduct you have described without stating his name?—Cañedo.

238. Is he a military man or a civilian?—He is a general officer.

239. Has there not been one at least of the Captains-general who might be considered as most favourable to the abolition of the slave trade?—Very much so; the last who was there.

240. Will you state his name?—General Concha.

241. How long has the present Captain-general been in the island in command?—I cannot state with any correctness, but I am under the impression that he has been Captain-general about two years.

242. Will you turn to the subject of the court, in respect of which you called the attention of the Committee some time ago, to its constitution and its decisions?—The Mixed Court?

243. Yes. You stated that you captured three vessels?—Yes.

244-50. You have stated that two were condemned, and you have stated that the third is still *sub judice*; that is to say, that no actual decision has passed?—I have not heard of it.

251. Assuming that the decree in condemnation of the first two vessels you took were correct, according to the evidence before the judges, do you think that the defect in the constitution of that Court, irrespective of the evidence, will, upon the decision of that Court, be reversed?—I think so.

252. Do you believe that it would be competent to you as the captor to revive the suit, and prosecute it to condemnation before the same tribunal reconstituted, or any other tribunal; or are you prepared to state that the decision being once recorded you have no right to renew the inquiry?—I conceive I have every right to renew the inquiry, and I think Her Majesty's Government would perhaps wish to do so; but I should not like in any way to stir up the matter, if I were liable for any legal expense; I, myself, could not stand it in the case of failure.

253. You have referred to the influence of the opinions and principles of the Emperor of Brazil, as the head of his government, in co-operating with the exertions of the squadron, as being eminently favourable to the suppression of the slave trade, so far as Brazil is concerned. Do you wish the Committee to believe that any similar feeling on the part of the Spanish Government; whether co-operating in the presence of the English squadron, or without it, would have any tendency in the suppression of the slave trade?—I believe if the Spanish Government were desirous of really putting down the slave trade, that they could not only put it down as quickly as Brazil, but with far greater ease, and more rapidly, because they have already got a very powerful squadron, entirely surrounding the coast of Cuba at sea.

254. Nothing is wanting, in your judgment, to the suppression of the slave trade off the coast of Cuba, except the will of the Spanish Government to give effect to the actual means which exist?—I think nothing is wanting but the will.

255. Do you think that such will on the part of the Spanish Government would be only the fulfilment of the national engagement and treaty on the part of that Government?—I do.

256. *Chairman.*] What was the number of Spanish vessels of war present there when you came away?—There were two heavy sailing frigates, three steam frigates, four steam sloops, and nine sailing brigs.

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257. They are Spanish men of war?—Yes.

258. Fully equipped and armed?—Very well equipped and armed, and sea-going.

259. Is it your opinion that if the Government were honest, they have the means at once hermetically almost to seal the island against the receipt of any slaves?—Decidedly; because, in addition to their squadron, they have on account of their dread of an American invasion got look-outs and stations; and, in fact, a coast-guard round the entire coast of Cuba.

260. You were asked a question respecting the coast-guard that was round England; they have, in fact, in consequence of this alarm, something similar existing, so that every part of the island is guarded?—Quite so.

261. Consequently there would be no difficulty whatever, if the government were honest, in suppressing the importation of slaves?—No difficulty whatever.

262. You have stated the opinion of the people in Brazil; will you tell me what is the opinion of the people of Cuba in respect to the importation of slaves generally?—The opinion of the people of Cuba in regard to the importation of slaves is still stronger against it than the opinion in Brazil.

263. To what class of people do you refer?—All those who are called Creoles; that is all the people born in Cuba; they wish also the American system.

264. Who are the parties most interested in Cuba in the continuance of the slave trade?—They are the Spanish party, and more especially the government officers.

265. What interest have they in its continuance?—In the first place, according to common report, the Captain-general receives three doubloons, or 11*l.* for every slave landed, and the admiral 3*l.* 16*s.* for every slave landed; and any government officer being convicted of attempting to put down the slave trade, is said to be immediately superseded and disgraced by the Spanish Government.

266. Then are we to understand that the common belief in the island is, that the public officers, whose duty it ought to be to carry out the stipulations of the treaty, to put down the slave trade, are actually the parties who benefit by its continuance, and support it?—Quite so.

267. Who are the capitalists who now supply the means of carrying on that trade; are there any in addition to those of the noble families in Spain?—There are the highest authorities and certain Spanish residents in Cuba.

268. But all Spaniards?—All Spaniards; not natives of Cuba.

269. Those you consider to be most interested to keep up the trade, whilst the Creoles, the natives, are desirous to put an end to foreign slave trade?—Yes.

270. Sir T. Acland.] Do you think those persons who import slaves import for their own use, or import for the slave market?—They import entirely for the market; the slave-owners have nothing to do with anything else.

271. Mr. Hastie.] Who are the principal proprietors of the Cuban estates?—I should say they are generally divided between Spaniards and Cubans, so far as I know.

272. On the importation of new slaves, do the Creoles ever make any purchases?—They purchase; but, as I before stated, they would rather they were not imported, for they conceive they could have enough without importation.

273. Mr. Bright.] Your evidence has gone to show that you believe that persons of high station at Madrid had something to do with that ship, the "Arroganté Emilio;" did you not observe, that in Mr. Crawford's judgment, which you read to the Committee, he stated that it was a case in which he had had extreme difficulty to come to any decision upon it?—Yes.

274. And from that, therefore, might it not be fairly argued that the difficulty of the case was such as to afford some justification for the conduct of the Spanish judge?—Yes; but it is a difficult question for me to answer. You perhaps perceive yourself that the Captain-general interested himself, and treated it differently altogether from the other cases; and one is at a loss to conceive why he should have taken those steps.

275. From your evidence, it would appear that his interest in the slave trade generally is such as to induce him to sustain it by all the means in his power, and that this was a case where there was a good deal to be said on both sides, as appears from Mr. Crawford's judgment; might he not therefore more openly and avowedly resist the condemnation of this vessel than in the case of the

other

other vessels, and might not all that take place without its having arisen from the suspected fact of persons of high station in Spain being interested in it?—Decidedly it might; certain parties, influential persons, might have an interest in arriving at that view.

276. I suppose, amongst these questions of seizures of slavers there, is very like saying, are 10,000 rumours of every kind, and very little of ascertainable and reliable fact?—We find that general rumours have usually some foundation; the parties are much more violently opposed to one another in that country than we can imagine in a country like England; to be sure that would lead to exaggeration.

277. Therefore would you not say that where they are so violently opposed, and there is that bitter partisan spirit, that the accounts they give of each other are much less to be relied upon?—That is what I say; there may be exaggeration.

278. Sir *T. Acland*.] Do you think that any of Mr. Crawford's difficulty, in forming a conclusive legal judgment upon the subject, arose from the interference of the Captain-general and others with the crew, which he was not entitled to do?—I think it did.

279. I understand you, that they came and interfered with the vessel, and therefore rendered it less possible to produce such proof as would have justified him in pronouncing a legal judgment according to the proof that was to be brought before the court?—Quite so.

280. Sir *G. Grey*.] You said that while you were at the Havana both the British members of the Mixed Commission Court were absent, leaving the consul-general as acting judge, in the absence of those two members, in a minority of one; how long had those two British members of the Mixed Commission Court been absent from the Havana?—I cannot say; I do not know.

281. How long were you at the Havana?—I was about nine months on the coast.

282. Were they both of them absent during the whole of the time you were at the Havana?—Yes.

283. Do you consider the absence of those two members as calculated to impair the efficiency of the court?—Most certainly; very much.

284. Are those two members paid as members of the Mixed Commission Court?—I suppose so.

285. Do they follow any other pursuit at the Havana, or are they there exclusively for the purpose of sitting as members of the court?—They follow no other pursuit; they are there exclusively for the purpose of sitting as members of the court.

286. Are you aware now whether either of those members has returned to his duty?—A new judge is appointed. I forget his name.

287. One of them has resigned, and a new judge has been appointed in his place?—I suppose so.

288. Mr. *Moffatt*.] Are you aware whether those Commissioners, appointed under previous treaties, have ever been there to perform their duties as judges?—I am not aware whether they have been there or not.

289. By common report, did you receive the idea that they had never been there?—Whilst I was there they had not.

290. Lord *Stanley*.] Are you certain that at the time you speak of there should have been two British members of this Mixed Court, because I am inclined to believe that at that time there was only a single member?—The only opinion that I can give is from what I was this morning informed by Mr. Woodhead, the prize agent, who, on looking at my papers, informed me that in the Mixed Court an equal number of members of both countries were required; but I cannot give so good an opinion as Lord Stanley himself upon that point.

291. Sir *G. Grey*.] But the question is one of fact, I understand; during the nine months you were at Havana, do you know whether the offices of members of the Mixed Commission Court were both full, or whether one of them was vacant?—That I cannot say.

292. How is the Mixed Commission Court composed before which vessels are brought for adjudication that are taken upon the coast of Brazil?—I would answer that by telling you that on the coast of Brazil, as the vessels there are always seized with no flag and no papers, and no nationality, because they always throw them into the sea, they usually come under the Admiralty Court, and I am not

competent to give an opinion about the Brazilian Court: for although I took five slavers there, I never had anything to do with the Brazilian Court.

293. Sir *J. Pakington*.] During the time you were at the Havana, did you hear anything of the import, upon an extensive scale, of free labourers from China into Cuba, for the cultivation of the sugar estates?—They arrived whilst I was there.

294. To what extent?—Three large ships, averaging 500 or 600 on board each ship.

295. Did you hear whether it was intended to carry that system out to a much greater extent?—It was intended to carry it out to a greater extent.

296. Was it thought that, by the import of free labour of that sort, the sugar estates might be cultivated more economically than by slave labour?—It was.

297. Am I to understand that, notwithstanding those facts you have just mentioned, the import of negroes was on the increase?—On the increase.

298. Was it the fact at that time that Cuba was in a very prosperous and flourishing condition?—It was.

299. Was it considered that the sugar estates were yielding a greater profit, and doing more business, than they had done for some time before?—It was.

300. Do you know to what cause the increased prosperity of the trade was attributable?—I cannot answer that question so satisfactorily as a mercantile man would, but I apprehend there was a great demand for sugar. I do not know that I can give an answer of any value at all upon that subject.

301. But from the extent to which you say you mixed in society of Cuba, did you collect that both individually and generally the island was in a state of great prosperity, and that the sugar estates were yielding large profits?—They were, apparently.

302. Did you hear whether the prices of sugar were considered amply remunerative?—Yes, I think so.

303. And that there was a great desire existing to obtain an additional amount of labour, whether by slavery or by the import of free Chinese?—It appeared that generally sugar-growing business had received some fresh impetus, and that they were desirous of more labour beyond what they could get.

304. Were those cargoes of Chinese labourers to which you refer the first that had been introduced, or had the system been tried previously, and been found successful?—I believe they are not the first.

305. Are you in a position to inform the Committee at what cost per head those Chinese labourers were introduced?—I would wish to state that owing to the cholera having broken out, and the small pox violently, on board these Chinese ships, I am afraid they have hardly landed the men yet; for when I left they had then been two months in quarantine, and then half their crews had died; therefore it would hardly be a fair example of how the thing would succeed, for owing to the mortality on board these ships, the thing was a failure.

306. But I ask whether this was the first cargo which had been so introduced, or whether the experiment had been previously tried?—I believe they were not the first.

307. Did you understand that it was intended to carry it out on an extensive scale?—It was.

308. Mr. *Hastie*.] Were those labourers imported by the Government or by private individuals?—By private parties; I do not know whether they were imported by general merchants to farm them out.

309. Mr. *Bright*.] Do you know whether they were imported under covenant to be taken back after they had served two years, or to remain permanently in the island?—Under contract to be taken back after they had served some years.

310. Sir *J. Pakington*.] Did you hear anything as to whether this system was adopted with a view to its superseding the slave system, or whether the demand for labour was so great that neither system alone was sufficient, and that it was intended to carry them both on?—There is a general impression that slave labour is the dearest labour in the world; and also, there is a sort of general impression, which I cannot account for, among the people themselves, that the slave trade is about to be extinguished for ever; there certainly is that general impression. And moreover, it appears that they cannot get so much labour in the Island of Cuba as they want, but certainly there is that curious impression, that shortly the slave

slave trade will have to be dropped ; they feel that at this moment they are the only people importing slaves.

311. Mr. *Tollemache*.] I suppose you have not been much in the interior of Cuba?—No, I have not.

312. Do you know much of the mode in which cultivation is carried on in the interior of the island?—No.

313. In fact, you communicated chiefly with people on the coast?—I was too actively employed to have time to go into the interior.

314. Therefore your communications were chiefly with those on the coast?—Yes.

315. Those on the coast, I suppose, were, generally speaking, slave owners, and not landed proprietors?—It was in Havana that I had those communications, and they were chiefly with proprietors I communicated ; but in all the upper classes in those countries, they never live on the estate.

316. There is a large body of Creoles who have slaves only, and who let them out in Cuba to estates?—Not Creoles ; it is the Spaniards who are the slave merchants, and who let out the slaves.

317. Do you know enough of Cuba to say that that traffic is almost entirely in the hands of Spaniards?—Entirely.

318. Those who let the slaves out are nearly or altogether Spaniards?—Those who let the slaves out are altogether Spaniards ; that is to say, slave merchants, *bonâ fide*.

319. But a slave merchant is one thing, and a man whose property consists of slaves is another?—Yes ; but those persons whose property consists of slaves are nearly all Spaniards.

320. You know enough of Cuba to know that?—Yes, generally speaking, it is so.

321. Although, of course, from your employment in the service, you have not had much opportunity of going into the interior either of Brazil or of Cuba, still you have had great experience with reference to the effect produced by the British squadron in checking the slave trade on parts of the coast of Africa, have you not?—Yes.

322. And on the coast of Brazil?—Yes.

323. And on the coast of Cuba?—Yes.

324. I think it is not your opinion that the British squadron was able to be more effectual in checking the slave trade on the coast of Brazil than on the coast Cuba?—Not much.

325. Do you believe that if the present feeling against the slave trade should unfortunately change in Brazil, any amount of force placed there will prevent slaves being imported into Brazil?—I do not think any amount of force would prevent slaves being imported into a country, where the Government choose to allow them to be admitted.

326. Therefore you believe, that if there should be a very great demand for slaves in Brazil, the supply would be very great also?—I believe that, in truth, the supply would be pretty nearly equal to the demand.

327. If that is the case with Brazil, it will be also the case with Cuba?—Yes.

328. Therefore, in fact, your opinion is, that the only way to put down the slave trade is, by this country using its influence with the Government itself, instead of employing any large force for its suppression?—Instead of employing any large force ; yes.

329. *Chairman*.] What is your opinion of the general effect and advantage which have been derived from the use of cruisers, either on the coast of Africa or on the coast of Brazil, towards checking the slave trade?—The general effect has been, to a certain extent, to stop it, and to raise the price of slaves, and to make it more a gambling transaction.

330. Then, with the opinion you have stated respecting the influence in Brazil and Cuba, suppose there had been no squadron on the coast of Africa at all, what would have been the result in Brazil and Cuba?—The result would have been, that the slaves would have been much cheaper, and, of course, they would have been carried in larger ships ; they would have been landed more comfortably, and everything would have been more pleasant for the slaves ; the slaves would have been carried at their ease, as it were.

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331. Would there have been any greater number carried than by the late and present system?—I think there would.

332. With a less degree of mortality?—With a less degree of mortality.

333. Mr. Adderley.] Do you think that the Brazilian government could have put down the slave trade without the assistance of our cruisers?—Certainly they could.

334. Mr. Bright.] Is it your opinion, that the general effect of the course we have taken with regard to Brazil, with our squadron, has been rather to weaken the force of the free party there, and cause a good deal of exasperation, which has been unfavourable to the abolition of the slave trade?—I think the general effect of a foreign squadron on any coast is, that it tends to exasperate the people, and rather, out of a natural obstinacy, to make them in favour of that which that squadron comes to put down; I mean it is mere human nature.

335. Chairman.] Is not that opinion contrary to the opinion you have given in your despatch, that 46 cruisers would be required to put down the slave trade?—I mean, supposing it is done by us, and without the Spanish Government helping us to put it down, we should want that number.

336. You have been asked a question respecting the instructions given to cruisers on the coast of Brazil, whether they were directed to enter the harbours and destroy the vessels: what would be the effect if similar orders were given respecting cruisers on the coast of Cuba?—The result would be very different, and very much more serious, for this reason, that the coast of Cuba is now guarded by a very strong and efficient Spanish force; the consequence would be, that if a British man-of-war were to go into a Cuban harbour, and there cut out a slave ship, against the treaty, the Spanish men-of-war would feel themselves in honour bound to take the part of that vessel, and hence it would lead to very disagreeable results.

337. Therefore you do not recommend any such system; but you are of opinion that the Spanish Government ought of their own accord, if sincere, to put it down?—Yes, quite so.

338. As you have been in the course of reporting your proceedings to the Admiralty, will your letters detail specifically the opinions which you have expressed, and any of the facts respecting the existence of slavery?—My letters to the Admiral, but not to the Admiralty, because I am not allowed to communicate with the Admiralty.

Martis, 19^o die Julii, 1853.

MEMBERS PRESENT.

Mr. Hume.
Lord Stanley.
Mr. Strutt.
Sir T. Acland.
Sir G. B. Peckell.

Sir J. Pakington.
Mr. Moffatt.
Sir R. H. Inglis.
Mr. Tollemache.
Mr. Adderley.

JOSEPH HUME, Esq., IN THE CHAIR.

The Honorable *William George Knox*, Chief Justice of Trinidad, called in; and Examined.

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339. Chairman.] YOU have resided a number of years in the West Indies?—I practised at the bar from 1831 to 1846, when I was raised to the Bench, and have been Puisne Judge and Chief Justice of the Colony from that time to the present moment.

340. Have you been lately in Cuba, and if so, when?—I was there during the latter part of April and the early part of May of the present year.

341. Did you direct your attention whilst there to the present state and prospects

prospects of the slave trade in Cuba?—I did, it being a subject in which I had, for a long time past, felt a great interest. Hon. W. G. Knox.

342. How long were you in Cuba?—From the 23rd of April till the 8th of May. 19 July 1853.

343. Had you opportunities of judging of the state of public opinion upon the subject of the slave trade in Cuba?—I think I had; for I made it a point to inquire and obtain information from all parties who I thought would give me useful and trustworthy information. I had opportunities of conversing with gentlemen of different professions, and other parties, and I think, considering the short time I was there, I had fair opportunities of judging of those facts, which are well known in the colony, and also of the state of public opinion.

344. During the time you were there, did you pass any time in the interior, or on any estate in different parts of the island, so as to become acquainted with the interior as well as the capital?—I went but little into the interior, only as far as Guines, for the purpose of visiting one of the estates there, and of ascertaining, as far as I could, what was the state of the improvements which they had made in their agriculture and in their processes of manufacture.

345. Did you learn whether the trade in slaves had increased lately in Cuba?—I believe I may state that it was notorious, as I learned there, that it has very much increased since the departure of Captain-general Concha, from a short time after the arrival of the present Captain-general Cañedo.

346. Sir J. Pakington.] How long is it since his arrival there?—He arrived there, I think, the year before last.

347. Chairman.] What should you state is the cause of that increase?—I think, in a great measure, the circumstances attending the recal of General Concha; for it was currently reported, and was generally believed in the colony, that he had been recalled through the influence of General Pavia, whom he had suspended from his office of Governor of the Province of Matanzas.

348. He had suspended him in consequence of slaves having been landed with his connivance?—I do not know the fact; but the general report, as far as I could ascertain it in the colony was, that General Pavia had been accused of conniving at the slave trade, and of receiving douceurs or pecuniary contributions for it, and especially with reference to the landing of some slaves at Camarioca.

349. Are you aware of the facts connected with the landing, and the suspension of General Pavia?—Nothing more than what I heard from many quarters, that General Concha, who is generally allowed in the colony to have made the most honest and strenuous efforts to put down the slave trade, had caused an inquiry into the facts of this landing of slaves, and General Pavia's connivance at it; and that the result was, that he had suspended General Pavia, and sent him home to Spain in disgrace; after a short delay General Pavia returned, reinstated by the Government at Madrid in the very office which he had held, and General Concha was recalled.

350. Do we understand from that, that the countenance of the Madrid Government was supposed to have been given to him, and in favour of the slave trade?—That was the general impression in Cuba, so far as I could ascertain amongst both the mercantile and agricultural body.

351. Do you recollect when General Pavia arrived?—I should think it must have been nearly two years ago; I cannot speak positively as to the dates, but it was before General Concha's return to Spain.

352. Are we to understand that from the period of his return under the countenance of the Madrid Government, the slave trade acquired new energy?—I think shortly after that it did; and I have no doubt from what I heard of the conduct of General Pavia, and what was supposed to be the disgrace of General Concha, the circumstance of his being recalled, led to the impression that the Government of Madrid were not inclined to discountenance the slave trade in Cuba.

353. Are we to understand that General Concha was removed and disgraced, because he had honestly endeavoured to put down the slave trade?—That is the general impression, as far as I could ascertain it in Cuba.

354. You say your communication was both with mercantile men and other persons?—With mercantile partly, and partly with professional men.

355. Had you any opportunity of seeing what was the state of the trade, and the profit arising from that trade?—I had no opportunity of judging of it myself,

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but I made many inquiries, and I was told the profits were so considerable, that even if one cargo out of five was saved, it would be still a paying trade.

356. By whom was the trade carried on; was it by the Creoles or by the Spaniards?—I think, as far as I could ascertain, it was carried on rather by the Spaniards, by those called there the Spanish party; but there can be no doubt that the slaves are purchased by the Creole planters, and therefore to that extent the trade is encouraged by the Creole planters.

357. Sir J. Pakington.] What was the price of slaves at that time?—Upon inquiry I found that stout able-bodied men sold for about 500 dollars, and in some cases even more; the expenses of putting a slave on board in Africa do not exceed 30, or, in some cases, 35 dollars,

358. Do you mean that fresh imported men would fetch that price?—That is what I heard.

359. Chairman.] Did you understand that the public officers belonging to the island profited by that trade?—That is the general belief in the colony, so much so that it is stated as a matter of public notoriety that the fee paid on landing slaves had been raised from two to three ounces of gold at one place.

360. Was that understood to be a fee or bribe paid to the governor, or to any other officer?—To the higher officers of Government: to whom it was appropriated, or in what shares divided, none could tell, but that was understood to be the fee paid to the Colonial Government.

361. Have you any doubt of the truth of that general understanding that that money was paid?—That a fee, and a large fee, was paid I have no doubt. What the amount is I can only tell from general report; but I have no doubt that a fee was paid, for I saw enough of the way in which things are managed in Cuba to know that it is the general system in everything to give fees, or douceurs, or bribes, or whatever they may be called, to public officers.

362. During your intercourse with Cuba, what were the opinions as regarded the conduct of General Concha; was it supposed that he in any way participated in that system of taking money?—From all quarters I heard the frankest and fullest exculpation of General Concha with reference to any participation in those fees.

363. Did you understand that the arrest of General Pavia, for allowing slaves to be landed, was in furtherance of that honest intention on the part of General Concha to put an end to that traffic?—Yes.

364. Then, in fact, his disgrace would appear to have been caused by the honesty of his purpose to put down the trade?—That is the general report, and the general belief in Cuba.

365. Do parties resident in the island supply capital for that trade, or where do you understand the capital comes from to carry on the slave trade?—The general impression is, that much of the capital, that is, a large share of it, is supplied by the Queen Mother. How far true or not, of course I cannot say, but that is the general belief; and her agent is a well-known man about the Havana, Senor Parejo.

366. Is it not generally understood that her agent takes charge of certain vessels connected with the carrying on of that trade?—I am not aware of that; the impression is that he supplies capital, but I am not aware to what extent he himself personally interferes with the carrying on of the trade.

367. Is he not known at the Havana as the avowed agent of the Queen Mother for that purpose?—Perfectly well known as the agent of Queen Christina.

368. Has he any other business to conduct for her, except as regards the slave trade?—I am not aware; I believe he has the administration of her capital, but how far his instructions were to embark it, or invest it in the slave trade, I cannot say.

369. Is there any estate in the island belonging to the Queen Mother?—I am not aware of any.

370. Do the Creoles, or natives of Cuba, themselves carry on the import trade, or are they mere purchasers?—I am not aware that they do import, but they certainly purchase newly-imported slaves, and work them on the estates; and I know one or two instances where new lands have been broken up and put into cultivation by Creole planters, of late.

371. Are we to understand that considerable activity exists there by the increase of slaves, in the production of sugar and coffee?—I believe there is no doubt

doubt that the production of sugar has considerably increased of late, in consequence of the increase in the slave trade.

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372. Sir J. Pakington.] Is it not rather the other way; that the slave trade has increased on account of the increased demand for sugar?—I state merely the fact, that the increased supply of slaves has produced an increased cultivation of sugar; and undoubtedly, unless there had been a readiness and anxiety to extend the cultivation, there could have been no demand for the slaves, and therefore no increase of the trade.

373. *Chairman.*] You say that new land has been broken up lately; is there plenty of land existing to be broken up in Cuba for that purpose?—A great deal; and much of the rich land is at the present moment bearing a very small value, in consequence of the want of labour to turn it to a profitable use.

374. Had you any opportunity of knowing what the profits on coffee and sugar estates were?—I made numerous inquiries upon that subject particularly, and I was informed from what I believe to be a trustworthy source, that, as a fair average, from 12 to 15 per cent. is the amount of profit derived from capital invested in the cultivation of sugar, and in some instances considerably more than that.

375. Does the cultivation of coffee afford the same profit?—I think not. I think that the large quantity of coffee exported from Brazil, has very seriously impaired the profits derived from coffee grown in Cuba.

376. While you were there, what means were employed for the suppression of the slave trade by the Spanish Government?—I really am not aware of any; they have a large military force distributed all over the colony; and they have also, considering the state of Spain, I may say a large naval force on that station, but I really never heard of a single instance in which either the civil, military, or naval power was used by them to prevent the slave trade.

377. Were they under any alarm at the time you were there as to the intervention of the expedition from the United States?—I think not.

378. Had they not a large increase both of the navy and the army there, in consequence of the attempt made before to effect a landing?—I believe so; I believe the force has been very much increased in consequence of those two expeditions; by Lopez, first to Cardenas, where he met with a partial success; and afterwards, the late attempt which was defeated in the very outset by the Spanish authorities.

379. Had you any opportunity of learning how the troops and ships are stationed round that island now to guard against any repetition of that landing?—No; I had no opportunity of seeing that beyond the Havana itself.

380. Was the force in the Havana considerable?—A very considerable force in the Havana.

381. You are not aware that any efforts are made by them to repress the slave trade?—I am not aware of any from what I understood there. The consul-general, who spares no pains or labour to ascertain the fact of the importation of slaves, (and who shows much zeal and ability in collecting information,) makes a representation of it to the Captain-general, who issues a commission, I believe, to inquire into it; but it is generally understood in Cuba that the result is known beforehand; that the commissioners report that no slaves have been landed, and there the matter rests.

382. Do you mean Mr. Crawford?—Yes, Mr. Crawford.

383. His reports are likely to show the extent of his information upon that subject?—I think so. When in the Havana, I have heard both foreigners and Creoles express astonishment at the extent and the correctness of the information which Mr. Crawford procured upon the subject of the slave trade.

384. Have you had any communication with Mr. Crawford yourself upon that subject?—Several times.

385. Is it his opinion that the Spanish authorities connive at the carrying on of the slave trade?—I believe there can be no doubt of it; but I should presume that his reports to the Foreign Office would show that authoritatively.

386. Do you know what means are used by the British Government to put down the slave trade?—Latterly, a good deal of effort has been shown, especially while Captain Hamilton was on the station; but until a very recent period, the impression was, that the English Government was hardly sincere in their desire to put down the slave trade; but I believe the efforts made by Captain Hamilton tended to disabuse them of that impression.

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387. Does not the state of the coast, and the bays round the island, afford great facilities for landing the slaves?—Very great; the whole coast of Cuba, almost, is surrounded by creeks and inlets, which would afford great facilities. There are a large number of bays both on the north and south coast; and on the north coast, the chain of keys which extends from Nuevitas to Matanzas would afford facilities to a certain class of vessels to run their cargoes, and throw a great impediment in the way of British cruisers following them there.

388. Are we to understand that the number of British cruisers there were not considered adequate to check or prevent that trade?—I think not; for in May last, when the "Lady Suffolk," the well-known trader, was expected, they made bets upon the subject, and the chances were taken as very much in favour of the "Lady Suffolk" escaping the cruisers, and landing her slaves in safety, which, by advices I have since had, occurred.

389. Is it not common that a vessel runs her cargo on shore, and they scuttle the vessel and leave her to her fate?—With the "Lady Suffolk," I understood, it was intended to do so with that vessel, and that plan was likely to be followed in other instances; but I am not aware that that was adopted until very lately.

390. Is it understood that the vessel will be afterwards recovered, or is that to be considered a total loss?—No. I presume she was intended to be raised afterwards, if they had an opportunity of doing it without being detected.

391. Then you have no doubt, yourself, as to the great increase of the slave trade there, and you believe that, seeing that the Government here take no part in suppressing it, the present means, on the part of the British Government, are not likely to effect the suppression?—That is my opinion.

392. Can you suggest any means by which the suppression of the slave trade could be effected?—I doubt whether any means that could be used by the Government of this country would be effectual, without an honest and hearty concurrence on the part of the Government of Madrid; but if the Government of Madrid used honest efforts to put down the slave trade in Cuba, I have little doubt that it might be done effectually, and in a short time, from the very large staff of civil officials, which they have all over the colony; and also from the large force which they have in the colony, and I should also add, the system of police regulations there, because it is very difficult for any person, even for a man of high rank, not being a Government official, to go from one part of the colony to another without permission, for you must have a police pass; and it is clear that that would tend instantly to throw a good deal of difficulty in the way of transporting slaves from one part of the island to another.

393. Do they require a pass to remove from one estate to another?—Not from one estate to another; but if you go any distance from one district into another, I believe in all cases a pass is required, although seldom called for after you have obtained it and paid for it.

394. With their strict police, and with their naval and military establishments, your own opinion is, that if the Government of Madrid were honest and were sincere, and the officers in command desirous to carry out the matter, there would be no difficulty in effecting the suppression of the trade?—I think not; and that opinion is corroborated by the fact, that during General Concha's administration the slave trade was very much reduced, and, probably, if he had continued there, I think there can be little doubt it would have been suppressed.

395. Without that co-operation on the part of the Spanish Government, you believe that the efforts of the British Government will not succeed in suppressing the slave trade?—No, I do not think they will succeed in putting a stop to the trade; they may throw great and increasing difficulties in the way of it, which would necessarily raise the price of slaves, without, probably, much affecting the demand for them for a long time to come, for the difference of profit made by raising sugar in Cuba and that which is to be made, supposing any profit is made, in the British West India islands, leaves so large a margin that the sugar planters of Cuba could afford to go on for a considerable time before they could feel anything like competition from the British West India planters.

396. Can you state the comparative expense at which sugar can be raised in any of our colonies, and in Cuba?—No, I cannot do that; but my inquiries lead me to believe that the present profit from the cultivation of sugar in Cuba, as I stated before, was on an average 12 to 15 per cent. Now, I know that in most of the British colonies very few estates may be said to yield any interest at

all

all upon the capital invested ; a few do, but I know of many estates in my own knowledge that are worked at a loss at the present moment.

397. How do you explain that the increased difficulties would not for a long time interfere with the supply?—In this way, that the increased difficulties would naturally tend to raise the price of slaves, and therefore to lower the profits made on the cultivation of sugar ; but that profit is now so much higher than any made in the British West Indies, that there is a large margin before the profit in Cuba could be sunk so low as to feel anything from the competition with the British West Indies.

398. Are we to understand you to say, that even if the price of slaves should increase by these increased difficulties, still there is so large a difference in the amount of profit between that which the sugar growers in Cuba gain, as compared with the profit made in our own colonies, that they could afford to advance the price still further?—Yes.

399. Sir *J. Pakington.*] Is it within your knowledge that a few years ago the slave trade between Africa and Cuba had not only greatly diminished, but so much so that at one time it was considered almost to have ceased?—Not within my own personal knowledge ; but from all the information I have got, I believe there is no doubt of the fact, that a few years ago it had very much decreased.

400. From your residence in the West Indies, I presume you are cognisant of the circumstances to which I refer?—Yes.

401. To what cause are you disposed to attribute that great diminution of the Cuban slave trade to which I refer ; do you think it arose from the vigilance of the English cruisers on the African coast, or from the discouragement that it received from the Captain-general, or from the fact that at that time the sugar trade of Cuba was less prosperous than it has since been, and that therefore there was not so great demand for slaves?—I think in a great measure from the efforts made by the Captain-general Valdez, subsequently of Captain-general Concha, to repress the slave trade, and also in some measure from the duties which were imposed in England upon sugar which was the produce of slave-holding countries.

402. You think, therefore, that at that period the comparatively less demand for Cuban sugar was one cause of the diminution of the slave trade ; that there was not the same demand for slaves then as now?—I think so.

403. Can you tell the Committee what was the difference of the price of slaves in Cuba at that period as compared with the present?—I cannot.

404. During the time you lately passed in Cuba, to which you have referred in your evidence, did you hear anything with regard to the contemplated introduction of Chinese free labourers on a large scale?—I did ; I saw some of the Chinese myself in Cuba, and I made many inquiries as to the way in which they were working in Cuba.

405. How long had those men you saw been introduced?—Some of them had been introduced, I believe, as much as three years ago ; but some of them had been introduced very recently, I understood.

406. Do you know what number of Chinese free labourers there were in Cuba at that time?—I do not.

407. Do you know what number of Chinese it was intended gradually to introduce into Cuba?—That is impossible to say ; but I understood the intention was to introduce them in large numbers, for they were found to work well ; they were careful, steady, intelligent labourers, and they worked for wages considerably less than the hire which was paid by planters to persons who owned slaves, and let them out on estates.

408. Did you hear whether it was intended to introduce as many as 80,000 of those labourers?—I cannot say that I heard any number named ; but the impression from the information I got was, that it was the intention to introduce a large number ; what was the number, I cannot say.

409. Did you hear what the contract price was at which they were to be introduced from China per head?—I understood 120 dollars was the sum to be paid to the person importing them into the colony.

410. Did you hear what price they received for their labour?—I understood six dollars a month.

411. Were the regulations under which they laboured very strict, so as to force a great amount of labour from them?—I am unable to speak to that.

412. Did you hear any opinions with regard to the comparative cost of slave labour,

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labour, and the labour so obtained from those Chinese immigrants?—I certainly, from the information I got, was much struck by what appeared to me to be the advantage in point of expense in importing Chinese labourers; but what struck me was that the planters, looking at the comparative expense in all points of view, should not prefer introducing Chinese to continuing the slave trade.

413. On the grounds of expense?—Yes.

414. The result of your inquiries was to produce a conviction in your mind that the labour of the Chinese was cheaper to the Cuban planter than that of the slave?—Yes; considering the present price of slaves, and what I understood to be the average duration of a slave's life, I am convinced that the much cheaper, as well as the more humane mode of proceeding, would be to import free labour from China.

415. Having given your attention to the subject, can you state to the Committee in what ratio the labour of free Chinese was cheaper than the labour of African slaves?—I can only make a rough calculation; I should think that the labour of Chinese might be had in Cuba for half, or a little more than half, of what slave labour would cost at the present price of slaves in Cuba.

416. Then how do you reconcile, or to what do you attribute the fact, that concurrently with this introduction of Chinese labour, the African slave trade had increased, and was increasing?—To this, that the importation of Chinese labourers may be said, in fact, only to have just begun in Cuba; there was an importation, as I stated before, about three years ago, I think, which was not found to answer so well as those which have been imported very recently.

417. Why not?—They were, I suppose, an inferior description of labourers. I heard the planters say they were not at all satisfied with the Chinese who had been brought over some time ago; but those who had been recently introduced were much superior as labourers.

418. Do you mean that they were superior men from coming from a different part of the country, or any cause of that kind, or do you mean that the system of contract under which they worked was better?—I mean that they were stronger and more intelligent labourers.

419. Do you know to what that was to be attributed?—No; but one fact within my own knowledge may throw some light upon it: in the colony with which I was connected, I know that many years ago there were Chinese introduced, I think, from Penang, and they turned out to be worth very little; but I believe that the Chinese who have been lately introduced under the sanction of the Government, are found to be very effective, intelligent, and valuable labourers.

420. Did you gain any information in Cuba which enables you to state to the Committee whether it was the intention of the Cuban planters, in introducing those Chinese, to abandon slave labour, or whether they contemplated the compulsory destruction of slavery, or whether the demand for sugar was so great that they wanted to avail themselves of both sources of labour?—My impression is, that they wished to avail themselves of both sources of labour.

421. *Chairman.*] When the Chinese land, are they at liberty to choose their own master, and make their own bargain, or are they allotted to different estates?—I am not sure; but my impression is, that they are allotted to different estates by contracts made with the party importing them.

422. Who fixes the rate of wages; you say it is about six dollars a month?—I am not aware.

423. But you have collected that that is about the amount?—That is what I was told was the amount.

424. Had you any conversation with any of those who employed the Chinese, so as to give you that information which you have now stated, as to their comparative labour?—I made inquiries on one estate where the Chinese were employed, and was told they were working very satisfactorily, and that the rate of wages they got there was six dollars, besides food, and lodging and clothing; and from other inquiries I was led to believe that that was the average rate of wages.

425. Did you visit that estate, and see the cultivation yourself?—I did.

426. Was the cultivation there, compared with the cultivation in Trinidad, superior?—I think not.

427. Are we to understand you to say that the cultivation in Trinidad is equal to what you saw at Cuba?—The mere cultivation I should think fully equal; but I believe the defecating processes, the machinery used on the estates

in Cuba, to be more extensive, more valuable, and more efficient than that which is generally used in Trinidad. Hon. W. G. Knorr.

428. You mean that more capital is employed for providing the machinery requisite?—Yes; for the defecation of the cane-juice and manufacturing the sugar. 19 July 1853.

429. Is it your opinion, that by increasing the number of the Chinese imported, the slave trade would cease?—That must depend upon the facilities given for the importation of Chinese. I have no doubt that if the planters of Cuba could procure as many labourers as they require from China, the result would be, they would find it both easier and more profitable to look to Chinese labour than to slave labour.

430. Have you had any opportunity of ascertaining how far the opinion of the Creole planters in Cuba was in favour of the Chinese, instead of the slaves?—One or two planters with whom I conversed, seemed much inclined to prefer Chinese labour, both from its cheapness, and also from there being less risk of mortality.

431. Then, in that case, the cultivation might proceed in Cuba without any great loss. It would only be the loss of profit in the slave trade, provided the Spanish Government put an end to it?—I think so; I think that if the Cuban slave trade were effectually suppressed, and the Cuban planters could procure labour from China, that they could actually grow their sugar cheaper than they do now with the slave labour; but that would depend upon the facility of procuring a sufficient supply of labour from China.

432. Mr. Tollemache.] There is a large portion of land in Cuba not cultivated?—Yes, I understand so, and very rich land.

433. Therefore, in fact, it would require an immense supply of labour to satisfy the wants of Cuba?—Very large.

434. Do you think it is possible, under any circumstances, that such a supply of labour as that could be procured from China?—I do not, from the difficulties we have found in the British West Indies in procuring labourers from China.

435. Did you go much into the interior of Cuba?—Not much; only as far as Guines.

436. I believe the land in Cuba is so abundant, that many of the old estates have been given up, for the sake of cultivating virgin soil?—I believe so. It is found easier and more profitable to break up new soil than it is to manure or improve the old soil.

437. Therefore, supposing the demand for slave labour should go on increasing, the number of labourers required to satisfy the planters of Cuba would be something enormous?—Something very large.

438. Consequently you have very little hope of the slave trade being given up on that account?—None at all.

439. Is there any strong feeling among the Creoles in Cuba against the slave trade?—I did not perceive it. I heard, before I went to Cuba, that the Creole party were much opposed to the continuance of the slave trade, but I confess I saw no signs of that.

440. Did you hear that that was the case about the year 1846, before the change took place in this country with respect to the sugar duties?—I had heard several times, from time to time, before I visited Cuba, that the Creole party, as it is called, were opposed to the continuance of the slave trade, but I saw nothing in Cuba to confirm that; on the contrary, I heard that the planters complained of the difficulty and expense of procuring slaves.

441. Did you hear, when you were in Cuba, that any change had taken place in the feeling of the inhabitants, in consequence of that change in the policy of this country to which I have just referred?—To this extent, that it had given an impetus to the cultivation of sugar, from the larger profit which the cultivation yielded.

442. And therefore, in fact, gave a great impetus to the slave trade?—Undoubtedly; the profits upon growing sugar are now considerably more than they were before, and therefore new lands have been broken up, and necessarily a new demand has arisen for slaves to cultivate the lands.

443. So, as far as public opinion goes in Cuba, it is decidedly in favour of the continuance of the slave trade?—I think so.

444. Will you tell us what effect you think the presence of the English squadron has upon public opinion in Cuba. Do you think it tends to encourage a feeling

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a feeling hostile to the slave trade, or is it looked upon with any jealousy as a foreign interference, and therefore liable to check that feeling?—I think it is looked upon with some jealousy; for I think the officers of the squadron, as far as I could judge, would receive little assistance in the colony, either from the officials or from the Creole party, in any attempt to repress it.

445. What effect do you think the cruising of an English squadron off the coast has upon public opinion in Cuba? Does it tend to encourage a feeling hostile to the slave trade; or is it looked upon with jealousy as a sort of foreign interference, and therefore has a tendency to check that feeling?—I think it is looked at with considerable displeasure by parties there, as tending to raise the price of slaves.

446. Therefore you think they dislike the English squadron being off the coast, simply because it tends to raise the price of slaves?—I think so.

447. From no other feeling; no jealousy arising from British interference?—Of course there is, especially among the Spanish party, a good deal of jealousy at the cruisers being stationed off the coast of Cuba, instead of being stationed on the coast of Africa; as long as the cruisers were on the coast of Africa, I believe there was much less irritation in the minds of the Cubans than there has been since the squadron has been off the coast of Cuba itself.

448. Do you think the slaves themselves suffer upon the passage from our interference?—I think there can be little or no doubt that the slaves must necessarily suffer from the manner in which they are obliged to make the passage from Africa to the coast of Cuba.

449. It is natural to suppose that would be the case, and therefore it is your impression that the squadron is of no use in checking the slave trade?—I do not say that.

450. You think at all events it cannot put it down?—I think not; I think no force which the English Government could be likely to send to the coast of Cuba could put an end to the slave trade, without the concurrence of the Government of Madrid.

451. Your opinion is, that it checks the introduction of slaves?—Undoubtedly; and especially when under the command of an able and active officer like Captain Hamilton.

452. *Sir R. H. Inglis.*] You have made a statement with reference to the facility of using virgin soil, and the consequent temptation to the owners to use fresh labour for the fresh soil, rather than by manuring the old soil to the extent of obtaining anything like the same amount of produce. Do you wish the Committee to understand that this is a temporary feeling, and a temporary resource, arising from a wish to profit by the present state of the market, or do you regard it as a permanent system, originating in permanent causes?—I think permanent, for this reason, that in my opinion it will be a very long time indeed before the expense of raising sugar in Cuba will be so high as to prevent their cultivating both the old and new soils. I mean that the present profit is so great, that even if their command of labour enabled them to cultivate all the virgin soils, still there would be margin enough for them to require and employ labour in manuring and cultivating the old soils; and even then they might raise sugar at less cost than it is now raised in most of the British possessions.

453. *Sir J. Pakington.*] Can you tell the Committee what is the present average profit in Cuba upon a hogshead of sugar?—No, I cannot; but I was told that the profit of a sugar estate might be said to average from 12 to 15 per cent. upon the capital.

454. *Sir R. H. Inglis.*] You have stated, with respect to the importation of Chinese labourers now being supplied to sugar plantations in Cuba in some measure, that they are guaranteed in the receipt of something like six dollars a month for their labour; do the Committee rightly draw that conclusion?—I am not aware that I used the word “guaranteed;” I stated, as a matter of fact, that six dollars a month was, as I understood, the rate of wages paid to the Chinese labourers.

455. Have they no security then for that amount of wages, or any other amount?—I am not aware.

456. If they have no security for wages, if they are not permitted to choose their own masters; if, on the contrary, they are allotted to particular masters by contract with those who have imported such Chinese labourers, if they have no choice as to locality, if they have no choice as to the nature of the labour, what

is the distinction which you wish the Committee to draw between persons so imported from China, and negroes who may be imported from Africa?—I am not aware that I have stated anything to the Committee which could lead the Committee to understand that those people were not at liberty, after the expiration of a certain time, to act for themselves; I did not intend to convey that impression.

457. The question had reference to the immediate landing?—I think there would be this great difference between Chinese labourers and slaves imported, that those people being essentially free, might apply to the public authorities, in case of any abuse of the authority of the master; but by the law of Cuba the authority of a master over his slave is very considerable; I mean in the way of correction. I take it that no planter would be allowed to use, for instance, corporal punishment upon a Chinese, without that Chinese having the right to apply to a magistrate to have his case investigated.

458. In the case which you describe as the state of public opinion in Cuba, do you consider that there is such a disposition in favour of slaves, or of Chinese, as would give to the Chinese a reasonable chance of redress?—My experience would not be sufficient to enable me to speak about that; but those Chinese that I saw had certainly not the appearance of being much oppressed or cruelly used; they appeared in good condition, and as far as I could judge of them, not being able to speak their language, they appeared to be sleek and well conditioned, and not unhappy.

459. So far as you have observed on the coast of Cuba, was there a perpetual succession of guarda costas almost surrounding the island, for some purpose known and approved by the Government?—I have sailed along the coast from Baracoa to the Havana, and I do not remember seeing many guarda costas, certainly.

460. You wish the Committee, however, distinctly to understand, that the just and honest employment of the means at the disposal of the Government of Spain, so far as the island of Cuba is concerned, would effectually prevent the importation of slaves therein?—That is my opinion.

461. *Chairman.*] Had you any opportunity during the time you were there, of ascertaining the cargoes of slaves landed, or were any landed during the time you were there?—I heard of some, but I cannot speak from my own knowledge of the fact; I heard of several.

462. Have you seen any returns of any landings?—Yes; I received from a friend a return, or a list of some cargoes which were landed during the present year, and which, from information I have received, I am inclined to think is correct, but I cannot vouch for it.

463. What is the authority attached to that?—Merely that it was enclosed to me by a friend; the authority for it is a gentleman resident in the Havana, but of the facts I know nothing. I have brought it with me, thinking that perhaps the Committee might wish to see it.

464. Is that taken out of a newspaper?—Yes; from the correspondence with the editor.

465. Does that show a landing whilst you were there, in the month of May or June?—It shows landings in April and May. It does not give the names of the vessels, but only the places where they were landed, and therefore it would be impossible for me to say whether the slaves mentioned in this return were landed whilst I was there or not.

466. Was the person who communicated that to you in a situation to know the facts, and so far a good authority?—I do not think I could go so far as to state that.

467. Are you aware whether the terms on which the Chinese are imported enable them to return after a certain period at the expense of the Cuban Government?—I believe, as far as my information goes, that the Chinese have not stipulated for any return passage.

468. In speaking of the great activity of the manufacturers of sugar, have you an opportunity of knowing whether that had reference to the state of the English market next year, when the duty will be equalised?—I had no opportunity of judging how far that operated.

469. *Mr. Moffatt.*] You were understood to inform the Committee that the general average of profit on sugar estates in Cuba was 12 or 15 per cent?—Yes; so I was informed.

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470. Can you give the data on which that conclusion was founded?—It is not a conclusion of my own; it is from the information I received in the colony.

471. Are you aware whether that calculation of 12 to 15 per cent. is merely on the capital employed in the cultivation of sugar, or also on the capital represented by the estates?—I understand it to be on the capital invested in the purchase of the land and in stocking the estate.

472. Are you aware whether in that calculation of an assumed profit of 15 per cent., it is on the price of sugar for the average of years, or upon the existing price, or upon the price of sugar while you were there?—I understood upon the current price of sugar whilst I was there.

473. Are you aware that the current price of Havana sugar in the year 1853, and the preceding year, stands 12 to 15 per cent. higher than it was four or five years ago?—I am aware that it is considerably higher than it was four or five years ago, and also that the general complaint of the planters was, that four or five years ago the profit of working their estates was very little indeed.

474. Consequently your impression is, that in working by slave labour four or five years ago, according to the representations made by the planters, there was no profit derived from the sugar, the price being low, and that the profit is solely caused by the increase in the price of sugar?—I would not say solely, but in a great measure; not that there was no profit, but that there was little profit a few years ago.

475. If the price of sugar has increased 12 to 15 per cent. within the last four years, the profits of the estates being now only 12 to 15 per cent., it would appear to follow, that prior to that time they were working at no profit?—I think not; for it appears to me that you have left out one element in the calculation, which is, that the expense of raising the sugar has not remained stationary.

476. Your belief is, that the expense of raising sugar is larger than it was formerly?—Certainly.

477. Notwithstanding the improved machinery, and the greater quantity of saccharine obtained by reason of the employment of that machinery?—I understood that the expense of making sugar now in Cuba was greater than it was some years ago; but still, that the profit was very much more than it was some years ago.

478. Had you that opinion from sugar planters who employed the new machinery, that the expense of making sugar now was greater than it was five years ago?—I conversed on the subject with one or two planters who employed that machinery, but it is difficult, not anticipating at the time that I should be required to give this evidence, for me to say how far any particular fact which I learnt in Cuba may be on the authority of one particular person or another with whom I conversed.

479. Can you tell what number of Chinese labourers had been imported, and were employed in Cuba at the time you were there?—I cannot.

480. Sir G. Pechell.] Were you in communication with the British consul while at Cuba?—Several times.

481. Did you know that he was performing the office of Judge of the Court of Mixed Commission?—No; Mr. Backhouse was filling that office whilst I was there.

482. Then Mr. Backhouse was performing the office of judge in the month of April last?—At the end of April and the early part of May.

483. It has been stated before this Committee, by Captain Hamilton, that the judge was absent at the time of the trial of a vessel which he seized for a breach of the treaty?—While I was in Cuba, I had some conversation with the judge, Mr. Backhouse, on the subject of one of those captures. I think the name of the vessel was the "Necesidades." He was at his post, and discharging his duties.

484. Chairman.] Was not it the "Arroganté Emilio"?—No; the "Arroganté Emilio" had been already taken, and proceedings were going on, or I am inclined to think had terminated. The name of the vessel was the "Necesidades." I saw her under the guns of the cruiser in the harbour.

485. Sir G. Pechell.] Were you under the impression at the Havana that any delay took place, or any inconvenience was sustained, owing to the mode in which those cases were brought before the Court of Mixed Commission, Captain Hamilton having stated that the consul was doing the duty of the judge?—I am not aware of any. Certainly, whilst I was there, I had frequent opportunities of

seeing

seeing Mr. Backhouse; I saw him time after time at the place called his office, where I saw him engaged in the business of his situation. Hon. W. G. Knex.

486. Were there any trials going on during the time you were there; or were you present in the court during the time of the trials?—I rather think the proceedings there go on in writing. The witnesses are examined, not by the judge, but by the escribano, or registrar, of the court. The proceedings are carried on in writing. 19 July 1853.

487. Can you tell the Committee what Spanish ships of war were lying in the harbour of the Havana at that time?—I recollect the name of one, but I cannot recollect any others.

488. Were there several vessels of war lying there?—I think I recollect two; the "Isabel" was there. I do not recollect the other.

489. Was the "Isabel" a steamer or a frigate?—The "Isabel" was a frigate.

490. Captain Hamilton has stated that the whole coast of Cuba was surrounded by Spanish cruisers, and he was asked to account for that, and he stated that it was owing to the American sympathisers, with a view to prevent their landing, but not to afford any protection to the treaty?—I do not think, when I was there, there was any serious alarm about a further expedition from the United States.

491. Is it your impression that the Spanish cruisers were employed more in the harbour than cruising on the coast?—No; I do not think I saw more than two in the harbour.

492. No fleet lying there?—No.

493. Were there not, East Indian labourers imported into the colony of Trinidad?—Yes; I think there were between 6,000 and 7,000 Hill Coolies.

494. Did you see them landed from the vessels?—Several of them.

495. Do you consider that their state was very much better than that of negroes landed out of slave ships?—Yes, very considerably. I do not know whether we have been singularly fortunate in Trinidad; but, as a fact, the Coolies and Chinese who have been landed there, have generally landed in a remarkably good condition, so much so, that it is within my own knowledge, as a Member of the Legislative Council in the colony, that we have on more than one occasion voted sums of money to the captains who have brought them, for the remarkably good condition in which they have been landed. The vessels are governed by the Passengers Act, and there can be only a certain number of persons on board, in proportion to the tonnage of the vessel.

Senhor Pereira de Andrada, called in; and Examined.

496. *Chairman.*] YOU are a native of Brazil, and have lately left that country?—Yes, by the last packet. Senhor
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497. Has your attention been directed to the state of slavery there, and to the measures taken by the Government of Brazil to put it down?—Yes.

498. *Sir J. Pakington.*] Are you a merchant in Brazil?—No; I am an employé of the Government in the Foreign Office at the Brazils.

499. *Chairman.*] Are you officially deputed on any business from Brazil to London?—Yes; I am to take charge of part of the accounts here.

500. Have you any returns to show the number of slaves imported into Brazil in each year from 1842-53?—Yes, I have here the accounts.

501. Will you state them?—They were the English returns made by the British Government, which the Brazilian Government adopted because they were nearly exact.

502. Do you mean the English Government here, or the embassy at Brazil?—Both.

503. Will you state the numbers from 1843?—Some of them are official reports of the Minister there to the Chamber. In 1842 there were 17,435; in 1843, 19,095; in 1844, 22,849; in 1845, 19,453; in 1846, 50,329; in 1847, 56,172; in 1848, 60,000; in 1849, 54,000; in 1850, 23,000; in 1851, 3,287; and in 1852, 700.

504. In 1853 are there any?—In 1853, this year, none.

505. How do you account for the great increase of the trade in the years from 1846 to 1849, when the imports rose from 19,000 to 50,000 and 60,000?—In the first place, the opinions in Brazil at that time were favourable to the

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slave trade; most planters thought it was necessary for the plantations, and that white free labourers would not do. Everything has been increasing in Brazil with great vigour; commerce, and everything, and of course the exportation of produce increasing, the importing of slaves must increase; the increase of exports was necessary on the produce augmenting, and they wanted a greater number of workmen and of slaves. There has always been from a remote time a party in the country opposed to the slave trade, but about that time they were not in the majority.

506. Do you mean the majority in the nation?—Yes, the majority in the nation. When the commerce was increasing there appeared an Act from the British Government, giving new power to the cruisers to pursue the slavers. This excited a great deal of animosity.

507. Do you mean what was called Lord Aberdeen's Act?—Just so, in 1845.

508. Will you state shortly what was the purport of that Act?—Giving powers to the British Admiralty and Vice-admiralty Courts to judge and declare good prizes the Brazilian vessels suspected to be engaged in slave trade. Just about that period, the slave trade increased a great deal. I must notice, that for 20 or 30 years the British Government had used all their efforts to put it down by violence, by pressure upon the Brazilian Government; but they never did accomplish it; and after the Brazilian Government, supported by the public opinion, commenced by themselves to enforce the laws, in two years it stopped, and I may say for ever, for several reasons.

509. Will you state what those reasons are?—In the first place the strongest reason is, that now the opinion is in favour of abolishing it, and the planters are getting convinced that their interest is for the abolition of the slave trade.

510. Are there any other reasons?—The prices of the blacks now are tremendously high, on account of the difficulties of the trade, so that the free labour became cheaper.

511. The price of the slaves?—Yes; the slaves are very high-priced.

512. Do you believe now that the trade has entirely ceased?—Yes; I am convinced of it.

513. Will you state what measures the Brazilian Government have taken, or how that cessation has been effected?—They made a new law, about the 4th of September 1850, which they have carried into execution with great force; and they were able to obtain this law because Mr. Hudson suspended the great violences of the British cruisers.

514. What was the nature of that law?—That law is stringent against the slave trade, and it creates a particular private tribunal for the trials of the slave vessels.

515. After the Act passed, there was a special court appointed for simply trying them?—Just so.

516. What was the nature of that court?—It is called the Auditory of Marine. It is not exactly a military tribunal; but its name shows what it is.

517. How many judges were there appointed to that court?—Only one, and from that they appealed to the Council of State, the highest court we have in Brazil, which only judges in this particular case.

518. Then are we to understand that the means of carrying out the decree of the 4th of September 1850, was the establishment of a court, with simply power to decide all slave cases, and with an appeal to the Council of State, whose decision was final?—It was final; and in that same law they give a premium to the Brazilian cruisers and to the sailors who might take slave traders, and that makes the navy also interested to use their efforts to put it down.

519. Before the 4th of September 1850, had the Brazilian cruisers been actively employed to put down the slave trade, or had they had any inducement by head money to do it?—The inducement of money was not given; they were not so actively employed at that time, because up to 1851 the greatest amount of naval force was in the River Plate; but now, all that is disposable is on the coast, which is divided into four sections cruising, and especially employed for this purpose.

520. What is the nature of the Brazilian coast, as to affording facilities for the slave trade?—It is a coast of 600 leagues, with all kinds of little bays, and points where they are able to embark; but although it is so very large, there are only certain points for it, because the country being so large, a great many desert, and they must either land near some large population or some large estate.

521. Before

521. Before that, did the English cruisers on that coast capture any slaves?—Not only upon the coast, but in the ports under the fortress.

522. Did they capture the slaves?—No, the slavers; I meant slaver vessels, no slaves.

523. How do you account for their never capturing any vessels with slaves in them?—Because it is nearly impossible for them. The slaver ships which escaped from the coast of Africa, were nearly sure to land their slaves ashore if they were not taken by some Brazilian cruiser; Brazilian cruisers have taken numbers of slaves. The English cruisers I believe have taken very few, or none, on the coast; they have taken vessels, but empty.

524. Then are we to understand you to say that the slaves were always landed before the British cruisers seized the vessels?—On the coast of Brazil it was so. They have taken a great many slaves which were directed to Brazil, but those they have taken on the coast of Africa; on the coast of Brazil, I believe, they have taken very few. I have no notes of any.

525. Do we understand you correctly to say that the facility for landing when once a vessel reached the coast of Brazil was such that they were always sure of landing the slaves?—The facilities were not so great, but there was great difficulty in foreigners becoming well acquainted with the points at which they landed, and being ready for them.

526. In what years were ships principally taken and destroyed by English cruisers?—They began in the greatest force somewhere about the beginning of 1850 to the end of 1851.

527. Are you aware whether there were any new orders issued at that time?—Yes, about that time; and they did their duty, and obeyed the orders of Government, no doubt.

528. In 1850?—Yes.

529. You have alluded to the strong measures which were taken for the seizing of vessels in the waters of Brazil. What was the effect produced on shore by those measures?—About 1848 or 1849, it was very bad. People were very much against the English. In 1850, the opinion was already so favourable to the repression of the trade, that although the Portuguese, who were the most interested in the slave trade, the Brazilians being very rarely, did all that was possible to influence the people to rouse them up by their writings, and by paying papers, to call the national dignity into warm action to resist the Government in other things, they did not succeed in that; Brazilian opinion was yet favourable to the ceasing of the trade, or else the Government could not have put into execution that new law; in fact, that new law was nearly unanimously voted in the two Chambers.

530. You mean the law of the 4th of September?—Yes.

531. And consequently the establishment of the court after that?—Yes.

532. Are we to understand that that was facilitated by the strong measures recommended by the English Government?—No.

533. You do not think that that was the effect?—No.

534. Then what was the cause?—That cause might have precipitated it; but the Government of the country, in fact, now that the thing is done, and everybody in the country, are in favour of the slave trade ceasing.

535. Are we to understand that none of the natives of Brazil, but only the Portuguese, have carried on the slave trade?—Yes; the Portuguese for the greatest part; Brazilians are exceptions.

536. Do you mean to say that the Brazilian nation and the Government are now in favour of the total abolition of the slave trade?—Undoubtedly.

537. I will repeat a question which I put to you just now; do you not consider that the interference of the British cruisers accelerated that determination of the Government?—I said it might have precipitated it, but it was a thing already in their mind; I think if you were to read the speeches which the Emperor made when he opened Parliament, you would find that he recommended to the Chamber that new law even before 1850. It is a thing that the Emperor and the Government have always had in great consideration. Even now that the slave trade is abolished, in this year the Emperor has again recommended a new and still stronger law against the slave trade, in the words of which I give a translation: "It is therefore necessary to complete the system of repression adopted in the law of the 4th September 1850, extending the competency of the particular tribunal established by that law to all those comprehended in Article 3

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of the law of the 7th November of 1831, and adopting other measures in order to cut off all hope of impunity, whatever may be the social position of the delinquent. On such an important object, I will have the honour to present to you the project of law of the Executive." The Chambers were opened very lately, one month before I left, and the Minister of Justice, in his annual report, there announces also that he will bring in, this year, a new and more stringent law against the slave trade. The Minister of Foreign Affairs, again, has declared the same, referring to his colleague, the Minister of Justice, in a report, from which I give the following translated extract: "You will be informed by the Ministry of Justice of the measures which Government think necessary to be adopted for the complete termination of the slave trade, and in order to render its re-appearance impossible; and by the Ministry of Marine will be shown to you those measures which depend from it." And the Minister of Marine has declared to the Chamber, a thing well known in England, that he has four large steamers ordered now, which are actually building in London, to augment the cruisers. I give in a list of Brazilian cruisers, which were employed in the repression of the slave trade since March 1852.

538. For the express purpose of cruising on the coast?—Yes; for the express purpose of cruising on the coast against slavers.

539. Are we to understand you to say, that the Brazilian cruisers now have had orders, and are in employment on the coast, for the suppression of slave trade?—Yes.

540. What is the head money that is paid; do you remember how much?—The head money premium they give is about 40 milreas, about 5*l*.

541. Were there not some additional laws published in October and November 1850?—Bye-laws regulations, giving more expansion to the first decree of the 4th of September; giving it more force.

542. In order more effectually to carry out the abolition?—Yes.

543. Have the local authorities shown readiness and alacrity in carrying out the views of the Government since that time?—In general they have to a great extent; they have done their duty; I have had no notice of any having been found slow in it; but if they have, the Government has power to remove them, because, although the magistrates cannot be dismissed from office, being appointed for life, unless upon some ground of misconduct, yet they are removed, if they do not do their duty, to a different district.

544. Did you not say that the Emperor, at a meeting of Parliament this year, called their attention to further means for suppressing the slave trade?—Yes; and the Chamber has answered, approving it, seeing that they would do it.

545. Have there been any instances lately of public functionaries arresting or banishing any individuals who have been found or suspected of carrying on that trade?—Since 1850 there have been many instances, or before that too; but lately there have been some: a brother of Manuel Pinto da Fonseca was sent out of the country by this last packet.

546. Was the brother to whom you allude banished from Brazil?—Yes; his brother has been banished two or three years ago; the Government having now some new suspicions of this brother of his, who had landed in Brazil, that he had again the intention of carrying on the slave trade, had him ordered to go out of the country; he opposed this by denying the charge. He offered a large sum in deposit for his security to pass through the process of trial, and if he was not absolved this sum to remain forfeited. The Government did not accept the deposit, but ordered him to be processed. In the Brazil it is very difficult to find proof against this trade, because the men that could be brought forward as proof are generally men of a low class engaged in it; they are bribed by the criminals to refuse to give evidence; and by not having proof sufficient, this man was absolved by the jury, and afterwards by the Superior Court of Appeal. However, the Government being satisfied that he had those intentions by his antecedents, ordered him immediately out of the country, and he went away by the last packet from Brazil; he was a passenger on board the same vessel.

547. That you consider a proof of the sincerity of the Government to prevent any renewal of the trade?—Yes, and I have got many proofs more.

548. What other proofs have you?—I can give another proof of another celebrated man known here; a man known in England, Don Francisco Rivarosa; he was also a very rich trader; he was sent out of the country about two years ago.

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549. On that account?—Yes, and there are many others; but lately he came again to the country, and he was hidden in the country; but the Government having notice of it, had arrested him just a fortnight before my departure from Brazil, and I left him in prison. He was one of the greatest traders in the time of the slave trade going on. I do not know what has been done, but of course the newspaper will give notice of it by-and-by; I think they will have a strong proceeding against him. Another proof is this, that the late Minister of Justice, a man who was one of the most opposed to the slave trade, at his last election declared himself against it in his circulars; and although the traders, the Portuguese party, made all their efforts to put him out of the Chamber, he had more votes than any other at the election.

550. And is now a member?—Yes, and the same thing occurred in the province of Rio Janeiro, the principal province and the richest province, where there are the most slaves and the greatest planters; when they made the elections for the provincial deputies, for they have also a kind of parliament for the provinces to represent them, a magistrate who had for many years prosecuted very strongly the slavers, got also into the Chamber, the second in number of votes, which is a proof of there being a general opinion in the country against the slave trade, because the elections are the greatest proof I can find.

551. You mean to say that the elections which have lately taken place for the provincial deputies, as well as for the Parliament, have been in favour of those who are most against the slave trade?—Yes, those are two of the greatest proofs. I have others: Mr. Euzebio is the late Minister of Justice I have just mentioned, who presented to the Chambers the law of September 1851, and made the subsequent regulations enforcing it.

552. Have the Brazil Government adopted any measures to introduce immigrants to supply the place of slaves?—Yes, long ago; and particularly lately, they have done all they can.

553. Will you state what was done in that respect?—They have established some large colonies on account of the Government, which are in a flourishing state, many of them.

554. Colonies of what?—Of immigrants.

555. From where?—From Germany, France, and Portugal principally.

556. Has that been a public speculation, or done by private individuals?—It has been by private speculation and by the Government.

557. At the public expense?—Yes, and also by private individuals; and those colonies of private individuals are the surest guarantee that we have for the abolition of the slave trade, because those parties are now interested by the larger profit they derive from the free labour, in keeping this system instead of the other.

558. Are we to understand you to say, that the profits from cultivation by free labour have been more than by the slaves in those cases?—Yes.

559. What proof have you of that?—I have here the report of the President of the province of Rio Janeiro. I have more proof to give you, but I have one official proof, which is the report of last year.

560. What does that purport to be; a report by whom?—By the President of the province of Rio Janeiro, passing it to his successor in the administration. This is worth a great deal, because it is a public document printed for the authorities of Brazil; it is not printed for the foreigner. There is no second idea in the publication of this. This is the truth; it gives an account of his province to his successor.

561. What is the date of it?—May 1852.

562. What does he state with respect to immigration?—He says, on an official visit throughout his province, he visited several planters; one of them the most important, Mr. Clementi Pinto. He visited him at a large establishment.

563. A sugar or coffee establishment?—Coffee. Sugar has been decreasing lately in Brazil; coffee has been increasing greatly.

564. What does he report?—He reports his having more than one large estate; he has one which is worked by free labour.

565. By Germans?—By Germans. He says his surest calculations were that the difference between the two estates was, that the free labour gave him 14 per cent. profit per year, while the plantations worked by slavery had scarcely reached 8 per cent.

566. With respect to those two estates, one of which was cultivated by slaves,
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and the other by free immigrants; was that in the same year in which he reports?—In the same year; and he says here that the estates were in identical circumstances.

567. Will you read that part of it?—I will read a part of it; “I have seen a calculation made with enough clearness, which shows that summing up the expenses necessary for the introduction of the colonists and their establishment, the value of the land, the wages of slaves, the expenses of preparing new soil for planting coffee, in fact, everything which is necessary to establish a colony, even in that case the owner could reckon upon a profit of 14 per cent, including all those expenses; instead of that, in one of his plantations, cultivated entirely by slaves, under like circumstances, in spite of being very well regulated and very well established, good slaves and a well-mounted establishment, and assisted by the climate in the activity of the slaves, he never could save more than a medium term of 8 per cent. per annum.”

568. That is one instance out of several stated by the President of Rio Janeiro?—Yes, but that is not the report of this year; this year must have had a great many more instances; that I am assured of, because some other reports of particular planters had been published in several newspapers in Brazil; perhaps I may find some at the Legation.

569. In mentioning the wages of slaves, are we to understand you to mean the rate at which they are hired out by the proprietors to the cultivators who employ them?—Yes, but I suppose in this particular instance that planter did not pay any wages for the slaves, as they were his own slaves that came to do the work for the colony, but he put on the expense as if he had hired them to make his account correct, or else the profit would appear different here.

570. The President makes that report to his successor?—Yes.

571. And that is published in Brazil?—Yes.

572. Is that annually done?—Yes.

573. You have not the report of this year?—No; it has not appeared yet.

574. Will you state whether there is any, and what agreement with the German immigrants for the cultivation of the coffee?—It is here also, but the result I may state in a few words: they give them some land to cultivate; a portion of land for coffee; they give them another portion for agricultural purposes; for products for their own use; with the other, being coffee, the speculation is on this basis, that half the product of the coffee belongs to the owner, and half to the colonist; they have been making profit, both the owner and the immigrants, and are going on very well.

575. Are we to understand you to say, that a portion of the land is given to the immigrant by the proprietor of the soil, part of which is occupied in the cultivation of coffee and part for his own immediate use?—Yes.

576. Then the cultivator, the immigrant, pays all the expense, and cultivates the crop, and their profits, by having half the net produce?—Yes.

577. The other half comes to the proprietor of the soil?—Yes.

578. Is it so stated in that report?—It is.

579. Then is it your opinion from that report, or do you know whether the opinion is general, that the cultivation now will proceed by immigrants instead of slaves?—Of course it will.

580. Have any measures been taken lately for the protection of foreigners?—Yes; they published a law last year, besides others of more ancient dates.

581. What is the nature of that law?—Giving nearly the same advantage to encourage foreigners to come; but we have met with great difficulties on the part of the German Governments.

582. What difficulties?—They will not allow their subjects to go to Brazil.

583. They have interfered to prevent them?—Yes.

584. But notwithstanding that, some have arrived?—Yes, and are arriving; we have now already about a dozen principal proprietors of land in Rio who have colonies, the first men in Brazil.

585. Do they come from Hamburg principally?—Yes.

586. Are we to understand then that the experiment begun by the Government has continued, and is continuing by private individuals?—Yes.

587. And that the profits alone will make it to their advantage to continue it?—Yes; but the Government is still going on in trying to introduce colonies at their own expense.

588. Then are we to understand that the Brazil Government, from the Emperor downwards

downwards through all the officials, are now zealous and sincere in the desire to put down the trade?—That is as clear as day.

589. The public opinion manifested by the election, you say, has led to that point:—Yes.

590. You stated before that the public press in 1849 and 1850 were very violent against the Government. Are we to understand that they are now in favour of the Government measure?—The press itself never was very violent against the Government on account of the slave trade, but on account of their seeming to be subjecting themselves too much to the force of England.

591. National pride, in fact, affected them more than the principle of slavery?—Yes.

592. Now what is the opinion of the press in that respect?—Now it is quite in favour of the abolition of the slave trade, and of the Government, which is at the head of that plan.

593. Do any newspapers now advocate the slave trade?—We never had any; all of them speak against the slave trade, and we have one which specially does that; we have a society in Rio Janeiro for the abolition of the slave trade.

594. What is the nature of that society; how is it composed?—It is a society in imitation of the one in England against the slave trade; many of the members have freed their slaves; they are carrying on a kind of mission to introduce those ideas into the country; they have already done a great deal, and are sustained by this paper I speak of.

595. Does the Emperor belong to, or support that society?—No; I believe neither the Government nor the Emperor has yet taken any part in that society, because it is quite a private thing, but they clearly protect it.

596. But his opinions are known publicly in his speeches from the throne?—Yes. I will cite a passage from the "Illustrated London News," of 30th October 1852. It gives a biography of the Emperor of Brazil, and says: "But the great work of Don Pedro the 2d, a work at once of humanity and policy, and which will be his indelible title of glory in the eyes of Europe, is, that of having openly attacked the national prejudice of the necessity of black slaves, and having overcome it. Thanks to him; thanks to his Ministers and the Legislative Chambers of Rio, the traffic is henceforth definitively suppressed in Brazil, for the people have understood and accepted the Imperial policy, which has for motto, 'No more traffic in slaves; European colonisation.' Such is at this moment the cry of all Brazil. The agriculturists themselves, until lately insensible to the anathemas of philanthropy, have opened their eyes and joined the Government and the Chambers in demanding the deliverance of the country from the living leprosy of the slave traffic. It was imperative that it should be so. It was indispensable that the country should associate itself with the measures of the Government, for up to this time the laws that were made were not carried out, and the people who thought them prejudicial to their interests did not scruple to infringe them. The policy of the Emperor and the Brazilian Chambers was very simple and sensible. It was not sufficient to decree the suppression of the traffic, but it was necessary to open up to the agriculturists new ways and means by which they should, within a longer or shorter delay, dispense with black labourers. The Legislature, to provide for this necessity, took proper means to attract European colonists to Brazil. Two very effective laws to this end were passed in 1850; one concerning the concession of territorial properties, the other settling the mode of colonisation. Several attempts tried on this new basis have been attended with the happiest results. Little colonies have sprung up, especially in the south of the empire, and are in a flourishing condition. The planters and landed proprietors throughout the empire give a decided preference to free over slave labour, as experience teaches them that it is infinitely to their advantage." This article is written by a Frenchman, M. Reybaud.

597. Do we correctly understand you state that, of your own knowledge, those facts are true?—Yes; I give this in proof of my opinion.

598. Have any efforts been made, or has any commencement been made to remove any portion of the slaves to Liberia?—I cannot answer that positively; but what I know is this, that Brazil, two years ago, sent a sort of Chargé d'Affaires, a sort of agent, to Liberia. I am not aware of the private instructions he brought with him; but it is natural to conclude, and it shows to everybody's good sense, that sending an agent to Liberia could not be for any other purpose

purpose than to treat for the reception of the blacks there; we have no other business there.

599. But to your own knowledge, have any free blacks as yet been sent there?—No. I believe the measure did not succeed; the agent got ill, and has returned.

600. Are you aware whether any diplomatic agents have been sent from England, or from other states, to Liberia?—No; I believe there is none from any other country. It was a plan of the Americans. They have established several colonies of blacks there. There is no diplomatic agent there.

601. Are there any other proofs you can offer of the sincerity of the Brazil Government, and their desire to put a complete end to slavery?—The greatest proof that I can give is the one that I have given already; unless they are without sense, they will not work against their own interest. Putting aside the idea of the principle of righteousness and of their duties, their interest now is in favour of the abolition; not only the interest of the Government, but also the interest of the community.

602. We understand from you that those proofs stated in the report from the President of Rio, show clearly that it would be to the advantage of the cultivators to employ free labour?—Yes, certainly; when once it is begun by the smaller estate holders, it will become a general thing; because as yet it is not everybody who can afford it, only the very large men.

603. By the expression "cannot afford it," you mean that they have not capital to pay for the expense of the immigrants?—Yes, precisely; because the interprocess is in this way: they send out agents to Europe to contract with the men there, and pay their passage, and give them some money there, which is a large expense; and when they arrive at Rio they want to bring them out to the estates, which very often are very far; and, of course, all planters cannot afford the expense of bringing 200, 300, or 400 men.

604. Does that contract, to your knowledge, imply the necessity of taking the immigrants back to Europe, if they should wish it?—I do not know whether there is that condition in the contract. I can state that the contract is very favourable to them; because, if it were not, they would not come against the great efforts which their own Government makes to keep them there.

605. Will you furnish the Committee with a copy of the Act, and of the regulations which followed, and of any new law which has been made?—The Act of September is in the blue books before Parliament.

606. Will those regulations which you have stated appear in the papers laid before Parliament?—Yes.

607. Can you state any one of them?—I will state this passage of a despatch from Lord Palmerston to Lord Howden, in which Lord Palmerston confesses that the Brazilian Government "having, during the last 12 months, been stimulated to greater exertion by the increased activity of the British cruisers in the waters of Brazil, has made rapid progress towards the suppression of the slave trade of Brazil. It has obtained from the Brazilian Parliament a more stringent law, declaring slave trade to be piracy; it has promulgated detailed regulations, affording fresh and important facilities for the punishment of offenders; it has seized slave vessels, slave-trade barracoons, and newly-imported negroes: it has brought to trial, conviction, and punishment, persons concerned in the crime of man stealing; and it has brought into action the power which by law it possesses, of expelling foreigners, and has banished some Portuguese who were known to be incorrigible slave traders;" and he concludes by saying, "and no reasonable doubt can be entertained that, if this same system is energetically pursued for another twelvemonth, the Brazilian slave trade will be almost entirely extinguished." But to his stating that that Government "having, during the last 12 months, been stimulated to greater exertion by the increased activity of the British cruisers in the waters of Brazil, has made rapid progress towards the suppression of the slave trade of Brazil," I do not concur with this.

608. Do you mean that you do not believe that the activity of the British cruisers had led to that?—No; I believe that they have done rather bad than good.

609. They have excited the people, you say?—Yes.

610. But they precipitated the conduct of the Government?—They have done it in a way not to do good; for though people might not have any doubt that it was the interest of the country when the Government promulgated those laws.

it would have been much better not to let people suppose they did it out of weakness. It did wrong to the cause of abolition.

611. Then, although the measures of the British cruisers may have forced the question upon the attention of the Government, yet you think it might have been done better, if they had not excited the national pride by their action?—Yes; or if they had employed other means. I do not know whether the British Government and the British nation have always been well informed of the feelings of the Brazilians. I rather doubt it; indeed, very much; Brazil and Brazilians have always been very favourable to the English nation. In fact, it is the first nation, we consider, and we have the greatest respect for Englishmen; even the merchants there, the most respected, are Englishmen; they would like very much to have amicable relations between the English Government and that country, but this has often been put in a doubtful state by the violent measures of the English Government and their cruisers.

612. What does Lord Palmerston say the Brazilian Government have done?—“It has obtained from the Brazilian Parliament a more stringent law, declaring slave trade to be piracy.” That is very true, but I do not say that that is in consequence of the active measures of the cruisers. I may be wrong.

613. What further has it obtained?—“It has promulgated detailed regulations, affording fresh and important facilities for the punishment of offenders. It has seized vessels, slave trade barracoons, and newly imported negroes. It has brought to trial, conviction, and punishment persons concerned in the crime of man-stealing; and it has brought into action the power which by law it possesses of expelling foreigners, and has banished some Portuguese, who were known to be incorrigible slave traders.”

614. You consider that a fair description of what the Brazilian Government has done?—Yes.

615. Although you differ as to the cause of it?—Yes.

616. Have you any further observations to make to the Committee?—Will you allow me to cite from the writings of an Englishman who appears to be very well acquainted with the affairs of the Brazils; it is an article about a book published by Sir Woodbine Parish, from the *British Quarterly Review* for February 1853. The book is about the River Plate, but there are in the article of the *Review* two or three little passages to which I will beg the attention of the Committee; beginning about the attack of Caseros, where Rosas had been put down. He says, “On this occasion, however, the Brazilian alliance introduced a regular well disciplined and properly commanded army into the contest, and in the hour of Buenos Ayrean defeat, it was to its humanity, order, discipline, and obedience, that the troops of Rosas appealed; ‘Surrender to the blue pants (so the Brazilian infantry was termed), they do not kill!’ was their cry.” This is to prove that Brazilians are not so blackened in civilisation as they generally think in Europe, and not so inhuman; “and thus a body not exceeding 3,000 men had upwards of 5,000 prisoners, not one of whom was injured; on the contrary, a contingent of Rosas’ army refused to surrender to the oriental forces of Urquiza; but on the appearance of a Brazilian officer (Captain Petra) at once laid down their arms; nor was this example of humanity lost on the Argentines themselves, in the subsequent occurrences at Buenos Ayres.”

617. Have you read that to show that the Brazilian people are ill judged of, and that they are more desirous to put an end to slavery than they have credit for?—On account of the point of civilisation they have come to, and on account of the circumstance of its being to their interest. The article of the *Review* contains still the following observations: “Nor ought the events we have narrated to be un instructive to Europe; for they teach the impolicy of England and France attempting to precipitate either by diplomatic or military agency, events in distant countries, whose circumstances they are so imperfectly acquainted with; and the shortsightedness of prohibiting the intervention of a nation materially and geographically, as well as politically concerned. They teach us also the dignity and office of the Empire of Brazil, in the political system of the world; and how much more that State may be made to contribute its share to the great mass of human happiness, by promoting its welfare, than, as has been done, by wounding its pride.” Thus by promoting its welfare, and coming to an amicable understanding with it, there would have been a much

fairer result, perhaps much quicker, than by wounding its pride, and by much stronger measures.

618. Sir *R. H. Inglis*.] You have stated to the Committee a strong impression upon your mind, that the feeling in Brazil is decidedly against the continuance of the slave trade?—There is no doubt about it.

619. Has that feeling been strengthened by religious principle, as well as by a sense of interest?—I thank you for this question, because it is one of the things I forgot to say. Yes, sir, because the clergy was, some time ago, favourable to the importation of slaves, because they saw in it a way of acquiring more Christian souls to their religion; now, they are always busily employed in converting them. I met Captain Hamilton on the railway, and came with him from Southampton to London; he met me with one of the Italian missionaries that Government sent to fetch from Italy, to convert the lower classes; we have great missions of those monks; the clergy was at one time favourable rather to continuing the slave trade, but now it is as much as possible against it; there has been a revolution in the whole opinion.

620. *Chairman*.] Among the clergy as well as the laity?—Yes.

621. Sir *R. H. Inglis*.] You have stated that a sense of their interest, and a sense of their religious duty, have combined to regulate public opinion in the Brazils against slavery?—Yes.

622. Can you state to this Committee how far there may have mixed in the formation of such feeling any apprehension of an increased number of slaves, a number which might be unmanageable?—That is one of the reasons which for some years have brought about a great revolution in public opinion; because the blacks imported into the Brazils after 1831 are legally free, but it is a thing quite impossible to put into execution. When the owners of the blacks begin to think that those men are legally free, they fear that some day or other there might be a tremendous revolution, as happened in St. Domingo and other parts, that fear has also contributed to make the country against it; their fear, their interest, their civilisation, the Government, the Emperor, the country, official people, and all are against it; this is a fact which cannot be any longer put in question.

623. Sir *J. Pakington*.] Do you consider that the great increase in the Brazilian slave trade, which took place after the year 1846, is to be attributed to the charge which took place in that year in our laws, with respect to the duties which we imposed upon foreign sugars in this country?—I do not think so, because the sugar in Brazil now is a very secondary production; although it may appear the same amount in Europe, yet, comparing it with the production of coffee, it is nothing. Coffee is the great thing. The plantations of sugar now in Bahia have got very few slaves in comparison with what the plantations of coffee have in Rio Janeiro.

624. Has the cultivation of sugar in Brazil increased since the change in our laws in 1846?—No, I believe it has been decreasing, although the change is in their favour.

625. Do you mean that your exports of sugar are less now than they were previously to 1846?—They have been decreasing.

626. Have you any table showing the annual export of sugar from Brazil?—I have not, but I may find some; I have not one here; I have not got the financial report.

627. *Chairman*.] But you can furnish that?—Perhaps I can.

628. Sir *J. Pakington*.] You have stated that the planters in Brazil now think it their interest to put an end to the slave trade?—Yes.

629. Because by experiments which the larger planters have made already, they have found that they can make larger profits from free labour than from slave labour.

630. They find, practically, that free labour is cheapest?—Is cheapest, and gives the largest profit.

631. Do you allude to the free labour of the German immigrants, of whom you spoke?—Yes.

632. What number of those German immigrants have been imported into the Brazils?—Here is a small statistic of it in 1852, in this book.

633. What is the number?—This is only one colony.

634. How many are there in that colony?—In 1852 there were in this one 2,750.

635. When were they introduced?—They have been introduced on several occasions since 1842 or 1843; I believe this colony began then.

636. How

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636. How many colonies of Germans are there?—Private colonies or Government colonies?

637. Either one or the other, or both. How many in all, Government and private German colonies, are there, do you know?—I cannot tell you exactly the number.

638. Can you give me any general statement of what number of German immigrants there are now in Brazil altogether?—I have seen all those papers at the office, but I cannot state the number.

639. Do you think it is 5,000, or 10,000?—More.

640. Very much beyond that?—Above 12,000, or 15,000, perhaps; but that is only a rough idea.

641. Is that introduction of Germans going on?—Yes.

642. Are they still importing them?—Yes.

643. Practically, how has it been found that those German immigrants bear the sugar and coffee labour in that climate?—In the sugar labour, as I said just now, they have not been employed on a sufficient scale to enable them to judge; but on the other labour they do very well.

644. They bear coffee labour pretty well?—Yes; but most of them are employed in the province of Rio de Janeiro and Rio Grande; the Government is very solicitous to treat them as well as possible, and it has established those colonies in the provinces which are best for it, more like the climate of Europe; the provinces of Rio Grande and St. Catherine are the coldest provinces in the country.

645. Have they imported into Brazil any other free labourers besides those Germans?—A great many Portuguese.

646. How do they answer?—They are a different set of people altogether.

647. Any from Madeira?—From Madeira, and from all parts of Portugal, and from all their islands; they generally arrive in greater numbers than the Germans; much larger numbers.

648. Have they tried any Chinese?—Very few.

649. Do the white natives of Brazil work much upon the sugar and coffee plantations?—No; if they do work, they only serve like what we call headmen, superintendents; they do not work in any other way.

650. I think you have stated that one cause of the change in the feeling in Brazil with regard to the slave trade is the great number of slaves already introduced?—Yes, the fear.

651. If by deaths or other causes the proportion of labour to the cultivation of plantations were to alter, and labour was to become more scarce than it is now in Brazil, do you think that the slave trade would revive there?—I think it is impossible.

652. Why so?—Because the feeling is so much against it, that those who have an interest and a preference for free labour will never bring the blacks again.

653. You think that they would still go on seeking free labour?—Yes; we must pass through a crisis to have this alteration; I believe we are already passing through it. Capitals which were in Rio and in Brazil generally employed in buying slaves and selling them, have now been employed in other industrious experiments, in opening of railways, steam navigation, and other undertakings, and great speculations from England. We have had great imports lately from England; more than we want. All this has been paid for, so that in Rio Janeiro money was abundant in consequence of the cessation of the trade, and now is momentarily scarce on account of such undertakings, attributable to the cessation of the traffic; but we shall pass happily through them, I believe.

654. Does the cost of labour form a larger element in the expense of growing coffee than it does in the expense of growing sugar?—I am not a planter; I cannot answer the question.

655. Mr. *Adderley*.] I suppose it is chiefly a feeling of interest which has led to the change of opinion in Brazil. Cannot you suppose cases in which the interest will turn exactly the other way, and make a very strong interest again for the revival of the slave trade?—No, I do not think that; because the experience of interest was acquired long after the wish of the people was known; it was not the interest that led the opinion of the country; it was the opinion of the country that brought the interest by introducing the law, and afterwards it was they found the interest; but first it was the opinion of the country.

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656. You say the German States put difficulties now in the way of immigrants?—Yes.

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657. Supposing they so increased the difficulties as to make the immigration of Germans much dearer than the importation of slaves, would not the interest probably change?—They have done all they possibly could do to impede it; but the interest which the colonists themselves find in coming out to Brazil will of course neutralise the influence of their Government; it is not possible that the Government can stop the people from going out of their country if they will; if they find it to their interest to go, they will go of course.

658. What is the nature of the difficulties which the German States have put in the way of emigration to Brazil?—Intrigue and calumny, I think, and nothing else; publishing by their press articles on purpose for those men to read; that they are badly treated in Brazil, and die from yellow fever, and that they get miserable, and so on, while we have testimonies on the contrary; we do sometimes send to Europe proof to the contrary of that.

659. You say the immigrants from Germany have their passage paid for partly by the Government, and partly by private individuals?—Yes.

660. In what way do those individuals who have embarked capital in that way secure the immigrants to their own use, for whose passage they pay, after their arrival?—Before they sail from Hamburg, or from Germany, or any port, they sign a contract. I cannot now state to the Committee that I will bring those documents, because I do not know what are the documents existing in the Legation; I only arrived on the 16th, or else I might say I should bring to you an example of one of the contracts, because all the contracts are made in the same way; if I find one at the Legation, I will bring it.

661. What is there to prevent the immigrant after his arrival from breaking that contract?—There are severe penalties, but which are frustrated by them; when they want to break the contract, they break it without any impediment; I say that, because I recollect one case; there is one example of that here of two immigrants in the colony, called the Vallao dos Veados, behaving themselves badly, and going out from the colony without any punishment; they let them go.

662. Has that frequently happened?—No; I have only had one example of that; that does not frequently happen.

663. How are those free immigrants who are brought from Germany, or Portugal, or elsewhere, employed in the Brazils?—There is very great difference between the Portuguese and Germans; the Germans are brought, in fact they are contracted with and brought to Brazil; the Portuguese come on their own account; they do not contract them in Portugal; they come of themselves by hundreds; we do not send out for them to Portugal, and they are employed in a different way. The Germans are employed in agriculture by the planters in the plantations.

664. What sort of agriculture?—Coffee and sugar.

665. Are they much employed in sugar?—No; because they generally go to the south; the sugar plantations are in the north; the coffee and cattle are Rio and Rio Grande produces; when the Portuguese arrive, they generally get employment about the towns, about the gin shops, and gin taverns, and those small businesses.

666. Are the black slaves in Brazil increased by breeding on the spot much?—No, I do not think there is much increase by breeding on the spot; but they get much more moralised in Brazil, in slavery, than they were in their former state in Africa, because in Africa they have no sentiments of father, or mother, or family, or anything of that kind; when they come to Brazil they learn quite different notions.

667. But do they breed much?—No.

668. Then there is not much supply of labour from the offspring of slaves?—No; the offspring of slaves generally get very soon free, particularly in the towns, because in the towns where the blacks have their children, they breed them up properly to show that they have a natural feeling for their children, and try then to put money together to free them; their mothers generally are employed like nurses, and as nurses they win much more than other slaves; they are frequently freed by the parents of the children whom they have nursed, and their children too, so that there are very few slaves born in the country; most of them get free somehow or other.

669. What has become of the interest which had been created in Brazil by the importation

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importation of slaves, both of the capital and the class of people who used to import slaves?—The greatest importers were foreigners, chiefly Portuguese; most of them went out of the country with their money; it is one of the causes we have experienced of the crisis in which the Bourse is in Brazil; business is now rather stagnated for want of money. But money has been partly employed in other things; industrial experiments, certain fabrics which did not exist, exist now, and they have established two large banks, both of them with large capital; and they are going to establish another. Capital has been employed in industrial pursuits, fabrics and other things, which it had not been before.

670. Sir *T. Acland.*] Do you think any of those parties are now engaged in supplying the trade of Cuba with slaves; have you any means of knowing that?—I have no means of knowing that, but I know this; that they are very immoral, and are very obstinate, and if they cannot do it there they will do it in another place. In fact, they have tried to introduce slaves into Brazil, planning their transactions from Genoa, and other place sin Europe; and the Government agents there having knowledge of it, have communicated it to the Government of Brazil, and they have taken their measures to impede it.

671. Are you quite sure that no Brazilian capital is now engaged from Brazil in the direct trade in slaves from Africa?—Yes, I am. I think it would be an absurdity for Brazilians to employ money in the slave trade, the difficulties are such; the Brazilian agriculturists and planters never were slave traders, they only bought them; the Brazilian merchants prefer to have a regular trade, and they would not trust their capital to the slave traders.

672. Therefore you think that, beyond the one 700 slaves reported to have been imported last year, no others were, in any way, clandestinely imported into Brazil?—No.

673. And none whatever during the last five months?—No.

674. Do you believe your coast is so well watched that none could be clandestinely imported without the Government being made aware of the fact?—Not without the Government being made aware of the fact.

675. Can you tell me from what part of Africa they were imported during the last two or three active years of the trade; from the north of the Line, or from the south of the Line, or from the East Coast?—From the West Coast.

676. But from north or south of the Line?—I do not know.

677. Have you the means of knowing whether the trade, while it existed between Brazil and Africa, was countenanced or connived at by the Portuguese authorities in the Portuguese settlements in Africa?—I have no means of knowing that.

678. Mr. *Adderley.*] Is the planters' interest dominant in the Brazils?—In the Provincial Assembly it is.

679. In the General Legislature how is it?—In the General Assembly the political parties are predominant; in the Provincial Assembly, the planters have got the pre-eminence.

680. In a question relating to the slave trade would the planters, holding together, be able to carry their own views in the Assembly?—No.

681. What is the nature of the fresh laws you were speaking of, for the prohibition of the slave trade?—You will find them in the paper to which I referred, of Lord Palmerston.

682. Sir *G. Pechell.*] You were heard here to state to the Committee that few slave vessels were taken by British cruisers on the coast of Brazil; I wish to ask you whether that arose from any want of facilities which had been asked by the British Government, or from any neglect or want of a sufficient number of cruisers employed on that station?—No, there was no want of facility; if there were, and they had required it from the Government, they would have had it; there was no neglect either, on the contrary they were very assiduous; but it was owing to the nature of the coast itself, and the difficulties; if they did not catch them there on the moment of landing, they escaped.

683. Were not representations made by the British commander at Rio, that vessels had arrived with slaves, but that the British cruisers could not follow them, or could not take cognisance of them under the treaties then in force with the Brazilian Government?—I am not aware that there were.

684. The British Government pointed out to the Government of Brazil the mode in which they could render more service in suppressing the slave trade,

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was not that the case?—Perhaps it was; but when those cases arose, I believe the authorities of Brazil did do also their duty.

685. Are you aware of several captures having been made by the British cruisers in the very harbours of Brazil, and taken from under the batteries of those places?—Yes.

686. They were taken away from under the batteries of those places?—Yes, and burned before the batteries, or taken away to another place, and burnt there.

687. Such a circumstance could not have taken place but for the alteration in the views of the Brazilian Government in giving more facilities to the British cruisers?—No; it was not with the consent of the Brazil Government; the Brazil Government was not powerful enough to prevent it.

688. But the British cruisers showed the Brazilian Government in what way the slave vessels might be captured, by pointing out where they were, and taking them from under the batteries?—No, it is not possible.

689. You were good enough to state to the Committee that there was a reward for the Brazilian cruisers, the seamen and officers, whenever they captured a vessel, of 40 milreas a head?—Yes.

690. Are you aware that if an English cruiser captured a Brazilian vessel, half the prize-money and half the proceeds of the vessel and cargo would come only to the British Government, and the other half to the Brazilian Government?—I am not aware of that, but this law of 1850 offers a premium.

691. But the treaty gives one-half, I believe?—If it is by treaty it must be reciprocal.

692. The Brazilian cruisers have an additional inducement now to look after the slave vessels?—Yes.

693. Is there any bounty, as in the case of a British vessel giving so much a head less for those who have died on the passage, than for those who have been landed; they get at the rate of 5*l.* for those landed, do they get anything for those who are not delivered?—No; they only get for what they bring.

694. You stated what must have given very great pleasure to this Committee, that you considered Brazil had done its duty with regard to the fulfilment of its treaties, and also that the feeling of the country was generally in favour of employing free labour?—There can be no doubt of it.

695. Do you think that a candidate for election to the Parliament of Brazil would have any chance of being elected if he were in favour of the importation of slaves?—Certainly not; not a man in Brazil now would dare utter a single word in Parliament in favour of the slave trade.

696. In short the popular cry would be all against it?—Yes.

697. Can you state the amount of imports or exports, or the amount of trade during the last year between Great Britain and the Brazils?—About three millions and a half sterling per annum of imports.

698. Entirely from England?—Yes; those imports are sold there on one year's credit; so that every year there are 7,000,000*l.* of English goods in Brazil.

699. There is always a deposit of British goods equal to one year's consumption?—Yes; and one year's consumption due. Besides that, there is a national debt to England of 6,000,000*l.* sterling; we have to pay interest for that. Then there is the interior debt, where 600,000*l.* of bonds belong to Englishmen; which makes a total of 13,600,000*l.* of British property engaged in Brazil.

Captain *Herbert Schomberg*, R. N., called in; and Examined.

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H. Schomberg, R. N.

700. *Chairman.*] YOU are a Captain in the Navy; will you state when you went to the Brazils, and how long you were there?—I arrived at Rio Janeiro, in command of the "Cormorant," in October 1849.

701. What was the "Cormorant"?—The "Cormorant" was a steam sloop, of 1,050 tons.

702. Were you sent from England?—I was sent from England to strengthen the station; and when I arrived, Admiral Reynolds had sailed for Monte Video, to relieve Commodore Sir Thomas Herbert in the command; and I found, at Rio Janeiro, Commander Skipwith, in command of the "Hydra," left as senior officer on the coast of Brazil, with the "Rifleman" steamer under his orders.

703. Was that the whole squadron?—That was the whole squadron, except the "Southampton" flag-ship, the "Tweed," and the "Harpy" tender, which lay

lay in the river. After joining the Admiral at Monte Video, he sent me up again to Rio Janeiro, to be employed in the suppression of the slave trade; and I, of course, made it my duty to make myself as much acquainted as possible with the state of affairs, having a great deal of intercourse with Mr. Hudson, the minister.

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704. When did you arrive at Rio?—In December.

705. And then you had intercourse with Mr. Hudson?—Yes; and I learned that the number of slaves landed during the last year, in the Brazils, amounted to 60,000, of which 40,000 were landed for the use of the mines and coffee plantations on the banks of the river Parahyba, and those were principally landed on the parts of the coast to the northward, between Manginilios and Cape Frio, and on the south between the west end of Marambaya and the neighbourhood of Santos.

706. What length of coast would that be; how many miles?—About 150 to the southward, I should think. I am speaking at random, and from Cape Frio to the northward, I should suppose about 100 miles of coast.

707. About 250 miles of coast altogether?—Yes; but it is separated by part of the coast; the remaining 20,000 were generally landed to the northward, in the neighbourhood of Bahia, in the neighbourhood of Rio Janeiro, and some places to the southward of Santos, as far down as Paranagua. The fittings of the slavers were generally sent from Rio Janeiro in coasters to the different ports on the coast, and the slave trade was going on quite actively.

708. Did you understand that that was done with the cognisance and sanction of the public authorities, or owing to their negligence?—At that time, I suspected the public authorities were connected with the principal slave dealers, who indeed appeared to have the upper hand in the country; that they certainly were supported by the authorities.

709. Were you able to make any captures?—I captured first of all an empty slaver, the "Astrea," after having landed her slaves near Cape Thome; with the "Rifleman" in company with me.

710. After they had landed?—After they had landed; and shortly afterwards I sailed, with information I received, to cruise for other vessels expected, and found one of those that had been reported to me as expected, empty, having landed her cargo a day or two before. She was named the "Santa Cruz," and was at anchor between the Island of St. Sebastian and the main; and on boarding her I found what she was, but did not feel justified in interfering with her, in consequence of her position, though evidently a slaver.

711. What position?—Within their waters, and anchored near the beach, close to the village.

712. What class vessel was she?—A fine large barque.

713. Sir J. Pakington.] How many tons?—Three hundred odd.

714. Chairman.] Had she landed?—Just returned.

715. And had landed her cargo?—She had landed her cargo. Of course the accounts they gave me were all false; that is, all she reported. Afterwards, when watching the removal of this vessel from her temporary anchorage, in hopes of catching her under weigh, I observed her under the land, and having examined her again, and finding that she was a slaver, but unseaworthy, I towed her out clear of the land, so as not to annoy the people of the country, and burnt her.

716. Sir J. Pakington.] How did you capture her?—I captured her under weigh.

717. Under weigh; under the land?—Yes.

718. What did you do with the crew?—Some of them left the vessel; I kept one of them. It was customary on the coast always to land the crew at that time before we acted under the new orders; they wished to go on shore, and I did not prevent them.

719. Chairman.] You merely kept a sufficient number to condemn the vessel, if necessary?—No, there was no occasion to keep any; vessels were then sent for adjudication to St. Helena, and I could not send her to St. Helena.

720. When did you get the new orders?—This caused Admiral Reynolds to express the difficulty there was in capturing slave vessels; although evidently slavers, if they dropped their anchors near the coast we could not touch them, and it was quite a farce cruising in such a manner for them. In June 1850, just after the fatal epidemic in the Brazils, orders were received from

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Lord Palmerston to capture Brazilian vessels engaged in the slave trade in the Brazil waters, or on the high seas, wherever they might be found.

721. Have you a copy of those orders?—Here is a copy.

722. Will you read them?—"Southampton," off Rio de Janeiro, 22 June 1850. The following extract from a letter, dated the 22d of April 1850, addressed by the Under-Secretary of State for Foreign Affairs to the Secretary of the Admiralty, is promulgated for the information and guidance of the squadron under my orders when cruising for the suppression of the slave trade on the coast of Brazil. The Acts of Parliament of 1839 and 1845 contain no restrictions as to the limits within which the search, detention, and capture of slave traders under the Brazilian flag, or without any nationality, are to take place; and therefore such proceedings may be had at any place within the Brazilian waters as well as on the high seas. Her Majesty's Government would not feel any greater difficulty in replying to representations from the Brazilian Government against captures of slavers made in Brazilian waters, or ports, than they would in replying to representations against such captures made on the high seas. And the squadron is hereby further apprised of a practice which has lately been extensively pursued of transporting slaves from the coast of Brazil to the island of Cuba; and it is said that the Brazilian ship, 'Tentativa,' landed 800 slaves on the coast of Cuba in the month of February last. Signed, *B. Reynolds.*"

723. In consequence of those orders, you changed your proceedings?—Yes, I changed my proceedings.

724. State what you did and what took place?—On the 26th of June 1850, in pursuance of those new orders, I proceeded to cruise with the information I had received, and proceeding first to the eastward, arrived off the harbour of Rio Frio in the evening, and observed over the land the mast-heads of a vessel which I supposed to be a slaver. Having sent my boats to the fort, at the entrance of the river to demand the vessel, I observed that they made difficulties and prepared for defence. I immediately ordered the boats to enter the harbour, and gave the first lieutenant directions to examine the vessel.

725. Sir *J. Pakington.*] Were those preparations for defence at the fort or at the vessel?—At the fort. I could not see the vessel; I could only see her mast-head. Placing myself under the battery in the "Cormorant," whilst the boats were examining the vessel, and receiving a message from the first lieutenant that she was a slaver, I desired him to bring her down the river, when she grounded. Finding that the tide was ebbing, I desired him to burn her, which service he performed with the greatest alacrity, receiving the fire of the slavers who had landed on the beach, from both shores; they had jumped over when he got on board.

726. Were any of your men hurt?—No, none.

727. *Chairman.*] Did you make any communication with the officer in the fort, where they made preparations and fired at you?—Only in going in. I was ready to receive his fire, and return it if he had fired; but he did not; the fort was lighted up, and we were close under the battery.

728. He did not attack you?—No, he did not attack me. I had all my boats away, and had very few men on board if he had, but we were ready.

729. But he did not attack you?—He did not.

730. Your boats returned, and you left?—Yes. I then immediately proceeded 300 miles to the eastward, to examine the waters of Paranagua, where I had information that the "Serea," a slaver, was fitting. On arriving off Paranagua, the mouth of which river is bounded by reefs, I took a fisherman out of a canoe, and got him to pilot me up the river. On passing the fort at the mouth of the river, a boat came off with an officer, who hailed me, and asked me where I was going. I told him to Paranagua. I had written a letter explaining my object in entering those waters; but as he did not ask me that object, I thought it prudent not to give it him. Having steamed about 12 miles up those waters, I suddenly opened out an anchorage with several vessels; and during my passage up, I learned from this pilot, he being ignorant of my object, the nature of most of the vessels, and their destination. Having closed them as near as shallow water would allow me, within gunshot, I sent my boats, under the command of the different officers, to board those having Brazilian flags, and examine them; each of them taking one at a time.

731. Sir

731. *Sir J. Pakington.*] How many vessels were there at the anchorage?—A great many; altogether, seven or eight, I should think.

732. *Chairman.*] Brazilians?—Not all Brazilians; one under the American flag, and another under the Portuguese flag.

733. *Sir J. Pakington.*] Do you suspect they were all slave ships?—All, I think, except three, which got under way and quitted their anchorage, and went towards the anchorage abreast of the town of Paranagua, which I call the legal anchorage, as all the merchant ships were lying there.

734. What class of vessels were those seven or eight at anchor?—Very fine vessels of 300 and 350 tons; one was a barque; they were of different rates.

735. *Sir T. Acland.*] Were those under American flags; American bottoms?—American bottoms. Having examined them one by one, the boats took them in tow, and commenced towing them down the river.

736. *Chairman.*] Without communication from you?—I was close to them. I made sure they would fire on the boats, and was ready to open fire on them. Having received a communication that three, under the Brazilian colours, which had been boarded, were slavers, I got the "Cormorant" into deep water and anchored her, and I proceeded myself, with the paddle-box boat which was left on board, to join the other officers, and tow the vessels down to the "Cormorant." It was a very difficult passage to get them down, which employed us all that evening.

737. What became of the crews; did you bring the crews with you, or had the crews left?—We brought a few of them on board, but at their own request landed them afterwards. In the morning we observed that a fourth vessel, a fine slaver of about 300 tons, had been sunk in the night to prevent her capture.

738. At the same anchorage?—At the same anchorage. Leaving the vessels under foreign colours at the anchorage where they were, I proceeded on the following morning down the river with the three vessels under Brazilian colours, my prizes; when, on passing the fort beforementioned at the mouth of the river, I was fired at. I immediately discharged my broadside in return, and continued engaged with the fort for the half-hour during which I was towing them through the narrows.

739. Did you suffer anything from the fire of the fort?—I lost one man killed and two wounded, and several shot in the hull.

740. *Sir J. Pakington.*] Did your shot tell upon the fort?—Yes; one shell went right into the fort, and a few of the shot told; but we were going very fast. My orders were, in addition to what I have read to you, from Admiral Reynolds, to be very careful not to allow to be recaptured any vessels I took; and my object was to get them through those narrow passages as quickly as I could.

741. Your boats went to those ships, and ascertained they were slavers?—Yes; I examined them all myself minutely.

742. *Chairman.*] Were the vessels preparing to go a voyage, or had they returned?—They were prepared to go a voyage, all except the rigging, spars, and sails; they were not fitted, but the holds were fitted.

743. Had they not brought any cargoes?—They had brought cargoes before, but they were just going for fresh cargoes. Having got them outside the fort, and there not being water for me to get over the outer bar, I anchored, and burned two of the vessels, and let them drift on the breakers, where they were dashed to pieces before the fort. The other vessel I sent to St. Helena, with the particulars of the whole, for condemnation, with the affidavit.

744. What was the result, were they condemned?—They were condemned directly.

745. Did you send papers, or what proof did you send of their being slavers?—The vessels were minutely examined; and being unseaworthy, it was impossible for me to send them, and I was not bound to send them across; it would have taken a long time to fit them for the voyage.

746. Is St. Helena the nearest place to which to send vessels?—It is the nearest; St. Helena, the Cape, and Sierra Leone are the three places to which they are sent.

747. Had you any communication with the town of Paranagua?—Yes, I had at that time; here is the correspondence.

748. Before you came away?—Yes, while I was preparing to go, putting the cargoes out of those ships that I burnt into that which I sent to St. Helena; there was a great deal of arrangement to make.

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749. What did the cargo consist of?—Goods of various descriptions, and farina, intended for the African market.

750. What was the value of those three cargoes of goods put into the one vessel, and sent to St. Helena?—The goods were not worth much.

751. What was the correspondence between the officer of Paranagua and yourself; did he address you first, or did you address him?—He sent to know what I came there for, and I have a letter here which I wrote him in reply.

752. You were then a distance of three miles from the commercial anchorage of the town?—No, not at that time, I was much nearer it.

753. Had you gone higher up, then?—Yes; though not nearer the town.

754. This was the commandant of Paranagua?—Yes; he wished to know what I came there for; and said the Brazilian Government knew how to suppress slavery themselves, and found fault with me for interfering with the nationality of the country.

755. What was your answer?—My answer was, that I was obeying the orders of the British naval commander-in-chief to search for slavers, and capture them wherever I found them in Brazilian waters.

756. Did you give him a copy of the orders?—No, merely the substance of them in those words.

757. Did more letters than one pass?—Only one with that person; I sent him the letter that I had written, with the intention of sending to the commandant of the fort, if he had asked me for it, when I came in; I sent him that, first stating what I came to look for; to look for the "Serea."

758. Did you find the "Serea"?—I found her; she was one of them.

759. Having despatched that vessel to St. Helena, you proceeded to Rio Janeiro?—Yes, I did; after despatching the one I did not burn.

760. Will you state what took place there?—On the account of the affair being made public in that city, a great sensation ensued, and it was dangerous for English officers to land.

761. Was Mr. Hudson there then?—Mr. Hudson was there; I understood that the House of Parliament were obliged to sit with closed doors, in consequence of the violence between the slavery and the anti-slavery parties; and the latter having got the upper hand, and I believe the Emperor's opinion on the subject of the slave trade having then showed itself to be altered, the total Brazilian laws for the adjudication of slave vessels were altered or brought forward in their House of Parliament.

762. In what month did you arrive at Rio?—In July.

763. Was it at that time that the disturbance took place?—It was, immediately; the British minister, Mr. Hudson, seemed much pleased, and told me that the "Cormorant" had done everything for him in forwarding his views.

764. Those views being, I apprehend, the efforts to put an end to the slave trade?—To put an end to the slave trade; but I understood Mr. Hudson had so much difficulty with the Minister opposing his authority, that he talked of embarking on board the "Southampton."

765. After that, what happened?—After that there was no more slavery carried on on the coast, excepting vessels that had sailed before, and not landed, excepting from the province of Bahia, where for some reason the new laws were delayed in being put in force; in consequence of which I was in October sent up to the province of Bahia, where I had a long intercourse with Mr. Martins, the President, in company with Mr. Porter, the British Consul.

766. Did you remain at Rio from the time you arrived there in July until October?—No; I was cruising about a good deal.

767. Then you had left the port after that?—I had; and cruised along the coast for slavers again.

768. Did you find any?—No, none.

769. Did you take any more vessels afterwards than those which you have now stated?—I took the "Feiticeira" schooner, in the harbour in Guarapari.

770. Is that south of Rio?—North of Rio, where I went, suspecting there was some connexion with the Cuban slave trade.

771. In what month was it you took her?—That was in August.

772. Before the time you have now mentioned about visiting Bahia?—Before I went to Bahia. Having brought her from her anchorage alongside the wharf, I went on shore to the chief Government officer there, at his request, to hear his defence in favour of retaining the vessel, which I threatened to take away; there being

being men on board dressed up as Brazilian troops doing duty, and the officer declaring that she was a capture by the Brazilian Government formerly, and his prize. On his expressing these statements in writing, I gave the vessel up to him, and reported the circumstance to my commander-in-chief, who approved of what I had done.

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773. Had that vessel been delivered of her cargo, or was she preparing?—She was preparing. But to show the iniquity of this Government officer, this same vessel was afterwards captured by the “Harpy,” ready to start for a cargo of slaves.

774. At the same place?—At the same place; and the “Harpy’s” boats were fired at on taking her out of the same harbour.

775. The same harbour that you had taken her out of?—Yes, the same harbour that I had taken her out from and given her up.

776. The “Harpy’s” boats were fired at?—Yes, the “Harpy’s” boats were fired at.

777. In what month was that?—In August, I think.

778. Was she taken in her voyage out?—No; she was taken in the harbour before she sailed.

779. Was she fully equipped for the voyage?—She was fully equipped, and rather screened by the bushes; she was taken to a part of the river that she might not be seen.

780. Did you examine any other vessels in the harbour at the time, to see how far they were slavers?—There were no others. I went to see especially if there were any others there, and I found no others. It was a common saying that the priest of the church there owned half of that vessel; it was reported to be his property, his speculation.

781. Have you any evidence to show that she had made previous voyages?—No, I have not; she was a very small vessel; she was condemned.

782. All this took place before you went to Bahia?—Yes. I then went to Bahia.

783. You did not take any other vessels between July, at Rio, and the time you went to Bahia, except this vessel, which you gave up?—No; I took no others.

784. Will you proceed with what took place at Bahia?—Previous to my arrival at Bahia, having the “Sharpshooter” in company with me, I ordered her on, my coals being out; and after parting company with me, she captured a vessel with slave fittings previous to her arrival at Bahia.

785. Will you state what took place at Bahia?—On my arrival, in the first place, I observed a vessel on the point of sailing with a cargo for the coast, well known to be going for slaves.

786. To what coast?—For the coast of Africa. On observing me coming to the anchorage, she hauled up the harbour, but in a day or two sailed. I having received orders from the commander-in-chief not to take vessels out of the harbour by force, could not interfere with her; but I immediately made it my duty to proceed up amongst the shipping and examine the appearance of all the vessels; when I observed five most beautiful vessels, evidently intended for the slave trade, moored above the other ships at the top of the harbour at Bahia. Having procured from the consul what information he could give me respecting them, I wrote to Senhor Martins, the President, drawing his attention to those vessels, and giving him what particulars I had gained respecting them; and desiring that he would have them seized forthwith as slavers. I received in reply a long defence, assuring me that they were not engaged in the slave trade, but that he would have them examined by the police; and on their being examined by the police of the country, he reported to me he had no authority over them, they being Portuguese vessels; and though they might have come there for the purpose of being engaged in the slave traffic, still there was no proof that they had been so. I again communicated with him on the subject; and I stated, that if they were not seized by the Government, I should acquaint the naval commander-in-chief of the position of the vessels, and he would stand the consequences that might ensue. This caused considerable excitement at Bahia. The President sent troops into the fort and examined it himself, and had all the papers removed out, in case of my taking the vessels by force.

787. Was the fort nearer the mouth of the river than you?—It was a round fort; those vessels were above the fort, and I was not allowed to go above the fort. This raised a representation from the British merchants to the consul,

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they becoming alarmed at my proceedings: when, in answer to a letter to me, I assured them that they should have sufficient warning previous to any rupture that might take place, owing to orders which I might receive from the commander-in-chief. After some delay, and a long correspondence between the Government at Rio and Senhor Martins, I succeeded in inducing Senhor Martins to purchase three of those five vessels for the Brazilian navy, and they were converted into men-of-war, and ordered to cruise against the slavers.

788. Did he purchase them from you as prizes?—He purchased them from the Portuguese owners.

789. You never took possession of them?—Never.

790. You threatened to do so?—No.

791. What became of the others?—The other two went as legal traders afterwards, and there was also a Spanish felucca which I made the same report about; certainly these were slavers, but there were no proofs of any fittings in them; they were exactly like that beautiful yacht at the Isle of Wight, the "American."

792. Sir T. Acland.] Can you tell of what country-build they were?—They were said to be Portuguese built, but they were called Virginia pilot boats, or *pallia botes*; this latter occurrence was when I was sent there in January. I went there in October and came back; and then I went there in January or February, when this happened.

793. Chairman.] Did you, or any of the vessels under your command, capture any other vessels than those that were destroyed?—There were a few others captured on the Coast of Brazil, but not at Bahia; I was looking at the list, there were about 10 altogether on the list.

794. Including the one captured by the "Harpy?"—Including that.

795. Did you capture any slaves?—Not one; the only vessel captured on the coast with slaves in, while I was there, was the one with 90 slaves captured by the "Sharpshooter."

796. Where was she captured; in the waters?—She was captured near Campas, I believe, in attempting to land; near the shore.

797. How do you account for none of the slaves being taken; the vessels being all taken empty?—I do not think it is possible to insure the capture of slaves previous to landing, without you have vessels enough to keep a strict blockade all along the coast where they land; if you are not exactly on the spot, they are out of the vessel immediately.

798. The operation is so quick?—The operation is so quick; but we generally get these vessels after they land them.

799. Sir T. Acland.] How many miles of coast do you consider capable of being watched by half-a-dozen vessels; you say, unless you have vessels enough to watch the whole coast?—A great deal could be done on that coast with six vessels to the northward, and six vessels to the southward, on those two particular parts.

800. Taking what range?—Ninety miles to six vessels.

801. Chairman.] What more passed after that; that brings us to January 1851; how long did you remain on the coast?—After my correspondence with Senhor Martins, he received from Rio a programme of the new laws, and he became very friendly, and sent a message to me to say he wished to visit the "Cormorant" in state; and he fitted out his cruisers, and sent them all to cruise, and induced his old friends the slave-dealers, who were all the principal people at Bahia, to leave off the slave trade, having convinced them that it was of no use further to proceed in the traffic; and when I left Bahia, I considered that the slave trade was as far put down as could possibly be expected; for those that arrived afterwards were merely chance vessels, either that had sailed before the new laws came out, or some few speculations along the coast.

802. When did you leave the coast altogether?—In April 1851.

803. In your reports to the Admiralty, did you express any opinion that the Government authorities on shore had taken up the measures themselves, and were sincere in carrying them out?—I frequently conversed with the Admiral and the Minister on the subject, and it was quite evident; there is not a doubt about it.

804. You heard the evidence that was given by the gentleman that was examined before you as to the disposition of the people of the country there; do you believe that that opinion is correct?—I believe there are two parties in the Brazils, the same as there are in any other country, the slavery party and the anti-slavery

anti-slavery party; and according as their interests were affected, they were on one side or the other. Many poor people at Rio own two or three slaves; it is their property; it is the only thing they have; they let them out for the year, and it brings them an income. Therefore, of course, those sort of people would not wish to see slavery put down.

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805. Did they draw a distinction between the foreign slave trade and the home slavery, such as exists in the United States; are you able to judge how far they were opposed to slavery as slavery, or only to the foreign slave trade?—A great many were opposed to the principle of slavery; I think the fever had great influence at that particular time, for there were 16,000 inhabitants of Rio swept off by this epidemic, which was brought to Brazil in a slave vessel, which set a great many people very much against the slave trade; they were frightened then out of their wits.

806. Was it such a fever as had never been there at any prior period?—It was.

807. Sir *T. Acland*.] Was that in 1850?—It was in 1850; I was nearly dead myself.

808. *Chairman*.] Had you any opportunity of judging how far that may have contributed to change the opinion of the people in favour of abolishing the trade?—I cannot say how far, but at the time it was said to have that effect. I think the main reason that the country wished for the abolition of the slave trade was, because the slave population was getting so large. At Bahia it really makes one wonder, in walking the streets; you meet nothing but very fine black fellows; they are a very fine race of black men; you meet nothing else but them; you would suppose they would have possession of the country in a short time.

809. You would infer, therefore, that the possible consequences of their rising had very much influence upon the people?—Very much so.

810. Is it your opinion, that the presence of our squadron, in addition to the efforts they made to put the trade down, had also the effect of supporting the anti-slavery party?—I think so; and the indignity which they considered was imposed upon them by our entering the harbour, and taking the vessels out, had an effect. I think that they felt either that the injury ought to be opposed, by a rupture with Great Britain, or that they should come into our views.

811. In your communications with the people did you find that the law of 1831, which declared every man landing in the Brazils free, was considered as a matter of importance to be urged?—I can hardly answer the question.

812. Is it your opinion that the evidence given by the last witness is correct, that there is a disposition and a determination to prevent the slaves increasing?—Undoubtedly I think so.

813. Sir *G. Pechell*.] You stated that the cargoes of the two vessels were put into the third vessel, and sent to St. Helena?—Yes.

814. Was that vessel manned out of your ship?—Out of my ship.

815. How many hands did you supply to the vessel?—I think 10.

816. And two officers?—And two officers.

817. What was the complement of your ship?—The complement was 160.

818. Do you consider it a great hinderance being compelled to send that prize to St. Helena, instead of sending her to Rio Janeiro?—We could not send her to Rio Janeiro.

819. The circumstance of sending her to St. Helena, I apprehend, was owing to the Admiralty Court being there?—Yes.

820. To be condemned by the Admiralty Court, and not under the treaty by the commission?—No; as a piratical vessel.

821. Were no vessels condemned at Rio Janeiro?—No, not when I was there; there was no court at Rio Janeiro.

822. In the event of a Brazilian ship of war taking a slaver, is she tried by their new laws?—Yes; the adjudications formerly, under the old system of Brazilian adjudication, were corrupt.

823. Is a vessel captured now by a British cruiser taken to Rio Janeiro to be dealt with by the Brazilian new law?—I am not aware what the present order is; I fancy she would be tried by the Brazilian law.

824. There would be no more occasion to go to St. Helena?—I suppose not.

825. What was the ordinary passage estimated at from the coast of Brazil to St. Helena?—It varied very much; but I should say about six weeks.

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826. By what means of communication or process did you expect ever to see your prize crew again?—They would take the chance of a vessel to England; and come from England, unless there was a vessel happening to come from St. Helena; sometimes there was.

827. Then, in fact, it was a very great hinderance altogether to the business in which you were employed, having to send your prizes to St. Helena?—It was; and had not this new law come, and we had captured a great number of vessels, we could not have sent them; it would have unmanned our ships.

828. When you sent that vessel, did you send the papers of the other two vessels?—Yes.

829. They were all condemned?—Yes.

830. There was the officer to be present who had been present at the measurement?—Yes.

831. That is for the sake of the tonnage bounty?—Yes; and there were proper surveying officers appointed by the commanding officers to survey the vessels, and they reported that that survey was correct and sworn before the consul.

832. Had there been any vessels cruising at the mouth of that River Parana-gua, where you took the three vessels?—No, none.

833. Had it not been considered a port which slavers resorted to?—It was not generally known as such; but I had captured a vessel off that port once before, the "Paulina."

834. You stated the difficulty of capturing those vessels with the slaves in, on account of their generally running them ashore, and landing them so quickly?—Yes.

835. Would that be the case if your cruising ground was a little further off the shore; you would have longer time to chase those vessels?—We cruise where we like; we are not bound to cruise close to the shore.

836. But you say the vessels immediately run on shore, and then the affair is over; their being landed out of the way, where you have no more power to deal with them; that would not be the case if you had more sea room to chase them?—On such a line of coast one vessel has a very poor chance of being in the neighbourhood of a landing, for there are such a number of boats engaged in giving intelligence to slavers.

837. But I want to know whether, by having more sea-room, you would not have a better chance of taking the vessels before they reached the shore; you have stated that the vessels were always captured without slaves?—Yes, if you saw them in shore of you.

838. I speak of having more sea-room; being a greater distance from the shore?—As you increase your distance from the shore, you increase the range and chance of escape.

839. Have you anything to say with reference to the inferiority of our cruisers, in point of sailing, to that of the slavers?—No; we were mostly steam cruisers when I was there.

840. Were there no sailing-vessels?—Yes, there was a sailing-vessel; but she was not employed so much for the slave trade, she generally had other occupations.

841. Was she supplied with instructions?—She was.

842. Would it be necessary for a vessel to be supplied with instructions to capture a Brazilian vessel under that Act?—Do you mean slave papers?

843. Yes?—You must have slave papers.

844. In short, a ship must have a commission on paper, for the purpose of detaining the slaves?—Yes.

845. That would prevent a vessel going to the East Indies, not employed upon that service, from detaining a vessel?—It would.

846. Sir T. Acland.] Then the steam service, you think, is the most effective?—Certainly.

847. Sir G. B. Pechell.] It would give greater facilities to the capturing those vessels, if every vessel bound to those seas, going to the Cape of Good Hope or the East Indies, or the Falkland Islands, were allowed to have those papers?—But to get papers for all our men-of-war would be a very troublesome job, I think, from all the different Governments.

848. The French Government limited the number of vessels that were to have those papers; are you aware of that?—No.

849. Chairman.] Had you any opportunity of examining those vessels and finding

finding that false certificates, or papers had been made out for them?—They generally had no papers; they are the most far-sighted fellows, and they have the ensign of most nations in the world.

850. Captain Hamilton has stated to the Committee, that in those he took in Cuba, he found false papers, and he found that it was the constant practice to give them officially those false papers?—They all sailed under the Brazilian flag, because before the new laws came out, they were not punished if they were captured, therefore they always showed Brazilian colours, and seldom had papers.

851. Have you any doubt of the Government having banished a number of those slave dealers, and expelled them from Brazil?—I know they have banished some; before I left, one of the Pintos was banished, and his principal clerk came home in the vessel with me from Rio.

852. Pinto was a wealthy man?—Pinto's cashier, as he was called, who had been with him many years, was coming to Europe in the packet I came home in to meet him; and he said that Pinto had lost 82 vessels altogether by the English cruisers on the coast of Brazil; but he still had 60,000 *l.* when he was banished, and he mentioned to a person on board that the slave dealers were convinced that it was no use carrying on Brazil slave trade any longer; that it would ruin them.

853. That confirms the information which we have had from the other witness to-day?—That was in April 1851, when I was coming home in the packet after being promoted.

854. Sir *G. B. Pechell.*] You were promoted for your services there?—I was.

855. You stated that the vessel you took was left there in possession of the Brazilian officer?—Yes; at Guarapari.

856. And to show the iniquity of the Brazilian officer, she was afterwards found engaged in the slave trade, and captured by the "Harpy"?—Yes, in the harbour; disguised up the harbour by the bushes.

857. I wish to know the name of the officer of the "Harpy," and whether we can obtain his attendance here to corroborate what you state?—It is Mr. Dalton.

858. Is he in England?—He is in England; lately come from the Brazils.

859. What is his rank?—He is a lieutenant, and was in command of the "Harpy" at that time.

860. I believe the "Harpy" was a very inferior vessel?—A very inferior vessel; Mr. Dalton sailed to look for that vessel, in consequence of information that he got at Rio.

861. Sir *T. Acland.*] I think, in one of your answers, you expressed misgiving whether some of the trade from Brazil was not destined at the time for Cuba?—There was a report that they were taking slaves from the north, near to Guarapari, near this harbour, to Cuba, and that caused me to go up there; but I do not know whether there was any foundation for that.

862. What you alluded to was slave trade from Brazil to assist the supply of Cuba?—Yes.

863. Have you any reason to think that Brazilian capital was engaged in conveying slaves from Africa to Cuba?—No; I have no reason to suppose so.

864. Do you think, if any parties had capital that was engaged in the Brazilian and African trade that has now ceased, such capital has been since transferred to the trade of Cuba?—Yes, transferred now in consequence of its having ceased in Brazil.

865. Have you any further knowledge of that; can you give us any information upon it?—No; I can only tell you that I received private information at Rio of a vessel expected in the Brazils, which went to Cuba.

866. Have you any general information respecting it?—No; no general information.

867. Have you information respecting the Cuban trade?—None at all.

868. And no means of knowing whether the capital of any particular person is engaged in it?—No; nothing but strong suspicions as to the Sardinians.

869. Were you ever on the African coast yourself?—Only in the flag-ship, visiting, not cruising.

870. Do you know from what part of the coast of Africa the slave trade was supplied during the latter years in Brazil itself before you came?—The large vessels all came from the Mozambique; the small vessels, that landed to the northward of Rio, all came from the northern part of Africa and the west coast.

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871. North of the line?—The small slavers that landed to the northward of Rio mostly came from the west coast of Africa; but those that went from Paranagua, the large vessels, all went round the Cape to the Mozambique for slaves.

872. Can you give us any information respecting the particular spots?—No.

873. *Chairman.*] Can you inform us when the "Harpy" took the vessel which you had liberated and given over to the Brazilian authorities?—In August 1850.

874. *Sir G. B. Pechell.*] When did you board her?—About a month before. Here is the correspondence with the Admiral. I will read it, if you please.

875. *Chairman.*] Are the Committee to understand that you delivered that vessel over to Martinas?—Not to Martinas; to the principal government officer at Guarapari.

876. To the principal officer there, as assuring you what?—That she was a vessel detained by the Brazilian Government on suspicion, and not a slaver.

877. They were in possession of her?—They were in possession of her, and had troops on board doing duty.

878. And yet in the following month she was captured on going out?—Yes.

879. And was she condemned?—She was condemned.

880. *Sir G. B. Pechell.*] Where was she condemned?—At St. Helena.

881. Did she go there?—Yes.

882. *Chairman.*] Where was she captured?—In the harbour, before she sailed; they offered violence, and fired on Mr. Dalton's boats, coming out.

883. *Sir G. B. Pechell.*] You stated that at one of those places, among other vessels, there was a Spanish felucca?—Yes, at Bahia.

884. Do you know for what purpose she was there?—She had not fittings in to condemn her, but I have not a doubt that she was a slaver.

885. Do you think she was on her way to the coast of Africa?—She was going for slaves, and would have gone if I had not arrived.

886. Do you imagine she was going for the purpose of Brazil supply, or for Cuba?—I cannot tell, I should think Brazil; she was employed before there.

887. You think she was concerned more for Brazil than Cuba?—She was concerned in the Brazilian slave trade then, I think. Here is the report to the Commander-in-Chief, dated the 13th of July; it is a quotation from a letter: "On the 10th, at about 11 a.m., I observed, through an opening over the island forming Guarapari harbour, the masts of a schooner wearing a Spanish burgee. Having cleared for action, and shotted the guns, I steamed into the bay of Guarapari, and discovering the very small entrance of the river (which, within its mouth, forms a small harbour, having about four fathoms water abreast the houses), I stopped the engines, and sent Lieutenant de Kantzow in a whale-boat to reconnoitre the mouth of the river, and take a view of the harbour. He observed three soldiers going towards the vessel near the point." Those were men they had dressed up. "Having hoisted out the starboard paddle-box boat, I sent the first lieutenant, Mr. Luckraft, with her, and two cutters armed, with officers in them, to examine the schooner, and anything else which looked suspicious up the river, placing the 'Cormorant' in a covering position, and anchoring. About the time the boats shoved off, the schooner was observed from the ship to have hauled down the burgee and hoisted a pendant, and she wore Brazilian colours. On the boats arriving near the schooner, moored near the shore, they were hailed by a man from the shore cautioning Lieutenant Luckraft to mind what he was about, the vessel being in charge of the Brazilian Government. On going on board, three soldiers were found in charge of her, and one of the crew was on board. On asking him her name, he said, the 'Valho do Dia,' and on inquiring of the soldiers they did not know. On Lieutenant Luckraft examining her he found a cant all round for her slave deck; deck fitted for large coppers; large hatchways, fitted for gratings; and hair of negroes sticking to beams above where her slave deck had been, with the usual smell of slavers. Her papers, which were found in a locker, were not in the custody of any Brazilian officer. Among them was a manifest, dated in 1849, stated her cargo to be 50 casks of water, as ballast, farinha, beans, arms, &c., with medicine chest, for Campeche and Sisal. One of the soldiers said the vessel had been in their custody four months, another four days, and the other two days. On Lieutenant de Kantzow landing, he was informed by one party that her name was the 'Brazil,' and by another man, who seemed to be the captain or supercargo, that it was the 'Feiticeira.' He was also abused because the English came into their harbours, and burnt their vessels.

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vessels. This man said that the vessel was built at Mangaratiba, and that the only voyage she had made was to Victoria, and having lost her masts, she put in here, and to-morrow was going with a cargo of wood to Rio de Janeiro. Lieutenant Luckraft having waited for my instructions when I went on board, I looked at her fittings, and received her papers from him, and having heard his statement of the condition of the vessel, I proceeded, taking with me Lieutenant de Kantzow, who speaks Portuguese fluently, to the house of the subdelagado de policia, who told me that the vessel had been there four months; and that suspecting her of slave traffic, he had yesterday taken possession of her in the name of the Brazilian Government (though Lieutenant de Kantzow heard him say to another person that he only came down from the mountains this morning). He remonstrated with me on interfering with the vessel, which was in his custody, and said he should put ten men on board at night time for her safe custody from her crew. I told him that she was a slaver, and that I must take her, unless he would give me an official document to produce to the British naval Commander-in-Chief, stating that she was in his custody on behalf of the Brazilian Government, which circumstance would be reported to his Government by my admiral on my arrival at Rio. The subdelagado, who wore a ribbon, and had a black secretary by him, requested me to state in writing what I had said, which having done (as per copy of letter enclosed), he wrote me an answer, a copy of the translation of which I enclose, and asked for the vessel's papers, which I then returned to him, saying, the British Government would require of his Government the condemnation of the vessel I had left in his possession, as a slaver, in fulfilment of the treaty. He said she would be tried by their laws, the result of which he could not predict. Having taken leave from the vessel of the subdelagado, who was standing on the beach, I returned with my boats to the 'Cormorant.' The vessel's measurement was as follows: length 80 feet, breadth 21 feet, depth of hold 10 feet, and her registered tonnage in her papers, 95 tons. Now, sir, from the various explanations received from each party, so opposite in their nature, the confusion of the parties concerned, the appearance of the place and its inhabitants, and the conclusive liabilities of the vessel to condemnation in a British Admiralty Court, as being engaged in the slave trade, I feel quite confident in pronouncing her to have been lately engaged in the West India slave trade, and most probably one of those vessels I am directed to look out for in the latter part of your standing order, No. 16; and nothing but an extreme deference to the dignity of the nation taking a part in the Convention of 23d November 1826, could have induced me to relinquish, under such circumstances, to Senhor Joaquim Ramilhte, Maya Subdelagado de Policia at Guarapari, the possession of the Brazilian schooner, 'Feiticeira,' which he, in his official capacity, assured me, both verbally and in writing, was, at the time she was boarded by my officer, in his custody, on behalf of the Brazilian Government, on suspicion of being engaged in the slave trade. The 'Imperial Pedro' having just sailed from this river, I have little doubt that my arrival here has alone arrested the progress of the 'Feiticeira' for her next trip. However, from what I have experienced on this coast, I confess I feel much reluctance in consigning captures made by me under any circumstance to the precarious decree of Brazilian adjudication; but as a case for the interference of Her Majesty's Chargé d'Affaires at Rio, I earnestly hope good may accrue from it. On the 11th, I was employed chasing and examining vessels in St. Ann's Bay, and, on the 12th, at 8 a.m., boarded some vessels in the Bay of Rio des Ostras, and then went off St. Joan. Observing at some distance up the river the masts of two schooners over the land, one of which looked very suspicious, I examined the coast, and at last found the very narrow entrance of the river, on the banks of which there seemed to be a considerable town. Being anxious to send my paddle-box boats up it armed, I sent Lieutenant de Kantzow to sound the bar in the whale-boat, and there being only three feet water on it, and expecting the sea breeze to set in every minute, the impossibility of getting out either of the vessels (if liable to seizure), and perhaps even my heavy boats, together with unwillingness to burn their vessels in a place so confined, as to endanger destroying all their houses, and perhaps causing loss of life, determined me for the present to relinquish the project I had formed; and, being out of coals, I have returned to Rio, to join your flag, having examined the anchorages of Armaces and Cape Frio in passing along the coast."

888. Although they told you she was not a slaver, you found that, in a very short time afterwards, she was captured by the "Harpy"?—Yes.

G. 88.

889. *Chairman.*]

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889. *Chairman.*] Have you any letter from Lieutenant Dalton, reporting that capture by the "Harpy"?—He was not under my orders at the time, but I find in the Blue Book the following letter from Lieutenant Dalton to Admiral Reynolds. "' Rifleman', off Rio de Janeiro, March 13, 1851. Sir,—With reference to the seizure of the Brazilian schooner 'Feiteira,' by Her Majesty's steam vessel 'Harpy,' on the 12th August, I beg to state, that at Guarapari there is neither fort, barracks, nor flagstaff, nor anything to denote military authority. I found the schooner secreted in a branch of the river, at least two miles from the village, off which all legal vessels anchor. She was concealed among the bushes, and neither a house or any habitation was near her. With reference to the resistance offered, I feel convinced that the party was entirely composed of the fishing community of that place. I have, &c. (signed) R. H. Dalton."

Veneris, 22^o die Julii, 1853.

MEMBERS PRESENT.

Mr. Hume.
Mr. Moffatt.
Sir T. Acland.
Mr. Strutt.
Sir J. Pakington.

Sir R. H. Inglis.
Viscount Goderich.
Mr. Adderley.
Sir G. B. Pechell.
Mr. A. Hastie.

JOSEPH HUME, Esq., IN THE CHAIR.

Thomas Lawrence Ward, Esq., called in ; and Examined.

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890. *Chairman.*] WILL you state in what department of the Foreign Office you are?—I am Superintendent of the Slave Trade Department in the Foreign Office, and have been in that situation since November 1851.

891. You succeeded Mr. Staveley?—Yes.

892. Are you able to lay before the Committee the slave treaties existing at the present moment with Portugal, Spain, and Brazil?—I have here extracts of those treaties, containing the articles under which we engaged to pay to Portugal and to Spain sums of money.

893. Have those documents which you have brought been already laid before Parliament?—They have all been laid before Parliament.

894. That being so, what the Committee want is merely an abstract and reference to them, with the dates, in order to bring them together in as small a compass as possible?—Those will be found in these papers.

895. Will you have the goodness to read them one by one?—This is the preamble of the first and second articles of the convention between Great Britain and Portugal, signed at Vienna on the 21st of January 1815.

Vide Appendix.

896. Will you just read the heads?—"His Britannic Majesty and His Royal Highness the Prince Regent of Portugal, being equally desirous to terminate amicably all the doubts which have arisen relative to the parts of the coast of Africa with which the subjects of the Crown of Portugal, under the laws of that kingdom and the treaty subsisting with His Britannic Majesty, may lawfully carry on a trade in slaves ; and whereas several ships, the property of the said subjects of Portugal, have been detained and condemned upon the alleged ground of being engaged in an illicit traffic in slaves ; and whereas His Britannic Majesty, in order to give to his intimate and faithful ally, the Prince Regent of Portugal, the most unequivocal proof of his friendship, and of the regard he pays to His Royal Highness's reclamations, and in consideration of regulations to be made by the Prince Regent of Portugal for avoiding hereafter such doubts, his desire is to adopt the most speedy and effectual measures, and without the delays incident to the ordinary forms of law, to provide a liberal indemnity for the parties whose property may have been so detained under the doubts as aforesaid. In furtherance

furtherance of the said object, the high contracting parties have appointed as their Plenipotentiaries," &c. Article 1. "That the sum of 300,000 *l.* be paid in London to such person as the Prince Regent of Portugal may appoint to receive the same, which sum shall constitute a fund to be employed under such regulations and in such manner as the said Prince Regent of Portugal may direct, in discharge of claims for Portuguese ships detained by British cruisers previous to the 1st of June 1814, upon the alleged ground of carrying on an illicit traffic in slaves. Article 2. That the said sum shall be considered to be in full discharge of all claims arising out of captures made previous to the 1st of June 1814, His Britannic Majesty renouncing any interference whatever in the disposal of this money." That is the first and second. Here is another treaty between Great Britain and Portugal, signed on the next day. That relates further to this money payment.

897. Dated the 22d of January 1815?—Yes. This is also at Vienna. "Article 1. That from and after the ratification of the present treaty, and the publication thereof, it shall not be lawful for any of the subjects of the Crown of Portugal to purchase slaves, or to carry on the slave trade on any part of the coast of Africa to the northward of the Equator upon any pretext, or in any manner whatsoever; provided nevertheless, that the said provisions shall not extend to any ship or ships having cleared out from the ports of Brazil previous to the publication of such ratification, and provided the voyage in which such ship or ships are engaged shall not be protracted beyond six months after such publication aforesaid. Article 2. His Royal Highness the Prince Regent of Portugal hereby agrees and binds himself to adopt, in concert with His Britannic Majesty, such measures as may best conduce to the effectual execution of the preceding engagement, according to its true intent and meaning; and his Britannic Majesty engages, in concert with his Royal Highness, to give such orders as may effectually prevent any interruption being given to Portuguese ships resorting to the actual dominions of the Crown of Portugal, or to the territories which are claimed in the said treaty of alliance as belonging to the said Crown of Portugal to the southward of the Line, for the purposes of trading in slaves as aforesaid, during such further period as the same may be permitted to be carried on by the laws of Portugal, and under the treaties subsisting between the two Crowns. Article 4. The high contracting parties reserve to themselves, and engage to determine by a separate treaty, the period at which the trade in slaves shall universally cease and be prohibited throughout the entire dominions of Portugal; the Prince Regent of Portugal hereby renewing his former declaration and engagement. That during the interval which is to elapse before such general and final abolition shall take effect, it shall not be lawful for the subjects of Portugal to purchase or trade in slaves upon any parts of the coast of Africa, except to the southward of the Line, as specified in the 2d Article of this treaty; nor to engage in the same, or to permit their flag to be used, except for the purpose of supplying the Transatlantic possessions belonging to the Crown of Portugal. Article 5. His Britannic Majesty hereby agrees to remit from the date at which the ratification mentioned in the 1st Article shall be promulgated, such further payments as may then remain due and payable upon the loan of 600,000 *l.* made in London for the service of Portugal in the year 1809, in consequence of a convention, signed on the 21st of April of the same year; which convention, under the conditions specified as aforesaid, is hereby declared to be void and of no effect."

898. Does that state what the amount of that money was, which was to be remitted?—It does not; there is no statement of the sum that was then remaining due and payable.

899. An account of that I suppose can be produced?—Yes; I have no doubt it could.

900. Was there not another treaty, two years afterwards?—In 1817, there was.

901. To carry out the stipulations of the treaty of the 22d of January 1815?—Yes.

902. Will you state what that was, and the date?—This is an additional convention to the treaty of the 22d of January 1815.

903. Was there any convention between that of 1815, and that of 1817, which you have in your hand?—No.

904. Will you state what that was?—"Additional convention to the treaty of the 22d January 1815," which is the one which I have just read," between his

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Britannic Majesty and his Most Faithful Majesty, for the purpose of preventing their subjects from engaging in any illicit traffic in slaves. Signed at London, the 28th July 1817, in the English and Portuguese languages." This is the preamble: "His Majesty the King of the United Kingdom of Great Britain and Ireland, and his Majesty the King of the United Kingdom of Portugal, Brazil, and Algarves, adhering to the principles which they have manifested in the declaration of the Congress of Vienna, bearing date the 8th of February 1815, and being desirous to fulfil faithfully, and to their utmost extent, the engagements which they mutually contracted by the treaty of the 22d January 1815, and till the period shall arrive when, according to the tenor of the 4th Article of the said treaty, his Most Faithful Majesty has reserved to himself, in concert with his Britannic Majesty, to fix the time when the trade in slaves shall cease entirely and be prohibited in his dominions, and his Majesty the King of the United Kingdom of Portugal, Brazil, and Algarves, having bound himself by the 2d Article of the said treaty, to adopt the measures necessary to prevent his subjects from all illicit traffic in slaves, and his Majesty the King of the United Kingdom of Great Britain and Ireland, having on his part engaged in conjunction with his Most Faithful Majesty to employ effectual means to prevent Portuguese vessels trading in slaves, in conformity with the laws of Portugal and the existing treaties, from suffering any loss or hinderance from British cruisers, their said Majesties have accordingly resolved to proceed to the arrangement of a convention for the attainment of these objects, and have therefore named as Plenipotentiaries," &c. Article 3. "His Most Faithful Majesty engages, within the space of two months after the exchange of the ratifications of this present convention, to promulgate in his capital, and in the other parts of his dominions, as soon as possible, a law which shall prescribe the punishment of any of his subjects who may in future participate in an illicit traffic of slaves, and at the same time to renew the prohibition which already exists to import slaves into the Brazils under any flag other than that of Portugal; and his Most Faithful Majesty engages to assimilate as much as possible the legislation of Portugal in this respect to that of Great Britain." Article 11. "His Britannic Majesty formally engages to pay the 300,000*l.* sterling of indemnification, stipulated by the convention of the 21st January 1815, in favour of the proprietors of Portuguese vessels captured by British cruisers up to the period of the 1st of June 1814, in the manner following: viz., the first payment of 150,000*l.* sterling, six months after the exchange of the ratifications of the present convention, and the remaining 150,000*l.* sterling, as well as the interest, at five per cent., due upon the total sum, from the day of the exchange of the ratifications of the convention of the 21st of January 1815, shall be paid nine months after the exchange of the ratifications of the present convention. The interest due shall be payable up to the day of the last payment. All the aforesaid payments shall be made in London to the Minister of his Most Faithful Majesty, at the Court of his Britannic Majesty, or to the persons whom his Most Faithful Majesty shall think proper to authorise for that purpose." Separate article. "As soon as the total abolition of the slave trade for the subjects of the Crown of Portugal shall have taken place, the two high contracting parties hereby agree, by common consent, to adapt to that state of circumstances the stipulations of the additional convention concluded at London the 28th of July last; but in default of such alterations, the additional convention of that date shall remain in force until the expiration of 15 years from the day on which the general abolition of the slave trade shall so take place on the part of the Portuguese Government. The present separate article shall have the same force and validity as if it was inserted word for word in the additional convention aforesaid. It shall be ratified, and the ratifications shall be exchanged as soon as possible. In witness whereof, the respective Plenipotentiaries have signed the same, and have thereunto affixed the seals of their arms. Done at London this 11th day of September, in the year of our Lord 1817."

905. Are you able to state whether the monies so stipulated have been paid?—I am not able of my own knowledge to state that; I have no doubt they were paid; the Treasury know that.

906. Then that treaty binds England to pay the 300,000*l.* stipulated in 1815, as a remuneration in full for all losses, and also to pay all interest that may have accrued by reason of the money not having been paid in 1815?—Yes.

907. And

907. And there is a remission of the debt and interest due on the loan of 600,000*l.* to Portugal?—Yes.

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908. What is the date of that loan?—The loan was made by Great Britain to Portugal in the year 1809.

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909. Will you read the words of the article remitting that debt?—“His Britannic Majesty hereby agrees to remit, from the date at which the ratification mentioned in the 1st Article shall be promulgated, such further payments as may then remain due and payable upon the loan of 600,000*l.* made in London, for the service of Portugal, in the year 1809.”

910. Since 1817, have there been any other treaties with Portugal on the same subject?—Yes; that was a treaty signed at Lisbon on the 3rd July 1842.

911. Will you read it?—The preamble is, “Their Majesties the Queen of the United Kingdom of Great Britain and Ireland, and the Queen of Portugal and the Algarves, being earnestly desirous of putting an immediate end to the barbarous and piratical practice of transporting the natives of Africa across the sea, for the purpose of consigning them to slavery, and their said Majesties considering that this infamous practice was declared to be a highly penal crime by the law of Great Britain, in the year 1807, and has likewise been prohibited, under severe penalties by the law of Portugal, in December 1836; and their said Majesties being of opinion, that in order the more completely to prevent, for the future, the perpetration of this crime, and to render more effectual the operation of the laws enacted in each country for its punishment, it will be expedient to establish regulations of maritime police, and to constitute colonial commissions, to which regulations and commissions vessels navigating under the flag of either party, and not belonging to one or the other of the Royal navies, shall be amenable, their said Majesties have resolved to conclude a treaty for this purpose, and have accordingly named as their Plenipotentiaries, that is to say,” &c. Article 1. “The two high contracting parties mutually declare to each other that the infamous and piratical practice of transporting the natives of Africa by sea, for the purpose of consigning them to slavery, is, and shall for ever continue to be a strictly prohibited and highly penal crime, in every part of their respective dominions, and for all the subjects of their respective Crowns.” Article 15. “Her Majesty the Queen of Portugal and Algarves hereby declares the slave trade to be a piracy, and that those of her subjects who shall, under any pretext whatever, take any part in the traffic in slaves shall be subjected to the most severe secondary punishment.” Memorandum of the British and Portuguese Plenipotentiaries, annexed to the preceding treaty: “Lisbon, 3d July 1842. It is hereby distinctly understood, between the Duke of Palmella, on the part of her Most Faithful Majesty, and Lord Howard de Walden, on that of Her Britannic Majesty, that simultaneously with the exchange of ratifications of the Treaty for the Abolition of Slave Trade, signed by them, under the date of the 3d of July 1842, a decree establishing the penalties to be inflicted upon persons implicated in the slave trade, declared piracy by Article 15 of the said treaty, shall be promulgated throughout Her Most Faithful Majesty’s dominions; and that the Act of Parliament, under which such proceedings have been authorised, shall be rendered null and of no effect as regards the Portuguese flag.”

912. Since the declaration of that trade by Portugal, in 1842, to be piracy, have any other treaties been concluded between the two countries?—That is the last. There is no further treaty relative to the slave trade later than 1842.

913. Are you able to state to the Committee what efforts have been made by the Portuguese Government to abolish the slave trade, and whether there are any papers before you to show that at the present moment any portion of the trade continues?—The correspondence containing an answer to that question is in the volumes of correspondence which have been laid before Parliament.

914. Can you at a future period, or now, indicate the principal despatches and correspondence between the British Government and the Portuguese Government upon that subject?—Yes.

915. In abstract?—Yes; I could make extracts from the printed correspondence which will show what the present state of the slave trade, so far as Portugal is concerned, is.

916. Can you, from the perusal of those papers, state, or from your own knowledge state, what is the general result?—I speak generally, from memory, that the

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colonial possessions of Portugal are very few. They have, on the west coast of Africa, the province of Angola, which is of limited extent; they have, on the east coast of Africa, an extent of coast reaching from the dominions of the Imaum of Muscat on the north, down to Cape Delgado on the south.

917. Is not that near Natal?—Cape Delgado is not very far from the north of our possessions. From that portion of the Portuguese colonial possessions which lie on the east coast of Africa, there is a great export of slaves still.

918. Will you be able to produce any correspondence to show how that is carried on?—The Report of the British Commissioners at the Cape of Good Hope, and the Reports of the naval officers employed on the Cape station, show the state of the slave trade on the east coast of Africa.

919. Can you produce any of the late reports; we want any information subsequent to 1849; we wish to confine our inquiry, if possible, to that period?—I have got the latest report of the Cape Commissioners.

920. Will you give us the reference to that, and state the substance?—Yes; these are papers from the 1st of April 1852 to the 31st March 1853, which have not yet been laid before Parliament; this is from Her Majesty's Commissioners at the Cape of Good Hope to Viscount Palmerston, Cape Town, 20th February 1852.

921. Will you state the substance, and we will put it in the Appendix?—They state that Mosambique itself still continues free from the traffic; that was during the year 1851. The newly-arrived acting Governor-general, they state, "has given an earnest of his intention to follow the good example of his predecessor in opposing the slave trade by superseding the Governor of Ibo, in whose district alone any recent infractions of the treaty have occurred." "It is between Pomba Bay and Cape Delgado, where there is little or no legal traffic, that the exportation of slaves has been effected; the numerous islands of the Querimba group, of which Ibo is the principal, afford great facilities for the purpose." There is a sentence of this report which sums up the conclusions of the Commissioners; shall I read it?

922. If you please?—"Altogether we have come to the conclusion that the exportation of slaves from the east coast has fallen somewhat below the usual average, being estimated at about 8,000;" that is, in the year 1851; "of this number, between 4,000 and 6,000 have been taken to the northward, and up the Persian Gulf, and the remainder have, we believe, gone chiefly to the Island of Cuba, in Spanish vessels, which visit the Querimba Islands, generally in the months of November and December, for the purpose of taking off cargoes of slaves." They state, "It is, however, only the actual exportation of slaves which has been reduced, for we learn that many thousands still continue ready for shipment all along the coast, there being 4,000 or 5,000 at Quillimane, and as many more at Ibo alone." Those are the facts from which I come to the conclusion, which I stated in answer to a previous question, that the slave trade is still continued in the Portuguese dominions on the east coast of Africa.

Vide Appendix.

923. Are there any remonstrances from Lord Palmerston to the Portuguese Government against the trade?—Yes, there is, in the correspondence, though I cannot lay my hands upon it immediately.

924. Will you prepare and submit, at a future period, to the Committee, such extracts as show the measures taken by Her Majesty's Government to enforce the stipulations of abolition made with the Portuguese Government?—I will.

925. Sir J. Pakington.] What is the date of that last report?—20th February 1852.

926. Whom is it signed by?—Signed by George Frere, jun., and Frederic R. Surtees, the commissioner and arbitrator.

927. Is there any observation as to their having so little work to do there?—No, I do not think there is.

928. Chairman.] Are you able to point out how many cases have been brought for adjudication from that coast to the Commission at the Cape in the last two years?—I see here a despatch saying, "No judicial proceedings during the year 1852."

929. Are there any cruisers in the Mosambique, or along that district which you have stated, where the trade prevails, near Ibo?—Yes, but I cannot state the number.

930. Sir J. Pakington.] I suppose the vessels that were employed there during the Kafir war, in taking the provisions and troops backwards and forwards,

wards, interfered very much with the distribution of vessels for the suppression of the slave trade?—The cruising against the slave trade was very much hindered and obstructed by the Kafir war.

931. *Chairman.*] Then you will prepare an abstract of the principal documents showing what has been done by the Government to carry out that treaty?—I will.

932. *Sir T. Acland.*] In point of fact the slave trade is an export trade, and not an import trade on the part of the Portuguese?—Yes.

933. Can that have taken place without great laxity of conduct on the part of the authorities?—I should think the authorities must be aware, to a certain extent, of what is going on; they must be aware of those barracoons and those depôts for slaves which exist all along the coast.

934. *Chairman.*] Does it appear that any Portuguese ships have been employed in carrying away the slaves from any part of the Portuguese possessions?—I do not think there is anything to show that Portuguese vessels particularly have been employed.

935. But are you not satisfied that the export trade could not be carried on without the connivance of the officers belonging to the Portuguese Government?—That is my impression.

936. How are we to reconcile with that the removal of the Governor of Ibo, as stated by you, for practices of that kind; I think you stated he was removed?—Yes; he was removed by the Governor-general of Mosambique, because he had been suspected of stimulating the slave trade.

937. Are you able to say whether his successor continued the same practices?—No.

938. But an export in that year of 8,000, as stated by the Commission, went on notwithstanding?—It went on.

939. *Sir R. H. Inglis.*] From the instance which you have given, with respect to the Governor-general of Mosambique, do you wish the Committee to understand that that is an exception to the general conduct of officers employed by the Portuguese Government; that whereas he was in favour of the suppression of the slave trade, as clearly evidenced by his suspension of an officer who was suspected of inciting it, but that the other officers employed in the service of Portugal, in other places, have not shown the same disposition to suppress the slave trade?—That is my impression.

940. From your knowledge of the treaties, and from your knowledge of the returns officially made to the British Government since the date of those treaties, do you or not believe that it is want of will, rather than want of power, on the part of the Government of Portugal, to give a final blow to the slave trade, so far as the dominions of Portugal are concerned?—I think the Portuguese Government, if they interested themselves as much as this Government does in the suppression of the slave trade, would select governors and subordinate governors on those coasts who were determined to put down the slave trade.

941. You state that the British Government show an interest in the suppression of the slave trade; so far as treaties are concerned, is not the obligation as equally binding on the part of Portugal as on the part of England?—It is.

942. *Chairman.*] Will you direct your attention to the Portuguese settlements on the west coast of Africa, and give what information you can on the subject of the state of the trade there?—On the 23d of January 1852, Sir George Jackson, Her Majesty's Commissioner at Loanda, writes, that he dare not venture to express a too confident belief that the spirit of slave trade speculation is extinct in this province, or that, if any opening or relaxation on the side of Brazil should be discovered, advantage would not be taken of it to recommence the nefarious pursuit.

943. That alludes to Brazil having been the place to which slaves from Loango were carried for sale?—Yes.

944. We understand, that if Brazil refuses to purchase, the slave trade will not be renewed there?—That is the purport of this report.

945. Is there any other important fact in that report?—He says that in making his report on the slave trade, during the year 1851, he cannot better or more truly depict its present state on this part of the coast, than by quoting and confirming to their fullest extent Lord Palmerston's latest words in Parliament, that at Loango, and the other principal Portuguese stations on the coast, the

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slave trade is so paralysed that most of the slave traders have suspended their business. I should have read that paragraph first and the other afterwards.

946. The other parts of the letter enable you to say that the abolition of the slave trade in Brazil has been the cause of paralysing that trade?—It has had a very material effect upon it.

947. Is there anything else, with reference to any other part of the coast, that you wish to refer to?—This relates to the province of Angola, a Portuguese possession on the west coast of Africa, and that exhausts the colonial possessions of Portugal.

948. *Sir T. Acland.*] Have you had any representation made to your office of any glaring neglect on the part of the Portuguese authorities on either coast, and on which?—I cannot speak very positively at this moment; but I think there are reports of naval officers to show that they complain of the want of proper vigilance on the part of the subordinate authorities, on the east coast especially. Not on the west coast; they do not complain of that.

949. *Sir J. Pakington.*] In the treaty which you read of the 22d of January 1815, it is stated that Portugal claimed the trading in slaves on the south of the Line, only to supply its Transatlantic possessions?—Yes, and that was only to continue for a limited time.

950. Then, as soon as ever the Brazils were separated from Portugal, having an Emperor of their own, the claim of Portugal entirely ceased with regard to any traffic in slaves?—Yes. I am not sure I can state the exact date. I think the treaty states when they were permitted to go on south of the Line.

951. That was as regards their Transatlantic colonies?—Yes.

952. *Chairman.*] Did not the Queen of Portugal, in 1836, or at a subsequent period, pass penal laws to enforce the abolition of the slave trade, additional to the treaty with England?—The treaty was signed in 1842.

953. Was there not one in 1836?—In 1836 there is a decree of the Queen of Portugal; it is a very long decree.

954. Will you state the substance of it and the date?—The date of it is the 10th of December 1836.

955. Is that the first penal statute by the Portuguese against the slave trade?—The first that I am aware of.

956. Will you just state the substance of it; does it declare the slave trade to be piracy?—It does not declare the slave trade to be piracy, but it enacts various penalties, which are specified. They are fines principally; and also, in the 15th article, it says, "Every master or captain of a vessel met to the southward of the 20th degree of north latitude, and at less than 200 miles distance from the continent of Africa, without a passport in the form prescribed by the 6th article, or convicted of having performed that navigation without such passport, shall be punished with three years confinement in the galleys."

Vide Appendix.

957. When was the slave trade made piracy?—By this, which is a decree passed in July 1842. It is very short; if you will allow me, I will read it: Decree declaring the Portuguese slave trade piracy. "Palace of Necessidades, the 25th of July 1842. Desiring to contribute in the most efficacious manner to the total abolition of the inhuman traffic in slaves, already declared piracy by the legislation of the principal maritime powers of Europe, and having to this end solemnly stipulated, in Article 15 of the treaty lately concluded with Her Majesty the Queen of Great Britain, under date of the 3d July 1842 last, to make the same declaration; I deem it proper to declare likewise, in these kingdoms and their dominions, the said traffic to be piracy, and to cause to be applied to it all the penalties laid down in the decree of the 10th of December 1836."

958. That is the treaty of which you have already recited Articles 1 and 15. dated 3d July 1842?—Yes.

959. Those two are the subsequent legislation?—This one decree.

960. Are there any others since that period?—No.

961. I wish to direct your attention to Brazil; what is the state of treaty between the Brazils and this country?—This is the treaty between Great Britain and Brazil, dated 23d November 1826.

962. Will you state in a few words the substance of it?—This is the preamble: "Whereas upon the separation of the empire of Brazil from the kingdom of Portugal, his Majesty the King of the United Kingdom of Great Britain and Ireland, and his Majesty the Emperor of Brazil, respectively acknowledged the obligation
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which devolved upon them to renew, confirm, and give full effect to the stipulations of the treaties subsisting between the Crowns of Great Britain and Portugal for the regulation and final abolition of the African slave trade, in so far as those stipulations are binding upon Brazil; and whereas in furtherance of that important object his Majesty the King of the United Kingdom of Great Britain and Ireland, and his Majesty the Emperor of Brazil, are animated with a sincere desire to fix and define the period at which the total abolition of the said trade, so far as relates to the dominions and subjects of the Brazilian empire, shall take place, their said Majesties have accordingly named as their Plenipotentiaries to conclude a convention for this purpose," &c. "Article 1. At the expiration of three years, to be reckoned from the exchange of the ratifications of the present treaty, it shall not be lawful for the subjects of the Emperor of Brazil to be concerned in the carrying on of the African slave trade under any pretext, or in any manner whatever, and the carrying on of such trade after that period by any person, subject of his Imperial Majesty, shall be decreed and treated as piracy." The 2d Article states, that the King of Great Britain and the Emperor of Brazil, "deeming it necessary to declare the engagements by which they hold themselves bound to provide for the regulation of the said trade till the time of its final abolition, they hereby mutually agree to adopt and renew, as effectually as if the same were inserted word for word in this convention, the several articles and provisions of the treaties concluded between his Britannic Majesty and the King of Portugal on this subject on the 22d of January 1815, and on the 28th of July 1817, and the several explanatory articles which have been added thereto.

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963. Has Brazil passed any laws since then, or have we had any further negotiations with them?—The law of Brazil prohibiting the importation of slaves into Brazil, is dated Rio de Janeiro, 7th November 1831. It contains one important article, that all slaves entering the territory or the ports of Brazil, coming from abroad, are free.

Vide Appendix.

964. From that date?—From that date.

965. Have there been any other subsequent regulations to enforce that, that you are aware of?—There were three laws passed, dated the 4th of September, the 14th of October, and the 14th of November, 1850, enacting measures for the suppression of the African slave trade.

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966. Is that the last?—That is the last.

967. Are you able to state how far, as appears by the public documents, those regulations have been effectual to carry out the treaty with Great Britain?—The regulations upon the law of 1831, you mean.

968. Yes?—That is rather too large a subject to begin upon at this moment.

969. Does the late correspondence in the Foreign Office show that the slave trade in Brazil has ceased or continues?—It appears from the latest information received at the Foreign Office, that during the year 1852, there were only two cargoes of negroes landed on the coast of Brazil; one in the month of May, and the other in the month of December.

970. Are you aware what number of slaves were landed, and by what ships?—The name of the ship which landed the cargo in May is not known. The name of the vessel that landed the slaves in December 1852, was the "Camargo."

971. What was the number in each case?—The number was never exactly stated, but I see in the report of the Brazilian minister of justice of 1853, that the two importations together are calculated to have amounted to 700; however, I think that they were greater.

972. Sir J. Pakington.] Is that information conclusive as to the number really landed, or does it only mean that that number was all that was ascertained?—I am speaking from the report of the Brazilian minister of justice, and his information was derived from the reports of the officers on the coast.

973. Therefore, you suppose it to be conclusive?—I believe it was greater, but that is only conjecture; I do not know it from my personal knowledge, but judging from the contents of the despatches.

974. When you say you suppose it to have been greater, do you mean that those ships contained more than 700 negroes, or do you mean that you suppose more ships landed cargoes than have been reported?—I mean that those two ships brought a greater number, but not a very much greater number, than reported.

975. You have no reason to doubt the statement that the number of 700

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was, in fact, limited to the contents of those two ships?—So far as the reports received at the Foreign Office go, no others are known.

976. *Chairman.*] Have you any reports of what has been doing this year, 1853?—The despatches and advices from Rio come up to the 14th of June of this year; and it appears from those advices that, between the 12th of December 1852 and the 14th of June 1853, there had been no landing of African negroes on the coast of Brazil.

977. Do the despatches report any new enactments or stricter regulations by the Brazilian Government against the trade?—None of a later date than this law of 1850

978. Do you receive a report of the speech from the Emperor to the Chamber?—We have a copy of it.

979. Is there any notice of new legislation or stringent legislation recommended by the Emperor in the speech for this year?—I do not remember sufficiently to say; I have not the document in my memory.

980. From a perusal of those documents, up to the latest period, have you any reason to believe that any slaves have been landed at Brazil in this year?—None at all.

981. Can you give, by-and-by, one or two of those despatches to which you have alluded, to show the actual state in which the question is there?—I do not think there is any despatch which states exactly what I have said, because what I have stated is drawn from my recollection of the despatches during a period of a year and a half. The minister of Rio de Janeiro is not in the habit of drawing up a yearly report; but I dare say, from his despatches, there can be extracted passages showing what I have stated.

982. *Mr. Moffatt.*] Can you state whether those two vessels, which were reported as having landed slaves in 1852, were under the Portuguese or the Brazilian flag?—I do not think it appears what flag they were under; I think they were under no flag at all.

983. Have you any information as to the course pursued by the Brazilian Government with reference to those two cargoes of slaves?—The despatches state what was done by the Brazilian authorities to recover as many of the slaves as they could, and to liberate them.

984. What was done with the vessels?—The vessel, in May 1852, I think, was run ashore and lost; became a wreck.

985. Was the other vessel, the "Camargo," taken by the Government, and condemned?—This states the number of slaves landed by the "Camargo" to have been 500; and as to the measures taken by the Brazilian Government to discover those imported blacks, Mr. Jerningham, Her Majesty's chargé d'affaires at Rio de Janeiro, says that the result of so much apparent activity was small.

986. Does he state the number that was discovered and manumitted?—"Only 38 of newly-imported blacks were found, and brought into the port of Rio on Saturday last."

987. What is the date of that?—The 7th of February.

988. Does he give any information as to what was done with the vessel?—I do not see that he does; but I dare say I might find it out with a little searching.

989. *Chairman.*] Now, with reference to Spain, will you state what treaties have taken place between that country and England for the suppression of the slave trade; just enumerate the dates?—Treaty between Great Britain and Spain on the 23d September 1817. This is a short extract from that treaty. The first Article is as follows: "His Catholic Majesty engages that the slave trade shall be abolished throughout the entire dominions of Spain, on the 30th day of May 1820; and that from and after that period, it shall not be lawful for any of the subjects of the Crown of Spain to purchase slaves, or to carry on the slave trade, on any part of the coast of Africa, upon any pretext, or in any manner whatever; provided, however, that a term of five months, from the said date of the 30th of May 1820, shall be allowed for completing the voyages of vessels, which shall have cleared out lawfully previously to the said 30th of May." Article the Second: "It is hereby agreed that, from and after the exchange of the ratifications of the present treaty, it shall not be lawful for any of the subjects of the Crown of Spain to purchase slaves, or to carry on the slave trade, on any part of the coast of Africa to the north of the Equator, upon any pretext, or in any manner whatever: provided, however, that a term of six months from the date of the exchange of the ratifications of this treaty, shall be allowed for completing

pleting the voyages of vessels which shall have cleared out from the Spanish ports for the said coast, previously to the exchange of the said ratifications." Article the Third: "His Britannic Majesty engages to pay, in London, on the 20th of February 1818, the sum of 400,000*l.* sterling, to such person as his Catholic Majesty shall appoint to receive the same."

990. Does it say for what?—The treaty is here.

991. Just state it shortly?—"To serve as compensation both for losses which she had sustained by the capture of her slave-ships prior to this treaty, and for losses which she might sustain by the intended total abolition of the slave trade."

992. That is the treaty of the 23d of September 1817, which you have now read; what was the next agreement between Great Britain and Spain?—The next between Great Britain and Spain was signed on the 28th of June 1835, by George Hyde Villiers, the present Lord Clarendon, at Madrid.

993. Where was the treaty of 1817 signed?—Signed at Madrid, by the Plenipotentiaries.

994. What was the purport of the treaty of the 28th of June 1835?—It states that the King of Great Britain, and the Queen Regent of Spain, "being desirous of rendering the means taken for abolishing the inhuman traffic in slaves more effective, have, in order to obtain this important object, resolved to conclude a new convention in the spirit of the treaty contracted between both powers on the 23d of September 1817. Article 1. The slave trade is hereby again declared, on the part of Spain, to be henceforward totally and finally abolished in all parts of the world. Article 2. Her Majesty the Queen Regent of Spain, during the minority of her daughter Donna Isabella the Second, hereby engages that immediately after the exchange of the ratifications of the present treaty, and from time to time afterwards, as it may become needful, Her Majesty will take the most effectual measures for preventing the subjects of Her Catholic Majesty from being concerned, and her flag from being used, in carrying on, in any way, the trade in slaves; and especially, that within two months after the said exchange, she will promulgate throughout the dominions of Her Catholic Majesty, a penal law inflicting a severe punishment on all those, Her Catholic Majesty's subjects, who shall, under any pretext whatsoever, take any part whatever in the traffic in slaves." Those are the two essential articles.

995. Were there not some further stipulations or penal laws in 1845?—It was not till 1845 that Spain passed penal laws for the suppression of the slave trade in pursuance of that treaty; that is to say, 10 years afterwards.

996. Does the convention of 1835 stipulate that penal laws shall be passed to carry out the terms of that convention?—It states that, within two months after the exchange of the ratifications of the treaty, the Queen Regent of Spain "will promulgate throughout the dominions of Her Catholic Majesty a penal law, inflicting" so and so.

997. Do you understand that the penal law was not promulgated till the 2d of March 1845?—Not until the 2d of March 1845.

998. What is the nature of that penal law?—I do not think I can state it in a few words. The punishments are all secondary punishments, penalties and imprisonment for different periods.

999. Does it declare the trade piracy?—No, it does not.

1000. Has Spain at any time passed a decree to declare the slave trade piracy?—Spain has not done so.

1001. Has the British Government made any representations upon that subject, and urged them to do so, as other states have done?—Yes. Lord Palmerston addressed a representation on that subject to the Spanish Government, in the year 1851.

1002. Did not Lord Aberdeen make a strong representation to the Spanish Government on that subject?—In 1843 Lord Aberdeen addressed a very strong remonstrance to the Spanish Government about their not having passed that law which was promised in the treaty of 1835; it is an important despatch.

1003. Will you have the goodness to read it?—It is from Lord Aberdeen to Mr. Bulwer. "Foreign Office, December 31 1843. Sir,—I have to desire that you will take the earliest opportunity to call the attention of the Spanish Government, by a formal note, to the state of slave trade and slavery in the Island of Cuba. By the preamble to the treaty concluded in 1817, between Great Britain and Spain, Spain bound herself to Great Britain to 'adopt, in con-

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cert with her, efficacious means for bringing about the abolition of the slave trade, and' for 'effectually suppressing illicit traffic in slaves on the part of Spanish subjects.' And Spain further engaged by the treaty itself, that from the date of the exchange of the ratifications of the treaty, it should not be lawful for Spanish subjects to carry on the slave trade on any part of the coast of Africa north of the Equator, and that from the 30th day of May 1820, the slave trade should be abolished throughout the entire dominions of Spain; so that, after that date, 'it should' not be lawful for any of the subjects of the Crown of 'Spain to purchase slaves, or to carry on the slave trade, on any part of the coast of Africa, upon any pretext or in any manner whatever.' The cruisers of each nation were empowered to seize vessels with slaves, if found at sea, under the flag of the other nation. Tribunals, composed of individuals of each country, were to try such vessels, and the slaves taken in them were to be emancipated by those tribunals, and to be delivered over to the Government in whose territories the case was tried; and, in the regulations for the guidance of the tribunals, it was specially declared and pointed out to their attention, that each Government bound itself to guarantee the liberty of such portion of the individuals as should be respectively consigned to it. In consideration of the stipulations of that treaty, Great Britain engaged to give to Spain the sum of 400,000*l.* sterling, in full compensation for all losses sustained by Spanish subjects on account of vessels captured previously to the treaty, and also for the losses which, in the words of the treaty, were described as 'a necessary consequence of the abolition of the slave traffic.' The treaty was so far fulfilled that cruisers were appointed to act under it; Commissioners were established to try the cases; vessels were taken, tried, and condemned; and the slaves received from the tribunal a sentence of emancipation. Regulations also were drawn up and agreed upon, providing for a temporary apprenticeship, by which the negroes emancipated might be prepared for final and entire freedom. Great Britain paid the money required from her, and has, from the first, laboured sedulously in fulfilment of the obligations of the treaty. But how has Spain fulfilled her share of the engagement? For an answer to this question, it will be sufficient to look to the Island of Cuba. In 1821 the number of slaves in Cuba was estimated at 265,000. A census of the population was taken in 1827, which gave the number of slaves in Cuba to be 286,942. Another census was taken in 1841, when the return of slaves then existing was given at 496,495; thus making an increase, even by the official census, of 210,000 in those last 14 years. But that census is known to have been incorrect; and it is believed that the real number was purposely concealed, and at this moment, according to the most intelligent inhabitants, the number of slaves in Cuba is not less than between 800,000 and 900,000. Her Majesty's Government regret to say, that this unnatural and alarming increase in the slave population is but too easily accounted for. An almost avowed connivance at the trade, on the part of the local authorities, aided, as it has been, by the evasions and delays of the Government at Madrid, whenever the conduct of their subordinate officers has been denounced to them, and the strict fulfilment of the treaty demanded, affords a ready solution of it. Vessels have arrived and cargoes of slaves have been landed in the face of day, and in the immediate neighbourhood of the capital itself; the facts have been denounced by the British functionaries to the Captain-general; the name of the vessel, the number of the slaves, the very spot in which they were confined, has been made known to him; and the result has been that the Captain-general, after going through the form of an investigation, has declared the alleged facts to be unfounded, whilst it has been notorious in Havana that he has received from the slave-dealers a price for each slave that has been landed. Nor has the conduct of the authorities been less culpable in respect to the negroes who have been emancipated by the Mixed Court. Repeatedly, at the conclusion of their apprenticeship, have these unfortunate persons been sold for a new term of slavery, to the profit of those whose solemn duty it was to secure to them complete and permanent freedom. The British Government remonstrated. Promises were lavishly made; and at length the forcible representations of Her Majesty's Government produced, on the 2d of January 1826, a Royal Order, enjoining the authorities in Cuba to carry the treaty into faithful execution, without the delay and evasion arising from their custom of referring to Madrid upon every remonstrance or complaint addressed to them. But even this order was neglected

lected in Cuba, and the infraction of the treaty still continued. Subsequently, in 1835, a treaty was concluded, more stringent than that of 1817, empowering British cruisers to seize vessels under the Spanish flag when equipped for the slave trade; and it was stipulated, that two months after the exchange of the ratifications, the Spanish Government should promulgate a penal law, affixing a severe punishment upon all Spanish subjects concerned in the slave trade. Still the traffic was actively carried on; and though the importation of slaves was less, those who reached the shores of Cuba were suffered to be made slaves, the Governor, as before, receiving his bribe for each individual negro consigned to illegal captivity. So that in January 1841, Her Majesty's Commissioners wrote home that they could 'not too strongly express their conviction that from the officers of the Spanish Government they can look for no assistance whatever in suppressing the slave trade, and that Great Britain must trust to her own acts alone for effecting that object.' At last a short respite occurred in this long-continued practice of bad faith and injustice, so unworthy of any Government claiming a title to the respect of nations. In the spring of 1841, General Valdes arrived as Captain-general at Havana. With a promptness and good faith, worthy of his high position, he assembled the slave traders, and told them that, consistently with honour and with justice, he could not connive, as he confessed he found his predecessors had done, in the disgraceful trade in slaves. He gave them six months to complete the undertakings which, trusting in a continuance of the favour they had experienced from his predecessors, they had entered into before he came to the Government; and he declared that after those six months no infraction of the treaty should be allowed to pass unpunished. The effect of this honest declaration was instantaneous. The number of vessels sailing from the Havana for Africa, which in 1840 had amounted to 56, decreased in 1841 to 31; in 1842 they were only 3. The number of arrivals which in 1840 were 41, were in 1841 only 27, and in 1842 only 9. Of course the importation of slaves diminished accordingly. The number introduced into the island in 1840 was not less than 14,470; in 1841 it was 11,850; and in 1842 it was reduced to 3,160. But it was not long before the slave dealers in Cuba made strenuous efforts at Madrid to procure either the recall of this honourable officer, or the issue of such orders as would force him to permit, as heretofore, the evasions of the treaty. They partially succeeded at the time; and shortly afterwards a new administration was formed in the mother country, and General Valdes was finally recalled, carrying with him from the island the regrets and good wishes of all who were capable of appreciating the probity and disinterestedness of his character. In this last year, 1843, the importations of slaves have again taken place as formerly in Cuba. No attempt has been made to check them on the part of the present Spanish authorities. It is in vain that the British functionaries announce them to the Governor, and the same disgraceful system of evasion and fraud and bribery and bad faith appears once more in action. I furnish you with the particulars of these transactions, contained in despatches from Her Majesty's Commissioners and Her Majesty's Consul-general in Cuba. You will see it stated that the slave traders in Cuba are carrying on undertakings in that disgraceful traffic, with a confidence in impunity, and a corresponding activity, greater than had been evinced by them for many years past, and that the Captain-general has even refused to receive any more communications from Her Majesty's Consul-general upon the subject. You will also see that such has been the extent of the illegal importations in Cuba, that it is computed that if the slaves imported since 1820 were emancipated, according to the intent and spirit both of the treaty in 1817 and of that of 1835, not one-sixth of all the negroes or coloured population would remain in bondage; and that, whilst the number of these unhappy beings has been rapidly and constantly increasing, the treatment to which they are exposed on the part of their masters has become more and more reckless and inhuman. Although not absolutely denied religious or moral instruction, none whatever is offered to them. The civil laws are, as far as their protection is concerned, almost a dead letter; and when General Valdes, during his enlightened, but too short administration, endeavoured, by the force of new regulations for their treatment, to obtain an amelioration of their wretched condition, he was compelled almost immediately to issue a circular, diminishing in a great measure the effect of these very regulations. Other facts might be cited to show that the Government at Madrid were little inclined to follow up the first steps taken by General Valdes, towards a just and honourable discharge of their

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engagements. From a note addressed by General Sancho to this office, on the 15th of July 1842 (at which time General Valdes was Governor of Cuba), it appeared that five years was the utmost time considered by the Spanish Government as necessary for effecting the complete freedom of those negroes who, in spite of their emancipation by sentence of the Mixed Commission, had, through the negligence and cupidity of the Spanish authorities, never yet had the blessing of full liberty conferred upon them. Against this prolonged continuance of slavery, for those in respect to whose right to immediate freedom not the slightest doubt existed, Her Majesty's Government then remonstrated, and it does seem that at the time these remonstrances were of some avail. The real liberation of the emancipated negroes commenced in January 1842. There were then supposed to be about 7,000 of this class in Cuba. By the accompanying abstract from the Reports of Her Majesty's Commissioners, you will see that in the course of that year 920 adult individuals, or about one-eighth of the whole number, besides 295 children, their offspring, received complete liberty. But the number of emancipated negroes restored to freedom within a similar period has since gradually lessened. In the first four months of 1843, 141 adults and 19 children, and the next four months only 103 adults with 29 children were liberated; in September last, there were only 20 adults with 3 children; and in October last, only 12 adults with 10 children, who received this long-promised boon. I have now to desire that you will state to the Government of Spain, that it is with real sorrow that Her Majesty's Government find themselves obliged to confess that it would be culpable on their part were they to continue to act as if any just reliance could be placed upon the fidelity of Spain to the engagements. In 1841, the draft of a convention was transmitted to Madrid, by which it was proposed to institute, by the aid of British functionaries, an examination into the titles by which the slave population of Cuba is held in servitude. Encouraged by the novel appearance of good faith on the part of the Government of Cuba, as it was then administered, Her Majesty's Government admitted the weight of certain objections raised against that proposal by the Government at Madrid, and forebore for the time to press it. The honourable administration of General Valdes has unfortunately been cut short; and Her Majesty's Government have already had sufficient proof that the appointment of his successors has brought with it a return to the disgraceful practices described in the former part of this despatch. Great Britain, then, must trust to her own resources, and to those alone, for the suppression of the slave trade carried on by vessels under the Spanish flag; and she is prepared to do so. But she is also entitled, by a solemn engagement of the Spanish Crown, to require that those who equip and navigate those vessels, as well as the receivers of their cargoes, shall be criminals by the law of Spain, and that they shall be punished as such. More than eight years have passed since the Crown of Spain took her engagement upon itself, and it is still unredeemed. You will therefore demand from the Spanish Government that they forthwith comply with the obligations of the second article of the treaty of 1835, by the promulgation of a penal law against all slave traders, subjects of Her Catholic Majesty. You will also require that the Captain-general of Cuba may be called upon to explain the conduct, which, in his note to Mr. Consul-general Crawford, of the 28th of October, he has declared it to be his intention to adopt in his intercourse with that officer; and that he may be enjoined to pay due attention to such communications, bearing upon the infraction of treaties between Great Britain and Spain, as may be addressed to him by the authorised agents of Her Majesty. Finally, you will require that orders may be sent from Madrid, directing General O'Donnell to follow up the measures of repression begun by his predecessor, and to carry them out efficaciously, to the redemption in some degree of the good faith of Spain, and to the satisfaction of the just demands of Great Britain.—I have, &c. (signed) *Aberdeen.*"

1004. Can you state what answer was sent, or what measures were adopted by the Government of Spain in consequence of that letter?—A penal law for the suppression of the slave trade was passed in March 1845, not till then.

1005. What was the nature of that penal law; does it enact the trade to be piracy?—It does not.

1006. Was not that one of the requirements?—No; the Spanish Government did not engage in the treaty of 1835 to declare the slave trade piracy.

1007. Does not Lord Aberdeen in his letter demand that that shall be done?

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—In that letter, which I have just read, Lord Aberdeen refers to the second article of the treaty of 1835. I think the engagement of Spain in the treaty of 1835 was to promulgate, within two months after the exchange of ratifications, a penal law inflicting a severe punishment on all Spanish subjects who should, under any pretence whatever, take part in the slave trade; it did not engage to pass a law making the slave trade piracy.

1008. You have stated that the penal law was not passed till 10 years afterwards?—Not till the 2d of March 1845, two years after Lord Aberdeen's letter.

1009. What was the nature of that penal law?—"Penalties to which those who are engaged, or take a part in the illicit traffic of slaves, are liable. Article 1. The masters, supercargoes, pilots, and boatswains of vessels with Bozal negroes on board, proceeding from the continent of Africa, captured by the cruisers authorised to exercise the right of search, shall be condemned to the penalty of six years presidio," that is, the convict establishment. Then "the masters, pilots, supercargoes, and boatswains of a vessel fitted out for the slave trade, but on board of which no negroes shall be found, shall incur the following penalties: If the vessel be captured on the coasts of the African continent, while lying at anchor, or at a distance less than three miles from them, being engaged in the purchase of slaves, the penalty of six years presidio shall be inflicted." There is one article I would read, which is with reference to the powers of the authorities in the island of Cuba as to going upon estates; it is the ninth article of the second chapter of this law. "The superior authorities, tribunals, ordinary judges, and Her Majesty's fiscals, can and must proceed in their respective cases against those who are engaged in this illicit traffic either officially, or by a denunciation or deposition made with the legal requisites, whenever they become aware that a maritime expedition of that kind is being prepared, or that it has arrived on the coast with a cargo of slaves proceeding from the continent of Africa; but in no case, and at no time, shall it be permitted to institute any proceedings against, nor molest in their possession the proprietors of slaves under the pretext of their origin or procedency," that means the place they came from.

1010. Whether they are emancipados or not?—This article has been frequently referred to by the possessors of estates in Cuba, as giving them security against the authorities coming upon their estates to search for new negroes, so that in that respect the powers of the Captain-general of Cuba are limited to a certain extent.

1011. Has the British Government since that period applied to have the trade declared piracy?—Yes. I am not sure of the exact date, but it was in the year 1852. I have got a memorandum of it somewhere here.

1012. You will find a letter of Lord Howden to Lord Palmerston in 1851?—Lord Howden addressed a despatch to Lord Palmerston from Madrid on the 25th of March 1851, which contains the answer of the Spanish Government to the proposal that Spain should declare the slave trade to be piracy. I will first read the despatch to which this is the answer: "Foreign Office, 10th March 1851. My Lord,—I herewith transmit to your Lordship four printed copies of a law passed by the Legislature of Brazil, on the 4th of September 1850, for 'establishing (fresh) measures for the suppression of the traffic of Africans in the empire of Brazil,' annexed to which are printed copies of an Imperial decree, issued on the 14th of October 1850, for regulating the execution of the said law. I have to instruct you to communicate a copy of these important documents to the Spanish Government, to point out to them that the crime of slave trading is by that law declared to be piracy, and earnestly to urge them to take the necessary steps for enacting a law, declaring that such of their subjects as shall be concerned in that traffic shall be deemed and dealt with as pirates, and shall, on conviction, be liable to suffer a severe secondary punishment. You will also recommend to the attention of the Spanish Government the regulations which have been promulgated by the Brazilian Government, to render more easy and certain the application of the Brazilian laws against slave trade, and you will request the Spanish Government to consider whether any part of those regulations could be adopted with advantage in Spain. You will further say, with reference to the recommendation that slave trade should be stigmatised as piracy, and that it should be punished as such, that such has long been the state of the law in Great Britain and in the United States; and that this law has worked very effectually, not merely through the fear inspired of the punishment which it awards, but by the moral effect produced on

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the minds of men by the fact that the law stigmatises by its true and proper character the disgraceful and infamous crime of stealing, and selling and buying men, women, and children, for the purpose of consigning them to the miseries of slavery. The Brazilian Government has now followed in this respect the example of Great Britain and of the United States, and Her Majesty's Government cannot allow themselves to believe that the Government of Spain can feel less detestation than the above-mentioned Governments do of the atrocious crime in question, or that they can hesitate in giving to the world the same public manifestation of their sentiments on this matter by promulgating a law similar to those which have been enacted in this respect in Great Britain, in the United States, and in Brazil. The earnest request of Her Majesty's Government is not dictated by any belief that the subjects of Spain disgrace themselves by taking part in these abominable practices, but Her Majesty's Government are desirous of having the weight of the moral sanction of the Government of Spain added to that force of public opinion in the civilised world which has been brought to bear upon the perpetrators of one of the greatest iniquities which have ever been committed by the human race.—I am, &c. (signed) Palmerston." Then Lord Howden says in answer, "On the reception of your Lordship's despatch of the 10th instant, I lost no time in calling the attention of Her Catholic Majesty's Government to the measures which have been lately adopted in Brazil, for the better repression of the traffic in slaves, and I strongly urged the advantages that would accrue from declaring by Spanish law, that abominable trade to be piracy. I herewith enclose to your Lordship a translation of the answer I have received on the subject, which has been transmitted to me from the Foreign Office with unaccustomed celerity." This is the answer of the Spanish Minister for Foreign Affairs; evidently an evasive answer:—"Senor Bertran de Lis to Lord Howden, dated Madrid, 23 March 1851. Sir,—I have received your note of the 20th instant, in which, on transmitting to me, in fulfilment of your Government's instructions, two copies of the Brazilian law, of the 4th of September 1850, for the most effectual repression of the traffic in slaves, and of the Imperial decree for the execution and fulfilment of the same law, you recommend to Her Majesty's Government the adoption of the same measures for the assimilation of the aforesaid traffic to the crime of piracy. Her Majesty's Government had already received, some days ago, full information respecting the above-mentioned law, and its provisions had at once called the most serious attention of the Cabinet of the Queen, my Sovereign. Her Majesty's Government cannot but acknowledge, and render full justice to the honourable feelings of humanity, which prompt the Government of her Britannic Majesty to persecute, without truce or consideration of any kind, so abominable a traffic, wheresoever it be still carried on; and certainly Spain, were she in the same unembarrassed situation in which Great Britain finds herself, and in possession of the same powerful means of action which the British Government has at its disposal, would not allow herself to be surpassed by the latter in the unrelenting persecution of the slave trade, as she is certainly not surpassed by it respecting the horror which she feels against this nefarious traffic, and which ought to be felt by all the civilised nations of the globe. But it seems impossible that the well-known perspicuity of the Cabinet of London should have overlooked, in its turn, the immense responsibility imposed upon the Queen's Government, by the present circumstances of the Spanish Antilles, and the stringent duty in which it is placed, of proceeding with the greatest prudence and circumspection in all matters which may exercise, either directly or indirectly, any influence upon the social and political situation of those colonies. You are aware of the dangers by which those possessions are menaced. You know that, for the prevention of these dangers, for the consolidation of the security and the preservation of its Transatlantic possessions, Her Majesty's Government, hitherto unfortunately reduced to its own means, cannot as yet rely upon the decided protection of its most important allies; and you will not, therefore, be surprised at the Queen's Cabinet declining to enter into a question of such magnitude, until it can do so with the most attentive reflection and the most complete independence; particularly when it sees the enlightened Government of Washington itself hesitating and reflecting so much on the question of slavery, which keeps at the present moment the public opinion in the Southern States of the Union in a state of great excitement. There is, moreover, another fact which is worthy of being borne in mind, a fact constantly confirmed by experience, which has perhaps its origin in the especial character of this

this nation, and the force of which must necessarily have influenced the discussion and approval of the penal law of the 2d March 1845, by the Spanish Cortes. This fact is, that the excessive severity of the law carries almost always with it its non-observance, and its being speedily lost sight of. The observations above stated will not prevent Her Majesty's Government from taking into the most serious consideration the recommendation which you are pleased to make to me by order of your Government. But I expect, from the impartial judgment of Her Britannic Majesty's Secretary of State for Foreign Affairs, and from his sentiments of equity, that he will acknowledge as the best guarantee for the effectual repression of the slave trade, the sincere wishes which animate the Government of the Queen, my Sovereign, for the most vigorous and constant application of the Spanish law at present in force, and the loyal efforts of the enlightened and zealous Governor of the island of Cuba.—I avail, &c. (signed) *Manuel Bertran de Lis.*"

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1013. Will you state what are the late accounts from Cuba as regards the state of the slave trade there?—The very latest despatches from the British Consul-general at Havana state, that a better state of affairs has prevailed since the beginning of the month of June 1853.

1014. Since that correspondence which you have just read, what has been the state of the slave trade in Cuba; that is to say, in 1851 and 1852?—I could not answer that question, I believe, more exactly, than by saying that the description given by Lord Aberdeen, in his despatch in 1843, which I have read, contains, almost word for word, a very accurate description of the state of affairs in Cuba with regard to the slave trade, such as it was up to the beginning of last month.

1015. That is to say, during the years 1850, 1851, and 1852?—During the years 1850, 1851, and 1852; and General Concha's administration is not much better than the rest, as appears from Lord Palmerston's despatches. I see from the despatches of Lord Palmerston, for I only speak from the documents, it is not from my own knowledge of the island, that frequent complaints were made by Lord Palmerston to the Spanish Government during the time of General Concha's administration, as to the importation of slaves into Cuba, and as to the misconduct of the authorities of the island generally.

1016. But does not it appear that General Concha attempted to stop those proceedings by arresting, and sending prisoner, one of the principal authorities in the island, for his non-interference to prevent the trade?—Brigadier Pavia, who commanded at Matanzas, was suspended from his employment because, at a place called Camarioca, in his district, a cargo of slaves had been landed in an open and barefaced manner, without any measures being taken by the authorities to repress that disembarkation of slaves.

1017. And Brigadier Pavia was at that time in charge of that district, and his duty ought to have been to prevent it?—Yes, he was suspended from his employment, and underwent some sort of judicial inquiry before the Royal tribunal, which ended in his complete acquittal.

1018. Was that a tribunal in Spain or in Cuba?—To the best of my recollection, it was in the island; but I must refer to the documents to ascertain that positively.

1019. For how long was he suspended?—That will also require a reference to the documents.

1020. Was not he reinstated by the Government of Madrid; and was not General Concha recalled in consequence?—I do not think it appears from the despatches that it was merely in consequence of that suspension of Brigadier Pavia that General Concha was recalled; it appears from the despatches, certainly, that General Concha was anxious to possess greater powers, and that he found himself subsequently circumscribed and limited by the ancient laws as to direct search, by the privileges of the proprietors in Cuba. It does not appear that there is any document containing any representation on the subject. But it appears, from despatches received at the Foreign Office, that he was anxious to have greater powers, and he represented that the power he then possessed was not sufficient to enable him to put down the slave trade entirely.

1021. Since General Concha's recal, are we to understand that the description in Lord Aberdeen's letter of 1843, as regards the open trade in slaves, would appear to you to apply from 1850, 1851, and 1852, down to the present moment?—To the time of General Cañedo's administration decidedly.

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1022. Are we to understand you to say, that lately some despatches have been received, which would show a change?—Yes; this letter is from Mr. Crawford, Her Majesty's Consul-general at Havana, dated Havana, 25th June 1853, addressed to the Earl of Clarendon.

1023. What is the purport of it?—Mr. Crawford says, "I have never until just at present," that is, I have never since I have been in the island, I suppose, "been satisfied that the obligation of Spain under the treaties for the suppression of the slave trade, have been observed as they ought to have been, or that the penal law of Spain has been enforced to punish those who engage in the detestable traffic; but that, on the contrary, there were too many cases, where slaves were introduced openly, and with impunity, by parties who could easily have been detected and punished, had the Spanish authorities pleased to do so." He says, "I rejoice to see that there is now an undoubted disposition to carry out the surest means of putting an end to the slave trade. I am happy to acquaint you that General Cañedo is following out his measures, and that some hundreds of Bozals," those are newly-imported negroes, "have been brought into the depôt within the last few days; besides which, the arrest and imprisonment of some persons of note, wealth, and estate, supposed to be charged with carrying on the slave trade, are proofs that General Cañedo is in earnest, and that he will be supported by the Government of Spain."

Vide Appendix.

1024. *Sir T. Acland.*] How long has General Cañedo been there?—He has been there a little more than a year. This is a statement from Mr. Crawford to the Earl of Clarendon, dated 21st June 1853, which explains what is meant by the paragraph which I read of the other despatch as to the arrest: "I have to report that the notorious slaver, Don Julian Zulueta, was arrested on the 20th of June, at 11 o'clock, and is now confined in the Fort Cabanos, opposite the city. His, Zulueta's, arrest is supposed to be owing to his being connected with the slave trade, and especially his being the principal owner of the 'Lady Suffolk.' The whole gang of the slave traders have been thrown into the greatest state of alarm and consternation." I think what I have read contains the substance of that.

1025. *Chairman.*] Have you any late despatches from Lord Howden, at Madrid, on this subject?—Lord Howden is at present in England. Here is a despatch from Lord Howden, which is satisfactory with regard to the question as to the emancipados; it is addressed to Lord Clarendon, dated 16th March 1853.

1026. What is the purport of it?—Stating that "the Spanish Government has agreed to the settlement of a question, which has long been a matter of painful discussion and dispute. The emancipados in Cuba, proceeding from the treaty of 1817, will all receive their freedom before the expiration of the present year, 1853, and will be allowed to remain in the island, if it suits them, unless there be some grave reason to the contrary. The emancipados, proceeding from the treaty of 1835, will also obtain their liberty at the same time, if they have completed their five years' 'consignacion,' that is, apprenticeship."

Vide Appendix.

1027. We are to understand that the late despatches from the Havana, and also from Madrid, would show a disposition in the Government now really to carry into effect their early stipulations for the abolition of the slave trade?—The tenor of the despatches from Madrid shows that the Spanish Government has always professed the utmost readiness to repress the slave trade.

1028. But the acts of their officers have been at variance with that?—At variance with that.

1029. We understand from you that the British Government have, from time to time, and Lord Aberdeen particularly, strongly complained that they were not fulfilling their engagements?—Yes, and Lord Palmerston very forcibly and frequently.

1030. Is it not the case that Portugal, Brazil, and the United States have all of them declared and agreed to make the slave trade piracy?—I am only hesitating about Brazil; I know that Portugal and the United States have; I do not think the law states positively that it is piracy; the decree did not use the word "piracy."

1031. Does it appear that the Americans have given any assistance to the British cruisers on the coast of Cuba for facilitating the discovery of slavers?—The ships of war of the United States have not at all co-operated with our ships of war on the coast of Cuba, in making any attempt to prevent the slave trade.

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1032. Has there been any complaint that British officers were examining vessels connected with the United States?—Yes; there have been remonstrances made by the United States Minister in this country as to the examination, or rather boarding of American vessels.

1033. Has not that operated to prevent the efficiency of the British cruisers on that coast?—Certainly it has had that effect; it is known to the British officers there that the American flag is frequently abused, and is hoisted by slave dealers who have no right to do it, and therefore, of course, if they saw a suspicious vessel with the flag of the United States, they would like to be certain that she was not a slaver; but out of respect to the feelings of the citizens of the United States they have frequently abstained from boarding those vessels.

1034. Has any representation been made to the American Government that their flag has often been used by slavers, and that consequently, without the power of examining, it would be difficult to detect the trade?—Representation have been addressed by the Government of this country to the Government of the United States, as to the facilities which slave dealers find in procuring vessels in America to carry on the slave trade.

1035. But the question refers to the flag they use in navigating those slave vessels?—I do not know that any special representation has been made to the United States about the abuse of their flag, but generally it has been stated that it is notorious that the flag of the United States, as well as the flags of other countries, are used by the slave dealers to protect their vessels from examination.

1036. Sir *G. B. Pechell*.] Does it appear that the “Lady Suffolk” was under American colours?—It does not appear that she showed American colours at the time of her landing those slaves, because the American colours are only hoisted when they see a British cruiser, and there was no British cruiser at hand at that time.

1037. Can you state whether there has any proposal been made to the Spanish Government to give facilities for recognising the freshly imported slaves; at present, the law of that country prevents the freshly imported slaves from being molested as soon as ever they have landed from a vessel in Cuba?—The proprietors of estates in Cuba consider that that article of the law of 1845, which I read, exempts all estates from being searched for the purpose of finding freshly landed negroes.

1038. Has any representation been made from the Foreign Office of this country as to the expediency of altering that law?—I do not recollect any specific representation on that subject; but Mr. Crawford in late despatches has stated that on recent occasions the present Captain-general has directed that the authorities should follow recently landed negroes into some of the estates.

1039. May we now suppose that that really is the law, or merely the order of the Captain-general?—He understands now that the terms of that law do not positively prevent him from so following negroes.

1040. With respect to the treaty with Brazil, it appears by the evidence given here, on the last occasion, by Captain Schomberg, that vessels actually taken out of the ports of Brazil, and being equipped for the purposes of the slave trade, have been sent to the Island of St. Helena, a six weeks' or two months' voyage, for the purpose of condemnation. Has there been any proposal, or any endeavour to prevent the very great inconvenience which has been sustained in suppressing that traffic; first of all, by taking away the crews of the ships, and thereby disabling the men-of-war, and those crews being sent to St. Helena, where there is no possible chance of their ever returning to the ships on the coast of Brazil?—It is not by virtue of any treaty that those captures were made to which Captain Schomberg referred; they were made by virtue of an Act of Parliament of 1845, of which I have a copy here, what is called Lord Aberdeen's Act; under that Act, the capturing officer must take the prize, if it is seaworthy, to the nearest British Court of Vice-Admiralty, and that is the reason they are sent to St. Helena.

1041. It must be taken to a Vice-Admiralty Court?—Yes.

1042. Not as in Cuba, where they go to the Court of Mixed Commission?—There we have a treaty; we have no treaty with Brazil.

1043. Then, so far as Brazil is concerned, you are obliged to take the vessel to St. Helena to be condemned, thereby the crew of the vessel leaving the spot for that long period?—

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1044. Sir T. Acland.] The Act authorises you to do that as the most effectual means of proceeding, does it not?—Yes.

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1045. Have you any report of the proceedings of the Mixed Court of Havana during the last two years?—There is the report of the British Commissioner, the Acting Commissary Judge; but there had been no cases before them for those two years, till the cases brought before them by Captain Hamilton of Her Majesty's ship "Vestal."

1046. Nevertheless, have you information that the slave trade was in very full vigour during those two years?—In full vigour.

1047. Can you at all account for the circumstance of no cases being brought before the Mixed Commission?—I suppose because there were no captures made.

1048. Have you any account of the proceedings upon some captures that were made in the beginning of this year of several vessels by Captain Hamilton?—We have received official reports of the proceedings.

1049. Have you any report of the proceedings in the case of the "Arroganté Emilio"?—Yes; they are here.

1050. Have you reason to think there was anything irregular in those proceedings?—Mr. Crawford, the British judge, did not state that there was any irregularity in those proceedings.

1051. *Chairman.*] Have you any other observations to make which you think important upon this subject?—No.

Thomas Cochrane, Esq., M. D., called in; and Examined.

T. Cochrane, Esq.,
M. D.

1052. *Chairman.*] HAVE you been in Brazil lately?—Yes, I lived in the Brazils 24 years, and returned from there last April.

1053. Were you connected with an association or society in Brazil for the abolition of the slave trade?—Yes.

1054. What part did you take in it?—As one of the founders of the society.

1055. When was it founded?—About eight years ago.

1056. Will you state what was then the state of public opinion, as regarded foreign slavery, and what changes have been effected by that association?—On the first establishment of the association we had a great deal of opposition on the part of the Portuguese residents in the Brazils; but the President, Dr. França Leite, who is a Brazilian, has made a great effort in the cause, and used every means possible to put down slavery. Since these last four years, the Government have done everything they could possibly do to put down slavery, and this society has been looked upon as rendering some service to the State.

1057. What is the actual feeling of the mass of the Brazilians at this time, as respects this trade?—I have travelled a great deal in the interior. I have been to almost every one of the estates in the Provinces of St. Paul's and Rio Janeiro; and although slave labour is very lucrative, yet the general impression amongst the Brazilians is, that they would like to see the slave trade done away with totally.

1058. That is a change which has taken place within these few years?—I may say within the last five years. The general impression is, that they would like to see the slave trade done away with, and to introduce the colonisation system.

1059. Are they introducing the colonisation system?—Yes. The Senator Verguero was the first person who introduced it. The last year three or four Brazilian gentlemen of great influence, as agriculturists, have followed the same plan.

1060. From what country have the labourers come?—From Germany, by Hamburg.

1061. Sir T. Acland.] Any Portuguese?—Also some Portuguese.

1062. *Chairman.*] Have those immigrants been employed in agricultural pursuits?—Yes, in their own country; they generally choose them for that.

1063. But have they been so employed since their arrival in Brazil?—As soon as ever they arrive they are employed immediately.

1064. Sir T. Acland.] In what?—In the cultivation of coffee.

1065. *Chairman.*] Are you able to state what has been the result of their labour as growers of coffee?—As growers of coffee I cannot exactly say, because they only arrived the beginning of last year; and with coffee it takes four years to know the result of the growth; but the coffee was already planted for their gathering;

gathering; and these gentlemen I have just alluded to are relations of my wife, and I have questioned them as to whether they were satisfied with the labour of those persons, and they expressed that they were satisfied, and they thought that in the course of time the whole of the province would adopt the same system, of sending out for those immigrants.

1066. Do you believe that there is a desire amongst the Brazilian agriculturists now to employ European immigrants, instead of slaves?—There is no doubt about it.

1067. Were you present at the last elections for the General Assembly?—Yes.

1068. Did the supporters of slavery, or the anti-slavery people, take any part or show any feeling upon that occasion?—I think the general election certainly was all in favour of the anti-slavery party.

1069. Is the Chamber at the present moment in favour of the abolition of slavery?—The whole of it. I think you may say the whole of the Chamber is in favour of the anti-slavery party.

1070. Then are we to understand that, generally speaking, the mass of the Brazilian people are now desirous to put an end to the slave trade, and to employ European immigrants?—There is not the slightest doubt that the general feeling which they have is to put it down. The present Government are determined to put a stop to it. They have sent out several persons, men of great wealth, from the country, have deported them, only upon that suspicion. There is one man upon whom there was a suspicion that he had some connexion with the Cuban slavery, and only upon that mere suspicion he was sent out of the country. I was in Rio Janeiro when the chief of police went into a house, and discovered that there was some correspondence going on with Cuba, and he examined the papers; however, they did not touch upon the word slavery, or anything of that kind. But on the slightest suspicion they are very severe; if they suspect they have anything to do with Cuban slavery, or slavery in any other country, they will send them out of the country.

1071. Do you believe there is any trade going on between Cuba and Brazil in slaves?—No.

1072. Do you think there is an entire stop to any foreign trade in slaves?—Yes, that is the general understanding; the Government are very severe. The fact is, that a slaver would much rather fall into the hands of the English, as a prisoner, than into the hands of the Brazilian Government.

1073. Such is the severity, you mean, of their proceedings?—Yes; because the English, when they take a slaver, land the Portuguese in different countries. In fact, I think in St. Helena they are let loose, and return back again to the trade.

1074. But how is it in Brazil?—If caught by the Brazilian authorities, they are severely punished.

1075. Mr. *Adderley*.] What do they do with them?—They work in the galleys.

1076. For how long?—According to the grade of the person.

1077. Never for life?—No.

1078. Sir *T. Acland*.] How do you account for the great change in the public feeling of Brazil, respecting slavery?—Brazil has been under the influence of the Portuguese power; formerly the Portuguese, principally traders in slaves, were men of very great wealth; they sold their slaves on credit to persons in the interior, therefore in consequence of that, those persons were subject more or less to their influence, and voted accordingly in the election time; but there has been a great development of education these last few years in the Brazils, and young men of very noble sentiments, have come forward, and they see the jeopardy which the country is falling into. The fact is, it is almost upon a mine of gunpowder, as it were, because the proportion of slaves is so immense in the Brazils; and the ministers who have entered into power lately in Brazil, are determined to put an end to the slave trade, and the traders have lost their influence.

1079. You think there is a distinct and well-grounded conviction on the part of the majority of the Brazilian population, that it is not for the interest of the country to continue the importation of slaves?—I do.

1080. The slave trade was, I think, very much in the hands of the Portuguese part of the population?—All the traffic; the traffic was carried on by the Portuguese party entirely.

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1081. Are we to understand you, that they had an ascendancy over the native population by means of their traffic, but that their dealings with them were not agreeable to the population?—Exactly.

1082. Did not the greater part of the persons engaged in the slave trade, being Portuguese, leave the country with such capital as they could collect, after the change of the laws by the Government?—Yes; some were deported, and others have left from choice.

1083. May I ask you whether you consider that, in the present state of Brazil, there is a good prospect of the present feeling, and consequently the present policy, respecting the slave trade continuing?—Yes, no doubt.

1084. Mr. *Adderley*.] Are they as much against slavery as they are against the slave trade?—That is a question, whether they are so much against slavery; they would rather, if it were possible, do away with slavery altogether, but it would be totally impossible at the present moment to abolish slavery there; there is no free population to supply its place.

1085. But is the opposition to the principle of slavery in general, or to the mode of recruiting the slaves?—Against the slave trade itself; and also against the manner in which the slaves were brought to Brazil, which was horrible.

1086. Do those immigrant labourers, in any case, work with the slaves?—Yes, they do; but with very great repugnance.

1087. Have you formed an opinion which is the cheapest mode of cultivation?—At the present price of slaves, I should think that immigration would be almost the cheapest, because the slaves now are all worth nearly 200 guineas each.

1088. Do you think that the work in Brazil, with German immigrants, is cheaper than the work in Cuba with slaves?—I should say no; that evidently the forced labour would be cheaper, particularly in the sugar plantations. You see, if the sugar plantations were to depend upon free labour, there might be difficulty, for when the sugar-cane is in a state to be cut you must continue on with it, and make it into sugar; because the saccharine matter would otherwise pass into an aqueous fluid, and you would lose the sugar; and therefore those persons who have sugar plantations, who are dependent upon free labour, would be in the hands of those labourers, who, knowing they would have a loss on the estate if they did not cut the sugar-cane immediately, would be apt to require high wages, which has taken place in the West Indies.

1089. That is not so with coffee?—No.

1090. Though you consider that in the Brazils the immigrant labourers would not do for the sugar plantations, you think they would for the coffee plantations?—That is a question; if a man worked upon his own responsibility, of course he would pay himself well for his trouble. But for a man to have a sugar estate, and be depending upon free labour, probably it might be hazardous, and would not be so lucrative, evidently, as with forced labour.

1091. What created this feeling in Brazil against the slave trade; what do you think was the origin of it?—The dangerous position into which the country was falling, and an ardent desire to introduce a free population.

1092. You mean the fear of the emancipated slaves?—Not so much on that account.

1093. Is the franchise for election to the Assembly so low as to admit emancipated slaves?—No.

1094. What is the franchise?—They will not allow any one who has ever been a slave to vote for the National Assembly.

1095. *Chairman*.] Is it confined to natives of the Brazils?—Yes.

1096. Mr. *A. Hastie*.] Are not the coloured people allowed to vote?—All who are born there.

1097. *Chairman*.] What is the lowest franchise?—A man must have an income of 12*l.* a year from his private fortune, or from his own industry.

1098. Sir *T. Acland*.] Not taxes to the Government?—No, but that income.

1099. *Chairman*.] Had not you fever and small-pox very fatal to the country some few years ago?—Yes, and it still exists; but much more moderately.

1100. In what year did it occur?—In November 1849 that fever came to Bahia.

1101. Was it not introduced by slaves landing there?—It was supposed to be through a French vessel which had been trafficking in the slave trade, and that in crossing over the Atlantic the slaves fell ill with the yellow fever, and as soon as she

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she arrived near the harbour it was supposed the men had thrown the whole of the slaves overboard that were sick; it was frightful to think of; and this vessel entered into the harbour, and lay by the side of a Swedish vessel, and three days afterwards the men on board the Swedish vessel began to feel sick, and communicated the fever to the whole town; that was the origin of the yellow fever of Brazil. Some are of opinion it came from New Orleans.

1102. Had you ever the yellow fever there before?—I wrote a little treatise on the yellow fever; consequently was induced to obtain information whether it had ever appeared in Brazils before. I was informed that, in 1684, there appeared in Pernambuco a similar fever, and lasted seven years.

1103. Had it again occurred from that time?—Since then, in 1849, it came to Bahia.

1104. Did it have any effect upon the population of Brazil in turning the opinion, do you think, against slavery?—It was universally supposed that newly-imported slaves were highly prejudicial to the salubrity of the empire, as they generally introduced into the country a plague, dysentery, diarrhoea, small-pox, measles, morbid affection of the eyes.

1105. Mr. *A. Hastie*.] As to that German immigration, was that immigration voluntary on the part of the Germans, or were they imported by parties in Brazil?—No; voluntary. There were agents in Hamburgh to engage them.

1106. For whom did the agents at Hamburgh engage them?—Those gentlemen are relations of my family; one is named Viscount Baependy, and Nicoláo Nogueira de Gama.

1107. Upon what terms were they engaged?—By contract; whatever coffee they gather in, or whatever the produce, they give half to them.

1108. How many years were they engaged for?—I do not remember.

1109. *Chairman*.] Is their passage paid for them?—Their passage is paid out, and after three years they begin to pay that passage money back again.

1110. Mr. *A. Hastie*.] Are you aware of the wages they receive?—They receive no wages, because whatever they gain they get half the produce.

1111. *Chairman*.] Do they not, in having the cultivation of coffee, and sharing with the proprietor the produce of their labour, have also other land that they may cultivate for their own use for gardens?—Yes, as much as they like.

1112. Do they get a house in addition?—The proprietor gets the house ready for them.

1113. Then they have a house also in addition, furnished by the proprietor?—Yes.

1114. Does he supply them with anything else?—No, they purchase, of course, on credit; they have a regular book-keeper's account there on the estate, and, of course, the first year they are obliged to purchase things on credit; they give it to them at whatever is the primary cost.

1115. Is it the general impression amongst those who have tried it, that immigration will succeed?—No doubt about it.

1116. Are you in England with reference to obtaining a railroad?—Yes, I have a grant from the Brazilian Government for the construction of a railroad from the city of Rio Janeiro to the provinces of St. Paul and Minas Geraes.

1117. About what length?—About 54 leagues; about 220 miles.

1118. On a hilly and level country?—The first 40 miles are perfectly level; then the second comes over the chain of mountains, the first Cordilleras, and then we get along the level ground again, and run up the river right through the coffee cultivation into the province of St. Paul.

1119. Will that open to the commerce of Brazil any great expansion?—To an immense extent.

1120. Sir *T. Acland*.] An immense extent of what; of fertile ground?—Of fertile ground, and a vast increase of commerce.

1121. Is there a large population?—Yes.

1122. Are there any large towns?—Yes.

1123. There are no very great rivers into the basin of Rio Janeiro, are there? Not into the basin of Rio Janeiro.

1124. What is the river that lies upon the side of the Cordilleras?—The river Parahyba.

1125. Is the attention of cultivators in Brazil, at present, more directed to coffee than sugar?—Yes; in a certain number of provinces they grow the sugar; that is on the flat ground.

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1125*. Have you any other remarks to make?—From my long residence in the Brazils, and from my practical knowledge of what was passing, I came to the conclusion that Great Britain had spent an enormous sum of money, from 1831 to 1851, almost uselessly. All the fleet of Great Britain would not be sufficient to suppress the slave trade with Brazils unless war was declared with this country. The Brazilian Government having come to the firm resolution of prosecuting every slave dealer, was the only way of putting a stop to this nefarious trade. I do not know that the English cruisers ever seized upon a vessel with slaves on board on the Brazilian coast; the Brazilian cruisers, on the contrary, have taken several. The English cruisers destroyed several on suspicion. The extent of the empire and of the coast is so vast, the facility of landing is so great, that it is easy to evade the vigilance of the British cruisers. The present Government in power had to contend with great difficulties in putting down the trade; one great difficulty was the influence of powerful, rich men, who had traded in slavery for many years, and were resident there. One of the members of the cabinet, a Brazilian, Senhor Euzebio de Queiros, a man of talent and undaunted courage, was determined to put the law into execution, and declared against any man who should continue this traffic, regardless of any position such trader might have in the empire. This noble feeling his Excellency has possessed for many years. I think the step that the English Government has taken in trading with the African ports a very judicious one, as it will animate the Africans to negotiate.

[The witness was directed to withdraw]

Martis, 26^o die Julii, 1853.

MEMBERS PRESENT.

Mr. Hume.
Mr. Moffatt.
Sir T. Acland.
Mr. Adderley.

Mr. Tollemache.
Mr. Hastie.
Sir G. B. Pechell.

JOSEPH HUME, Esq., IN THE CHAIR.

Joseph Liggins, Esq., called in; and Examined.

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1126. *Chairman.*] WHAT profession are you?—I am a Merchant and a Ship-owner in the City of London.

1127. Have you been in Cuba lately?—I was there last year, and was 100 miles in the interior of Cuba.

1128. Had you any particular object in visiting that island?—The object I had was to clear away some doubts and perplexities which operated on my mind, as I had heard it stated that they were in a very high state of prosperity, and another statement of a very contradictory kind, that they were not doing very well. I had also heard it stated that the slave trade was being carried on very extensively, and I had heard that contradicted; I was told that they were carrying it on only to an extent sufficient to supply the annual mortality among the slave population there. Now, on the first point, I became quite satisfied after I had been there a short time, as to their prosperity; and my belief is that there is not a more prosperous country in this world than Cuba; and upon the second point, as to the slave trade, I found it was being carried on very extensively.

1129. Had you any opportunity of ascertaining whether the production of the island was increasing or decreasing?—Yes, I had every opportunity; I inquired on that point, and I became satisfied that the production of the island is increasing very rapidly and very extensively, and from three different causes: one reason for the increase was, that they were annually adding to the cultivation of their cane land; considerable tracts of land, uncultivated hitherto, are being taken into cultivation.

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tivation. Upon that point, I may state that I was on one property of considerable extent there; the owner of it told me that that estate had been established for 36 years, and that he could add to the extent of his cane cultivation for 20 years more, which he intended to do. I found out that not only were they taking the labourers from the coffee estates, and employing them on the sugar estates, but I also found that the coffee estates were being thrown out of cultivation as such, and were being converted into sugar estates. I went from England with a Cuban planter, and we afterwards met in Cuba, and travelled together, and he showed me his estate; he said, "Fifteen years ago this estate was in coffee, and at that time I planted it in canes; those canes you see growing now; they are the same canes, and they give me 700 hogsheads of sugar a year." I mention that, as evidence that the coffee plantations are being converted into sugar estates, as being more profitable. Well, then, I found too that they were getting an accession of numbers to their slaves; adding to them annually. With reference to the general cultivation of the island, I have to state that that is unquestionably increasing to a great extent: a few years ago there were only two shipping ports in the island, the one Havannah and the other Matanzas, and the returns from those two ports were a fair index of the products of the island; but more recently other ports have been opened, and within these few days, I may state, in proof of that, that two ships have arrived from a port that has not sent any ships to this country before. I find that the entire crop of sugar in the year 1842 amounted to 685,131 boxes, which, being converted into tons, amounted to 137,026 tons.

1130. That was in 1842?—That was in 1842; and in 1843, 703,134 boxes, making 140,627 tons; in 1844 the export was 828,713 boxes, or 165,742 tons; and in 1845 the exportations 344,205 boxes, or 68,841 tons.

1131. It decreased, if I understand you, from 165,000 to 68,000 tons?—Yes; owing to the state of the weather it happened to be a bad year; that was the export of the island in those years, and from two shipping ports, Havannah and Matanzas; but on the 16th of this month there was an American ship arrived from a port called Sanga La Grande, it is a little to the eastward of Matanzas; I have a chart here of the island. That ship is called the "Kate Swanston;" it is 553 tons, and it brought 812 hogsheads, and 185 boxes, 37 tierces, and 86 barrels of sugar; that is an American ship from a new port altogether in the island of Cuba.

1132. You state that to show the increase of the exports, and from new places in the island?—I do so, in consequence of new estates being started as sugar estates; on the 18th of this month there was another American ship, called the "Susannah," of 413 tons; it brought 764 hogsheads, 100 boxes, and 12 barrels of sugar, from the same port. I find in the year 1846 the exports of the island of Cuba had increased to 198,000 tons.

1133. Chiefly sugar, I suppose?—Entirely of sugar; in 1847 they had increased to 255,000 tons; in 1848 it was 245,000 tons; in 1849 it was 220,000 tons; in 1850 it was 250,000 tons; in 1851 it was 320,000 tons, and in 1852, which happened again to be an unfavourable year, they made only 280,000 tons; but in the present year, which bids fair to be far more congenial to the growth of the cane, I expect it will exceed 300,000 tons considerably.

1134. Then it would appear that a sudden rise took place in 1851; can you account for that rise?—Yes, as I have already done, by the conversion of coffee estates into sugar estates, and also by their having obtained an accession of labour in slaves.

1135. Are you able to ascertain what profit those estates were giving?—I have had opportunities of knowing, and I believe I shall state somewhat near to the truth, when I have informed the Committee that I believe the smaller estates, acting upon the old plan, with this difference perhaps, that they are getting steam-engines in the place of their cattle mills, which was the original mode of extracting the cane-juice; with that difference, the small and old estates are yielding a profit of not more perhaps than 25 per cent.; I have heard a less amount stated in this room, and I confess I was somewhat surprised at it. I think that that most respectable witness, Mr Joseph Knox, could not have been in the same part of the island as I have myself, or perhaps have associated with the same parties; he stated 15 per cent., but I have no doubt the improved rate of profit is 25 per cent.

1136. Mr. A. Hastie.] Twenty-five per cent. upon what?—Upon the capital employed.

1137. Upon the land, as well as the houses and machinery?—Yes.

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1138. Chairman.]

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1138. *Chairman.*] The ground is comparatively of little value ; there is plenty of spare ground to be got there at any time, we understand ?—Yes ; on the estates at the outside of the cultivated part, but there are some estates in the interior which could not be enlarged, because other estates have joined them around. On the larger estates they are now availing themselves of all the advantages of steam power on the vacuum plan, and so on, and I have no doubt that their profits amount to 45 per cent., or even more ; and why I think that is, because I feel perfectly satisfied that they get their sugar free from all cost, it is all profit. I consider that their molasses and their rum pay the full cost of the cultivation ; that they get the sugar free of all cost. There was one planter there who told me that some few years ago he used to sell his molasses as molasses, and it used to give him 8,000 dollars a-year. But he said he soon found that if he converted his molasses into anything like sugar, he should get considerably more ; and then stooping down to a sugar barrel, which was just by us, he said, “ Now, there is a sample of my molasses sugar ; and if I get no more than two cents per pound for it, it will give me an immense profit.” Those were his words.

1139. More than he could formerly with molasses ?—Yes, very much more ; he described it as an immense profit ; but he would get considerably more than two cents a pound, for in those very works I saw six of Rotch and Finzell’s centrifugal machines just erected for the purpose of improving the sugar.

1140. Are they manufacturers in England ?—Yes, they are ; and those machines were made here ; that was for the purpose of manufacturing his molasses sugar ; it would improve it so much in colour that he would get considerably more than two cents a pound, and I have no doubt whatever that, on that estate, he got the whole of his sugar without costing him anything ; so that I think his profits would exceed what I have mentioned, 45 per cent.

1141. You mentioned two classes of estates, old and new ; on the new, where machinery was introduced, the profits would be very large ?—Yes ; I consider that they are considerably larger than they are on the smaller estates.

1142. What other methods have they adopted, besides those you have stated, for the purposes of their sugar manufacture ?—They have the very best description of mills that can be manufactured in this country, and steam-engines manufactured in this country, and their defecating vessels, and every kind of vessels, are all made in this country.

1143. Have they the vacuum pan ?—They have two on that estate.

1144. Are they generally used on the island ?—On the larger estates they are ; and as a further evidence of the advantages which modern improvements furnish them with, this same gentleman had an estate at a place, some parts of which are at a distance of between two or three miles from the one of which I have been speaking, and he intended this year to bring the whole of his cane juice from that estate down to the other through glass pipes ; by which he considers that, notwithstanding the cost that would be to him in those pipes of some eight or ten inches in diameter, yet he would save the cost of them by his economy of manufacturing the juice into sugar on the other estate, where he had vacuum pans, and all the other appliances equal in extent.

1145. Were those pans exported from this country, or manufactured in the island ?—They would be from this country, I believe, because all his other appliances were from this country.

1146. *Mr. A. Hastie.*] What was the distance of those two estates, where the syrup was conveyed between one estate and the other ?—They might be between two and three miles ; the ground was favourable to that operation.

1147. *Chairman.*] From your experience, do you consider that if the price were reduced in this country it would still continue ?—I have no doubt it would do so ; not the least doubt ; because the planters have mentioned to me, that the present prices in London left an ample margin for a great reduction, and that they would have a very handsome profit left after all ; I endeavoured to come at their estimate of a handsome profit, and I found it to be 20 per cent. They thought 20 per cent. would give them a very handsome profit.

1148. Have you satisfied yourself that of late years the slave trade has increased ?—I feel perfectly satisfied upon that subject, for there is no secrecy about it whatever ; there is no mystery observed in Cuba whatever. It is a matter of common conversation, and they talk of it with great glee ; and they told me of two cargoes that had been landed in the vicinity of Matanzas, just a few days before I arrived there.

1149. Did you see any of those that were landed yourself?—I did not see any landed; they told me that the slave trade had increased, that it was increasing, and that it would increase in spite of the vigilance of the British cruisers; those were the words used to me by one who had been engaged in landing the last cargo. A few days only before I arrived at Matanzas, a cargo of 600 had been landed in the vicinity of Matanzas, a very short distance from it; I did not get at the particulars of that, further than the number, but the last arrival there numbered 965 slaves. They were all males; there was not a single female among them; and the ages of the whole ranged from 17 to 25.

1150. Have you the name of the vessel?—I have not the name of the vessel. I did not anticipate attending this Committee, or I should have obtained more particulars; but I have no doubt at all of the fact, because it was told me by those who were actually engaged in it, and they spoke of it as being a most successful adventure; they were delighted with it.

1151. Do you suppose that the Governor and the other authorities are aware of the trade being carried on?—I do believe they are perfectly aware of it; I have no doubt of it.

1152. Did any proof come before you of their participation or connivance?—I cannot say that that fact came before me, beyond the statement made by those concerned; they told me that the Governor of Matanzas received two doubloons per head for every one of those 965 slaves that were landed, and that the Lieutenant-governor received half a doubloon for his share, and that he expressed himself very much dissatisfied indeed on receiving so little.

1153. Do you remember who the Governor was?—I do not remember his name, but the circumstance to which I allude took place in February last year.

1154. Sir T. Acland.] By whom was this payment made?—By the slave-traders; they gave me the amount in dollars; they paid him down 32,810 dollars.

1155. Chairman.] Do you mean that one party having had a share or a portion in those slaves, told you that?—I do.

1156. Were they Spaniards who carried on that trade?—I believe that the whole island is mixed up with it. I think the creoles as well as the foreigners are engaged in the slave trade; at all events they participate more or less in it; they always know when those vessels are coming; they told me they were expecting five others at that time to come in at the same place in the vicinity of Matanzas.

1157. Do you understand that the creoles are as much engaged as the Spaniards in the trade?—I think they all have an interest in it.

1158. But my question was as to the importers; those who carried on the trade in bringing the slaves to the island?—I am not able to answer that question positively; it is not an easy matter there to know whether a man is a creole or whether he is a foreigner, but that the whole population of the island have an interest in the slave trade and are favourable to it, I have no doubt at all.

1159. You mentioned that the trade would go on increasing in spite of the cruisers?—In spite of the vigilance of the British cruisers; those were the words expressed to me.

1160. There were then some of our cruisers at the time there?—There were. Admiral Seymour left there. I saw him leave the port with a number of British ships.

1161. Then you have no doubt whatever of the increase of that trade, and that it is connived at by the public authorities who ought to check it?—I feel perfectly sure of the great increase in the trade, and I feel perfectly sure that the authorities there participate in the profits; no question of it; not the shadow of a doubt.

1162. On visiting those estates, did you learn how far any natural increase amongst the slaves residing in the island took place?—I believe there can be no natural increase; I do not think it possible.

1163. Why?—Because the sexes are so disproportioned. I am thinking now of one estate that had on it 412 slaves. I saw all the children that were on that estate, and they did not number 12. I believe that to be about the average state of the properties on the island; that was in a place where the children are nursed; where they are taken care of.

1164. Did you learn what number of females there were there?—I saw them; there were but few; I did not count them, but by observation, as I glanced at them with my eye, I could see they were but very small in number in comparison with the men. I asked the owner of that estate whether he encouraged
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marriages among his people, he said, "Why, if a man and woman choose to live together, I give them a room to themselves; but (he said) they are locked up every night with the others; the only difference that I make in them is, that in the barracoon there is a little room or a place partitioned off, and they have that to themselves." If a child should be born as the fruit of that marriage, as soon as the child can be taken away from the mother it is taken, in order that her services should be available in the field. The children are brought up by some of the old negro women.

1165. Did you know anything about the hours of labour, and the manner in which the slaves are worked?—Yes, I did, because I saw them; but I was unwilling to believe that they were worked for the number of hours which I had heard, and I asked the question, "Is it really the fact that you work these people for 18 hours a day?" and the answer was, "Yes; in crop-time we are not very particular. It is as often 20 hours as it is 18."

1166. In the crop-time?—In the crop-time; and I saw them working the whole night, so that I can speak to the fact that they do work them the whole night.

1167. *Mr. Tollemache.*] Do they work them on Sundays in crop-time?—They work them in crop-time the whole week; they make no distinction between the Sunday and any other time.

1168. *Chairman.*] You mean the slaves?—Yes.

1169. The slaves and superintendents; are they all classed in the same way; is no attention paid to religious service by any of the superintendents or parties on the estate?—I think very little can be paid in some districts of the island, because there is no church near to them. Take the district of Matanzas; I believe the population of that district amounts to about 25,000, and there is only one church there, and I think 500 people would fill it pretty well. I was in the church, and I think that 500 people would fill it.

1170. *Mr. Adderley.*] Do you think the lives of the slaves are sacrificed by overwork?—I should take that to be the natural consequence; the annual mortality is considerable, and that deficiency is of course supplied by the slave trade.

1171. Do you consider the cheapness of the slaves there is such as to render the masters reckless of the lives of their slaves?—I should be sorry to attribute to the masters any feeling of that kind. I cannot say what their feelings may be. I can give you a little sample of it, perhaps. A planter said to me, "Slavery is not that state of existence which secures the greatest amount of happiness, but I endeavour to make my people as happy as I can, so far as it does not interfere with the general system, nor my interest." Beyond that I could not tax his feelings.

1172. Do you consider that it is the large profit and the cheapness of the importation that produces a recklessness of their lives, and cruelty in their treatment?—I think the primary object is gain; they wish rather to get as much profit as they can, and to increase their slaves; and they do that by taking fresh land into cultivation, and employing their people on that land, by which they increase the bulk of sugar annually made.

1173. You mean there is very little check to treating their slaves cruelly in the loss occasioned by deaths?—I think there is no check at all; I have stated that they work seven days in the week.

1174. *Mr. Moffatt.*] How long does the crop time last?—That, of course, depends upon various circumstances; it depends upon the amount of the crop they have to take off and the state of the weather; the weather may delay it for some time; however, to give a general idea of the time, I may state that from the 1st of January to the 1st of August, they endeavour to get their crops secured if they can.

1175. Then the Committee understand that your impression is, that between January and August the negroes are worked 18 hours a day?—Yes, and for seven days a week; I have no doubt about it at all, because I was very anxious to satisfy myself upon this point.

1176. You have stated to the Committee the increase of the exports of sugar from Cuba; can you give the Committee any information with reference to the increase of the importation of slaves to Cuba?—No; I cannot do that, only generally that there is a large increase; I think there can be no doubt of that.

1177. You have stated to the Committee that the minimum profit, as far as you

you were informed, upon the best-managed estates in Cuba, is equivalent to 25 per cent.; have you any data which you can lay before the Committee upon which that statement is founded?—No, I have not; that is the result of my inquiries and conversation with parties there.

1178. Did you see the books of any planters to show you how they made out that statement of 25 per cent.?—No.

1179. Do you know how far the cost of slaves, or the cost of the labour of slaves, enters into the expense of the cultivation of sugar?—The cost of slaves at that time I understood to be 75 *l.* sterling, and I inquired what might be the cost of their maintenance, and I was told that they had never looked in that way at the cost of the slaves; that the expense of their maintenance would depend upon the fluctuation in prices in the American market for their food; that varied, of course; but they thought it might be from four to five cents a day.

1180. Taking the wear and tear of the slaves, did you learn what was the estimate among the planters of the annual cost of the slaves, deducting the wear and tear?—It was under 10 *l.*, including clothing and maintenance.

1181. Did you ascertain from any planter what was the cost of hiring slaves for the entire crop time?—I never heard an instance of hiring at all there, but that there may be instances of it I am disposed to admit; I did not hear of it.

1182. Are you not aware that there are slave dealers in Cuba who maintain slaves solely and exclusively for the purpose of letting them out to various planters?—I did not meet with any of them, and therefore I cannot answer that question.

1183. You have stated that on the larger estates, where there was more skilled labour, the profits were very much larger than on the smaller estates; where there is more skilled labour in the way of machinery, I presume it economises the slave labour, does it not?—That has reference merely to the manufacture of sugar.

1184. Its effect is naturally and necessarily to economise hand labour, where they use the steam machinery?—Doubtless it has that tendency, as well as to improve the quality of the sugar; but the main source of increased profit upon the sugar arises from the increased cultivation of the cane, and another source of profit is, that the labour is continuous; there they keep working the whole night. Now, there is one gentleman there who has expended no less a sum than 100,000 *l.*; they speak in dollars there; 500,000 dollars in the erection of his sugar works. He lights them with gas, and the whole of his apparatus was made in Paris.

1185. What is his name?—I have no objection to mention his name. It is frequently in the papers now; Mr. Zulueta.

1186. Have you any statement of the export of rum and molasses from Cuba?—No, I have not; because on some estates they have given up making rum.

1187. You have stated to the Committee, that the price obtained for the rum and molasses pays the entire cost of cultivating, manufacturing and shipping the sugar?—Yes.

1188. Consequently the sugar costs the planter nothing beyond the produce of the rum and the molasses?—Yes, that is the case. It is my firm belief that their rum and molasses, or whatever other offal they may have from the first process of the sugar making, does clear the whole of their outlay. I have no doubt at all about it.

1189. And that information you derived from the admission of many planters?—Yes, on their own estates.

1190. Sir *T. Acland*.] Including the interest of their original outlay, the machinery and the capital employed?—Yes. I have not seen a statement of it; I only know from hearsay. There was one gentleman who told me that he never considered what a thing was to cost him; that is, anything new; any new piece of machinery. He said, "I never trouble myself to inquire or to look about the cost of anything of that sort; I do look pretty closely into seeing whether I can get any profit out of it, and when I have satisfied myself that I can get some profit, then I do not regard the cost."

1191. Mr. *A. Hastie*.] You stated that great prosperity existed in the island of Cuba, and that arose from three causes?—Yes.

1192. Will you state what those three causes are?—The increased cultivation of sugar; the conversion of coffee estates into sugar estates (I saw an instance of that); and by the augmentation of their labour through the medium of the slave trade, because the advantage of an increased number of slaves is very great; it enables

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enables them to work during the whole night, and it is that continuous process which reduces their expenses; they save expense by it.

1193. Are you aware of any reason which induces them now to cultivate sugar to a greater extent than existed previously to 1846?—The great advantage which they have in the English market, it is the extension of the markets which are available to them.

1194. Are you aware whether the price of sugar in the English market at the present moment, or since 1846, is higher than it was previous to that date?—No, I should say it was lower; and a planter there said to me, “When the prices in Europe were high we were very well content with the income we had at the time, and we did not trouble ourselves about increasing our cultivation; but when the prices in Europe became considerably reduced we then set to work and increased largely our cultivation, and we have now got our incomes up to what they were before, and we are perfectly satisfied.”

1195. Owing to the increased quantity which they produce?—Yes.

1196. Can you say what is the amount of capital employed upon that estate which you named as producing 700 hogsheads of sugar?—No; I saw the estate, and I saw a gentleman who converted a coffee estate into a sugar estate, but he did not tell me the amount of capital that he had expended in the construction of the sugar works; but on some estates the capital must be very large; I have mentioned one instance where 100,000 *l.* were invested.

1197. Are you aware whether the Americans have lately invested any capital, especially in the neighbourhood of Matanzas?—I met with a number of Americans there, and I have no doubt that there is a great deal of American capital invested in the island of Cuba; and I have no doubt at all that a great deal of English capital too is invested there.

1198. From what period did they begin to possess themselves of that property?—Only of late years.

1199. Since 1846?—Yes; but there is a strong American feeling growing up in Cuba; and a very influential planter said to me, “There can be no doubt at all that, sooner or later, we shall become American; it is only a question of time.” He told me that most emphatically, of his own free will.

1200. In addition to the employment of capital, are you also aware that the Americans are considerable owners of soil in that same neighbourhood?—I apprehend it is by that means that American capital becomes invested in the island; it is by their possessing the soil, either directly or in conjunction with other parties.

1201. You must have been out there about the time that the Chinamen were imported into Cuba?—I did not meet with any Chinamen, but I was told by a gentleman who has, I dare say, got them now, “We are making arrangements to import Chinese by hundreds of thousands.”

1202. Are you aware how those arrangements were made; was it by the Government, or through private individuals?—I believe through private individuals altogether.

1203. Was the Government in any way bound for the payment to the importers?—I have no reason to believe they were, nor do I believe that the Government are pledged in any way with respect to it, nor do I see any reason why the Government should be; there is an abundance of capital in Cuba to meet every contingent expense of that kind.

1204. Sir *T. Acland*.] You stated there were three causes for the prosperity of Cuba; the increased produce of the island in sugar; the conversion of the coffee estates into sugar estates, and the increase of slave labour; do the first two causes in your opinion depend very materially upon the latter?—Certainly.

1205. Could they increase the cultivation of sugar and convert their coffee estates into sugar estates, unless they had a considerable increase of slave labour?—They have some amount of labour on the coffee estates, and that labour is available when they convert them into sugar estates.

1206. Could they convert coffee estates into sugar estates without having an increase of slave labour?—Undoubtedly they could do so, but not profitably.

1207. Does that conversion depend upon the greater import of slaves within the last few years?—I believe that no owner of a coffee estate would think of converting it into a sugar estate unless he saw quite clearly the course open to him to obtain an accession of slave labour.

1208. You

1208. You mentioned the payment of two doubloons to the Governor of Matanzas on the importation of 965 slaves by the importers?—Yes.

1209. And that fact was stated to you by those importers?—It was, by one of them.

1210. Did he state it to you as a singular and remarkable circumstance, or the ordinary course of practice?—As the ordinary course of their practice; and that they felt secure as to the five vessels which were then expected, that they would be landed in the same way, and that all they would have to do would be to pay the same amount of fees upon them.

1211. The object of the payment was to ensure the success of the venture?—Yes.

1212. It was a sort of insurance?—Yes, that they would not be molested; that their slaves would not be taken from them, and that without let or hinderance they might take them to their estates in the neighbourhood; there is a very extensive district of country there just by, called La Cumbra, in the immediate vicinity of the place where those slaves were landed; they are taken away and locked up very quickly.

1213. In fact, then, without such assistance they would not be at all sure of effecting their landing?—They would not be so sure.

1214. Do you know what the price of slaves was?—At that time 75*l*.

1215. *Chairman.*] You heard the evidence of Mr. Knox, who stated, that 400 or 500 dollars was the price of a slave in Cuba?—I did not understand him to say that in Cuba.

1216. *Mr. Adderley.*] Mr. Cochrane informed us that slaves cost 200 guineas apiece at Brazil?—Yes.

1217. Can you account for that great difference between Cuba and Brazil?—The market price fluctuates.

1218. *Sir T. Acland.*] You stated that some American capital was engaged in this trade in one part of the country; did you become acquainted with the fact that any other European capital was employed in this trade?—I have said that I am afraid there is some English capital.

1219. *Chairman.*] Have you any proof that there is any English capital employed in the trade in the island?—No; I cannot express more than my belief.

1220. *Mr. Tollemache.*] There is a large quantity of land still uncultivated in Cuba that is well fitted for sugar cultivation?—An immense deal of rich and excellent land well suited for that purpose.

1221. Do you believe that any amount of labour supplied from China would be sufficient to meet the demand for labour in Cuba?—Not so long as they have a market for their produce.

1222. As long as they have a market for their produce, do you believe that it is possible for the Chinese labour to provide a substitute for slavery in Cuba?—I do not believe it possible to get them; I do not think so large a number could be obtained. You might find employment in Cuba for a million of Chinese.

1223. We were told by a witness on a former occasion that there was a feeling in Cuba, as I understood, rising, that free labour would be even less expensive than slave labour; do you think that feeling prevails in Cuba?—I do not think it does prevail, nor do I think it ever will prevail, because free labour never could be got to work there continuously.

1224. You told us that you heard they were thinking of importing Chinese labourers in immense quantities into Cuba?—Hundreds of thousands.

1225. Do you think the importation of labourers in such immense numbers from China will ever check or stop the slave trade in Cuba?—From the amount of capital which exists in Cuba, and the extent of country fit to be cultivated for the sugar cane, I believe they would be very glad to get both Chinese labour and African slave labour.

1226. Did you hear when you were in Cuba that about the year 1846 the slave trade had been put a stop to, as far as Cuba was concerned?—I do not think the subject was touched upon by anybody.

1227. You never heard that that was the case?—No; the whole conversation was as to the slave trade as existing then.

1228. But at the same time have you any doubt, from information that you received there, that the slave trade since 1846 has greatly increased in Cuba?—It has greatly.

1229. Owing to the change of policy which took place in this country in that year?

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year?—It was the natural inference that it was that change of policy which led to the increase of the slave trade then.

1230. Do you believe the prosperity of Cuba has increased greatly since 1846?—I feel perfectly sure it has.

1231. Therefore, in point of fact, you attribute the great impetus given to the trade in Cuba to the change of policy which took place in 1846 in this country?—I have not the slightest doubt in the world that that was the cause of it.

1232. If this country could be induced to return to its former policy, so as to impose a differential duty between slave-grown sugar and free labour sugar, do you think that would check the slave trade into Cuba?—From all my gleanings in Cuba, the result I have arrived at in my own judgment is simply this, that so high a value do the Cuban planters attach to their sugar being admitted into the markets of this country, that I believe if it were made a condition, they would abandon slavery altogether for the purpose of retaining it.

1233. Not only the slave trade, but even slavery altogether?—I believe they would make any sacrifice rather than be excluded from the English market.

1234. You have told us, I think, that it is the opinion of the people of Cuba that the English cruisers never could put a stop to the slave trade?—Not the present class of cruisers, certainly; it is quite impossible that they ever can.

1235. Do you believe that the present cruisers check very much the introduction of slaves into Cuba?—I do not think they do; I think that the chance of escaping the British cruisers is so great that those engaged in the traffic will run every risk.

1236. And vessels that were known to be bound to Cuba with slaves were fully expected to arrive there in safety?—Yes, five of them were then expected; I might have had their names.

1237. Did you see any of those slaves a short time after their arrival?—I could not distinguish those recently landed from those who had been there some time.

1238. Surely if they arrived in a very bad state from the voyage, in a very miserable condition, you would be able to distinguish them, would you not?—I do not think they would have come within my sight. They would have been kept out of my sight. I was not admitted into any of their barracoons. A planter pointed out to me the domicile for the slaves, but he said, "There I never go."

1239. Did the slaves appear to be in a healthy state upon the estates generally?—They did appear to be healthy; they worked very slowly and very carelessly, but the advantage of their employment was, that it was continuous.

1240. Do they value much the American market now in Cuba?—I did not hear it mentioned. I did not hear anything said about the American market. I quite know, as everybody else knows, that a portion of their produce goes to America.

1241. Is that much on the increase?—That depends upon circumstances; very much upon the price there and the prices here.

1242. At all events, as far as you could learn, it was the English market they most valued?—Most decidedly.

1243. *Mr. Moffatt.*] You have stated that the great increase in the prosperity of Cuba since 1846 is owing to the change of policy in England in regard to the sugar duties?—I say I think so.

1244. Will you state to the Committee the grounds upon which you give that strong opinion?—The great advantage of the English market.

1245. Will you favour the Committee with information as to the quantity of sugar that has been imported from Cuba into England in each year since 1846?—I have not those figures with me.

1246. Can you give a rough idea?—I have only got the exports from Cuba; there are very many cargoes come to this country which leave it again.

1247. Are you aware that there is anything like one-fourth of this large increase in the production of sugar in Havana since the year 1845 that enters the English market?—That I really do not know.

1248. Does one-tenth of it?—I do not know; the Board of Trade returns will show.

1249. You have stated that you hardly heard the American market named as a thing of importance in Cuba, but that great importance was attached to the admission of sugar into the London market?—What I meant to state was, that I had no conversation at all with reference to the American market, but I know

that

that there was an extensive trade between Cuba and America. I saw American ships there; and I was in company with a great number of American persons, traders and others.

1250. According to your information obtained from persons in Cuba, was there a larger export of sugar to the English market than to the American market?—I think the balance of the trade was in favour of the English.

1251. Sir *G. B. Pechell*.] I think you said that Admiral Seymour was at Havana when you were there?—I saw him sail from Havana.

1252. Do you know how long he had been there, I mean Admiral Seymour, in his flag-ship, the "Cumberland"?—The "Cumberland" was the flag-ship. I saw him go; I saw her go from Havana.

1253. Do you know if going away was going off the station, or going off to cruise off the Morro Castle; I suppose it was pretty well known that the ship was going back to Bermuda?—I believe he was going back; he anchored in sight of the Morro Castle when he was in the harbour.

1254. They were not under the impression that the ship came down there to assist in the cruising?—No; he came down to give an entertainment; he gave a magnificent ball the night before; I understood it to be a friendly visit.

1255. I think you stated that the squadron on the coast of Cuba did not do much with regard to suppressing the slave trade?—I am afraid, practically, the British cruisers did not effect much good there, because I think they are not the class of vessels best adapted for that purpose.

1256. Can you give the Committee any idea of what, in your opinion, would be the best description of vessel to send there to carry out the treaties?—I should say fast sailing vessels of a small size, and a small draught of water; there are so many creeks, rivers, and creeks out of rivers, all around the island, that a ship of any draught of water, 16 or 18 feet, or upwards, cannot go there at all, and therefore I think that vessels of small size, and that can sail fast, would be the best suited for that purpose.

1257. You think, then, that instead of sending a frigate it would be better to have two brigs?—I think it would be very much better, and small brigs better than large ones.

1258. Have you any information that you can give to the Committee with respect to the manner in which slaves are dealt with after escaping, on being landed from the slave vessels; is there any law to prevent a search for slaves, or getting them after they have once landed, and got into some neighbouring plantation?—I understand the case to be, that no man dare enter the portals of any barracoon for that purpose.

1259. Then, if the Spanish Government would make such regulations as to enable the police, or even our crews, to seize the slaves upon landing, that would tend materially to carry out the objects of the treaty?—I think the better plan would be to prevent the landing of slaves by declaring it to be piracy; I think that would be the most effective mode of checking the trade; but so long as they have an opportunity of landing the slaves, and means for putting them out of sight as they arrive, they cannot be followed afterwards. They would not take me into one of their slave barracoons; although the owner took me everywhere else, and told me everything, he would not take me there.

James Kennedy, Esq., called in; and Examined.

1260. *Chairman*.] WILL you state how long you were a member of the Mixed Commission at the Havana?—I was judge of the Mixed Court at the Havana for upwards of 13 years' actual service, from the beginning of 1837 to the beginning of 1851.

1261. Will you explain the constitution of that Mixed Court, of which you were one of the judges?—There is an English judge and a Spanish judge, who sit in the court together, whenever any case is brought before them for adjudication.

1262. What are the limits of their jurisdiction as to vessels brought in?—Confined to vessels which have been taken on the high seas by cruisers of either nation, duly provided with instructions and authority for that purpose.

1263. In any part of the seas?—In any part of the seas.

1264. There are only two judges?—There are two judges, and there are two commissioners of arbitration, a Spanish and an English commissioner.

1265. Forming four in all?—Forming four in all. If the two judges disagree upon

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upon the decision in any case, then they draw lots whether the English commissioner of arbitration, or the Spanish commissioner of arbitration, shall be called in to decide.

1266. That is the general rule?—That is the general rule. I said there were two commissioners of arbitration, one English and one Spanish, but in point of fact the English commissioner of arbitration died in 1847, and that office has not been filled up since.

1267. Will you state by whom the duties of the deceased officer were performed?—By the treaty it is provided that in the absence, or in default of any commissioner, the English consul should be called in to act. In 1851, I having left, the consul took my place, and was in fact the only English acting commissioner at the time.

1268. That is Mr. Crawford?—Mr. Crawford.

1269. Was there any English arbitrator, or referee, at that time?—No; the Act does not contemplate anything further; it only contemplates that there may be an absence of one of the commissioners, and that then the consul should take his place. Before I came away I asked Lord Palmerston to send out a commissioner, but his Lordship thought that, under the present state of business, it was not necessary to fill up that office, and he did not do so.

1270. Have there been many vessels seized and sent into Havana during the time you have been there?—Very few.

1271. Have you a list of them?—I have not, but I can state them from memory. I should first of all explain the reason there were so few: in 1835 there was a new treaty made with Spain; it was for a more strict method of proceeding there; the consequence was, that all the slave traders put their vessels under different flags from the Spanish, or actually obtained a change of proprietorship, and putting them under other flags, such as the Portuguese principally, the consequence was that very few Spanish vessels were taken; there were thus none liable, or very few, to our jurisdiction.

1272. Who were the parties that were employed at the time when the flag was changed; were they Spanish or Portuguese?—Generally Spanish, in Havana.

1273. Were many of the proprietors of land there engaged in foreign slave trade?—I should say, except one, none at all.

1274. Under the Portuguese flag was there much Portuguese capital?—Entirely Spanish, I should say.

1275. Do you apply that to the whole period you were there?—To the whole period.

1276. Have you any doubt, whatever the capital may have been, that the slave trade has been carried on under a foreign flag, particularly Portuguese?—It has.

1277. Is that capital from the island of Cuba, or capital from Spain?—It is capital derived from various sources; I should say, generally, not of the island.

1278. Was it understood who were the principal dealers in slaves?—It is as well known as any other part of the trade of Havana who are the principal persons; but during my time there were several parties who have latterly gone out of the trade; when I first went, there was a man of the name of Joaquin Gomez, a Spaniard; then the house of Pedro Blanco and others were very famous at the time.

1279. But, generally speaking, without enumerating them, they have been Spaniards?—The greatest slave dealer of the present day, and of the latter time, that I have known, was a person whose name you now see in the papers, a person of the name of Forcade; he is a Frenchman.

1280. Does he reside at Havana?—Yes.

1281. Do you think there is French capital there, or is he the only one?—I think he is the only one who is French.

1282. You have had, during your time, several captain-generals?—Yes.

1283. Can you state how far any of them have been favourable to or rather have connived at the trade, and whether any of them have been active in putting it down?—During those 13 years I acted under seven captains-general; the first I found there was General Tacon.

1284. What was the slave trade at that time?—He was a man of very great energy, and did a great deal of good to the island, but he was an avowed supporter of the slave trade in principle.

1285. Have you any returns to show the number of slaves admitted to have been imported into Cuba during those 13 years that you were there?—I have a
general

general estimate of what I suppose them to have been. General Tacon allowed the slave trade to flourish without any impediment; his successor was General Ezpeleta, who conducted matters by merely carrying on the government of General Tacon, upon the same principle as he had found it; he was succeeded by the Prince of Anglona; he did the same; he pursued the same practice as to the general conduct of the island, and with reference to the slave trade also upon the very same principle, namely, putting no impediment whatever in its way. And it was understood that all those three captains-general received half an ounce per head for every negro that was introduced, which is about a guinea and a half.

1286. Was the whole fee paid limited to the captain-general, or did the inferior officer receive a portion?—The whole of that was understood to be paid to the captain-general. I have no doubt that there were some gratuities paid to some inferior people, but not so as to come up to any large amount. Suppose that the whole made 10 *l.* or 20 *l.*, that would not be considered.

1287. When you say no impediment, were they allowed to land openly during that period without any interference on the part of the Government officers?—They were known to land about Havana and in the very harbour of Havana, without any impediment whatever, in the face of day and before all the world.

1288. Was it then your duty, or did you make any report at the time to the English ministers here?—Regularly every month. I made a monthly report, and also wrote to the captain-general whenever I heard of any infraction of the treaty.

1289. Did you state in your despatches to the English minister here those infractions?—Always, monthly.

1290. On the occasions when you wrote to the captain-general, does his answer appear in the correspondence?—Always.

1291. All that correspondence will be found generally in the Blue Books?—Yes, in the Blue Books.

1292. Do the Blue Books afford a tolerably fair statement of what really took place in the way of infraction during the period you were there?—Very much so. I may state that of course I have conversed with many persons who had seen those cargoes brought in in the same way, but one I very nearly saw the landing of myself. It was landed in the harbour of Havana, and the negroes were brought along one of the most public highways round the town; it was in the very high road round the town; and then I saw them, so that there was no concealment whatever. But whenever we made any report of that to the captain-general, we always received some evasive answer, saying that he had made inquiries and he could learn nothing upon the subject, or that it was some mistake, or something evasive one way or the other, such as has been reported, and has been regularly published in the Blue Books. After those there came General Valdez in the year 1840, and as soon as he came there he called the slave dealers together, and he told them, as it had been tacitly permitted by the government, he should not interfere with any of the adventures that were gone out, but that he would allow no fresh adventure to be sent out from Havana.

1293. Was that a public meeting?—Of the slave dealers, and it was notoriously known there.

1294. Sir *T. Acland*.] And he stated as his reason for allowing them to go on with the existing adventures, that it had been tacitly allowed by the Government?—Yes; he gave a polite speech, as all Spaniards do, that it had been tacitly permitted by the Government.

1295. *Chairman*.] General Valdez remained there how long?—General Valdez left there in 1843; he remained about 2½ years.

1296. During that time did he exert himself to stop the trade?—He exerted himself most honourably and most strictly to stop the trade, and I may say he succeeded.

1297. You mean that the importation was decreased?—Immediately decreased. He was succeeded in the year 1843 by General O'Donnell, and as soon as it was known that the successor was coming out to General Valdez, a number of adventures were immediately issued, and the number imported rose again prodigiously.

1298. Did General O'Donnell fall into the practices of the first three you have mentioned, or what was his conduct?—He immediately began to receive the fees.

1299. Did the fees continue at the same amount, or did they increase?—He increased

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increased them; he found that the importation of slaves did not come to the same amount as before; that the same number did not come; and he then increased the price; first of all to two doubloons, and finally to three doubloons a head.

1300. Then the increase of payment arose under General O'Donnell?—Yes.

1301. And it has continued ever since?—It has continued ever since.

1302. How long did General O'Donnell remain?—General O'Donnell remained about 4½ years; till the year 1848.

1303. And during that time had you an opportunity of seeing and knowing that a great increase of cargoes did take place?—There was a great increase both of slaves and cargoes to what there was in the time of General Valdez, but not equal to what they were previously to the time of General Valdez.

1304. Who succeeded General O'Donnell?—General Roncali.

1305. When did he come?—In 1848.

1306. What was the character of his administration?—General Roncali was an extremely honourable man, and I believe that when he went there originally he refused to receive fees altogether.

1307. Was the trade checked in consequence?—The trade was materially checked.

1308. Did he punish any of the traders?—He made two seizures of negroes; General Valdez had made five.

1309. And that tended to check the trade?—Of course.

1310. But not to put an end to it?—Not to put an end to it.

1311. Was the trade, by General Roncali's exertions, driven from Havana to other parts of the island, or was it checked altogether?—Under General Valdez, in point of fact, it was totally driven away from Havana.

1312. But then, did it not return in General O'Donnell's time to Havana?—Not so openly; it came to Matanzas more.

1313. You mean to say that during General O'Donnell's time it was perfectly notorious that he took the fees, and the trade proceeded?—Yes.

1314. Who succeeded Roncali?—Concha.

1315. When was that?—The latter end of 1850.

1316. What was the character of his government?—He was, also, a very honourable man; I should first of all say, with regard to Roncali, that in the latter part of his administration the slave trade began to rise again, and it was said that he also received the fee of three guineas a head latterly.

1317. Not at first?—Not at first; but I should like to make some reserve upon that, by saying that I scarcely believe it; he was in all respects so very honourable-minded a man, and took such pains with regard to the administration of justice, he having incurred considerable odium by superseding one of the principal judges there for malpractices, and having raised up all the old Spanish population against him, the whole course of his conduct was such that I doubt whether that be true.

1318. *Mr. Tollemache.*] Will you tell us, if he did not sanction the slave trade, how you account for its having increased at the latter part of his administration?—I think it was because new capitalists came into the field, and there was a person of the name of Parejo, who was understood to be the agent of Queen Christina, concerned in the trade.

1319. *Chairman.*] But did new capital and new energy increase the trade?—They increased the trade, and of course the authority or intimation to the captain-general to permit them to be landed in that case had an effect.

1320. That was the belief, was it?—That was the belief.

1321. And an increase took place on that account?—And an increase took place on that account.

1322. *Mr. Tollemache.*] Do you yourself believe that report?—Yes.

1323. Therefore you believe that the captain-general, although very much indisposed to it, from intimations he had received from Spain himself sanctioned the slave trade?—Yes; he might do it without intimation, but at the same time that would only affect a particular adventure, not general adventures; that is, this adventure in which Parejo and his party were concerned.

1324. *Chairman.*] Was there an increase also at the same time of other adventures when Parejo made his appearance?—Not materially.

1325. But the trade increased?—But the trade increased.

1326. When Concha came, what happened?—In 1850, when Concha came, he announced

announced his intention of suppressing the slave trade ; and, I believe, that during the six or eight months that I was there with him, he kept his promise.

1327. What steps did he take to put it down ; did he make any seizures ?— I do not think that he seized any ; I have not any memorandum now of his having seized any.

1328. Is not there a paper of yours about Pavia ?—No ; that was after I left. I have no papers showing any seizures by Concha ; but it is quite sufficient in Havana to let the feeling of the captain-general be known to them, and the parties act accordingly.

1329. Do you believe Concha took any fees ?—Certainly not.

1330. How long had he been there when you came away ?—Six or eight months.

1331. And it was made known in the island what his determination was ?—Yes, I think he did seize one ; I remember the cargo.

1332. Now as to the importation of slaves in each year ; where do you get your return from ?—I was very fortunate, in the year 1841, in getting hold of a return from the place of meeting of the slaveholders in Havana ; a sort of exchange that they had, where they used to assemble for their business. Therefore I can say what the numbers for five years were.

1333. Before 1841 ?—From 1837 to 1841.

1334. What were they in 1837 ?—In 1837 the ships that sailed from Cuba, engaged in the slave trade, numbered 71, that we knew of.

1335. Under what flag did they sail ?—They had different flags ; but at that time they were principally Portuguese and Americans.

1336. Are we to understand that the ships are built in Havana, or purchased and brought there ?—They do not build any there. At the time I went first to Havana there were about 80 vessels sailing every year, engaged in the slave trade, but we knew in that year of 71 sailing ; and of ships that arrived for the whole island, we knew of 51.

1337. With cargoes ?—No, I will not say always with cargoes. Out of those 51 we knew that there were 29 came with cargoes to the neighbourhood of Havana. This I had from the return from the Exchange. I mentioned that there were 29 arrived, and those 29 brought 12,240 slaves. In the year 1838 we knew of 71 ships that sailed, and 51 arrived, and of those 51, 32 to Havana and its neighbourhood, bringing 10,495 ; in 1839 we knew of 59 vessels that sailed, and 47 arrived, and of those 31 to Havana and its neighbourhood, bringing 10,995 ; in 1840 we knew of 54 sailed, and 41 arrived, of which 28 came to Havana and its neighbourhood, bringing 10,104 ; in 1841, which was the first year of General Valdez, 31 sailed, of which the greater part had been either fitted out or sent before he came, and 27 arrived ; of which 27, 21 came to Havana and its neighbourhood, bringing 8,893.

1338. Do those numbers stated in the five years include, in your opinion, the total number of slaves imported during those years ?—I should allow about one-half more for the rest of the island, but that would be very liberal allowance. I doubt whether it would be as much as half ; but in round numbers you may say one-half, in order to make up for any that we possibly might not have heard of, or known of. In the second year of General Valdez there were only three sailed and nine arrived, of which none came to Havana or its neighbourhood, and we considered that they might have brought about 1,800 altogether to the island ; all that we knew of for the whole island were the nine vessels, bringing about 1,800. I said that General Valdez came in the year 1840, and therefore you would say his first year would be from 1840 to 1841, and the second year from 1841 to 1842 ; the third year, 1843, was the year in which he left Havana, and when it was known that a successor was coming out ; whereas in the year 1842 there were only three sailed, in the next year there were 23 sailed ; that was when General O'Donnell was coming, when it was known or understood there was to be a change of measures ; and in the same year, we knew of 19 arriving altogether. After General Valdez the slave trade at Havana was almost, you may say, put down, for they never came to the immediate neighbourhood of Havana afterwards, but principally to the neighbourhood of Havana, or some hundred miles east or west. I calculate those brought about 8,000, more or less, so that it rose immediately to what it was before ; that was in O'Donnell's time ; in fact, you may say it was the first year of O'Donnell, because, when it was understood he was coming, of course adventures were sent out from Havana for the purpose of

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arriving by the time he came, and changed the measures of the Government. In the year 1844, there were 18 sailed; 25 arrived, bringing, as we calculated, about 10,000. In the year 1845 there were a great many seizures made on the coast of Africa; more than there had been previously; the squadrons were more effective. The vessels which sailed from Cuba numbered 13, but only six arrived, and those six we calculated only brought 1,300.

1339. Then that diminution, you believe, was owing to the activity of the ships on the coast of Africa?—Of the ships on the coast of Africa.

1340. The next year?—In the year 1846 we know of no vessel whatever having been sent from the island of Cuba.

1341. Was that in O'Donnell's time?—That was in O'Donnell's time.

1342. How do you account for that, when it was understood he had winked at it?—I think it was accounted for by the fact that the price of slaves rose very much; there were many captures made on the coast, and the price of sugar fell.

1343. Mr. *Tollemache*.] No vessel sailed, and no vessel arrived?—There were four arrived.

1344. Sir *T. Acland*.] You say the price of slaves on the coast rose?—Yes; in 1846 four vessels arrived with about 1,000 slaves; in the year 1847 there were three sailed, and I think there were five arrivals, with about 1,200 we calculate.

1345. In 1848?—In 1848 came Roncali; there were 14 sailed, and six arrived, bringing about 1,500.

1346. In 1849?—In 1849, notwithstanding what I have said of General Roncali, there were seven sailed, and 20 arrived, bringing about 6,575.

1347. How do you account for that increase when Roncali was admitted to have been anxious to prevent it?—It is difficult to say, but there are two or three reasons; if you will allow me to finish my list I will then state them. In 1850 there were 20 sailed and eight arrived, bringing 2,325. It is difficult to say how that large increase under Roncali could have been, if it were not for his having received intimations of the parties who were interested in bringing those slaves.

1348. Influence from Madrid, in fact, was supposed to have lessened his activity?—Exactly; and it was also understood it was pressed upon him, at least it was said so, to receive three ounces a head; which fact, as I said before, I myself would hesitate to believe, but I would not deny it; it was generally said so. Concha came in 1850, and as I left in the beginning of 1851 I have not got the numbers.

1349. Mr. *Tollemache*.] In accounting for this increase in the slave trade at this particular period, notwithstanding the captain-general being opposed to it, do you think it was owing to the alteration that took place in the policy of this country; do you think that the English market was so tempting that the people of Cuba could not resist it?—When that change was made, it was understood that it would give a great impetus to the slave trade, and that it would be a great advantage to the Cuban sugar growers to have the English market opened to them; but hitherto they have found that the advantage was not so great as they had expected.

1350. When did they find that out?—Within the last two or three years.

1351. At the period we speak of, when this increase took place, do you think it might be owing partly to the circumstance of the English market being opened to Cuba, and also partly to intimation being given to the captain-general from Madrid?—I think it might be owing to both. In 1847 there were brought 600 Chinese, and in 1849 they brought 300 Yucatan Indians out of Mexico.

1352. As free labourers?—No; they were prisoners taken in the civil war going on there; they were sold to Parejo for 25 dollars a head, and he brought them and dealt with them as slaves.

1353. *Chairman*.] And employed them in cultivation, or sold them?—I believe principally hired them out.

1354. Has Parejo any estate under his management there?—He latterly married a rich widow who had some estates, but previously to that he had not any.

1355. What was the success with those Chinese?—The Chinese originally sent gave satisfaction; but they are principally considered as useful for the handicraft part of the business of the estates, and not for field labour.

1356. Skilled labour?—Yes; not for field labour.

1357. During 1851 you have not been able to give the numbers?—No, I have not prepared them, as not responsible for them.

1358. You

1358. You were asked how far the alterations in the English market may have affected those numbers?—That has not, as far as I can judge, at all affected them, because they have not come up to the same amount as they had done in the years from 1837 to 1844.

1359. Mr. *Tollemache*.] Must not it take a great time for the trade to revive to that extent?—Undoubtedly.

1360. To build ships for the purpose?—To build ships; but it is not exactly that, because there are certainly some ships that are built for the trade, but the great majority of the ships are old ships that are good for nothing else.

1361. Suppose the capital to have been turned in another direction in consequence of the slave trade being put down, it would take some time before it would return again into the old channel?—A long time; and there is the fallacy which many persons fall into as to the slave trade; they suppose that the squadron will be ineffectual, because they say if the slave trade is put down in one place it will rise up in another. Undoubtedly it might do so, but it would take a very long time to do so; information must be sent backwards and forwards, and agents must be sent backwards and forwards; there must be preparations, in the way of barracoons, and food must be prepared; it must be all known, so that it would at least take a couple of years if it is driven from one place before it could rise up at another, unless it had been previously arranged.

1362. But the question was, whether you thought the increase which has taken place in the slave trade was greatly owing to the advantage offered by sugar being admitted into the English market, and you said you thought not, because, in previous years, the slave trade had been larger than it was immediately after the change of policy in England?—Yes.

1363. Then I pointed out to you a reason why the slave trade should not be so great immediately after the year 1846 as it was some time previously; now, having heard that explanation of mine, do you still think that the advantage offered by the English market in 1846 has not had considerably to do with the increase of the slave trade?—I repeat, that the slave trade had not increased; it had only increased relatively; it increased relatively to what it had been under General Valdez and under General O'Donnell, but it had not increased to what it was before Valdez's time.

1364. Then I think I asked you the question whether, if the slave trade had been altogether suppressed in the year 1846, it would not take some time before it would again become as vigorous as it was in previous years?—Certainly.

1365. Even supposing the English market had a great deal to do with it?—Certainly, it would have some effect; the people certainly expected great advantage from having the English market opened to them, but they have been disappointed.

1366. Therefore the fact of the slave trade not having increased to the same extent as it was before, immediately after the year 1846, is no proof that the English market had not a great deal to do with the question?—It might have some effect, but very little, because I believe this, that if General Roncali had given free permission to all parties to fit out vessels, instead of sending out seven or 20 they might have sent out 70 or 50, as in former years, every year. As it was, in 1848 or 1849, he only allowed such and such privileged vessels to go out and to come in, and they brought in so many; but if the trade had been perfectly free there is no knowing the number of slaves that might have been brought to Havana, and that would have been eagerly and readily bought.

1367. Therefore you think the revival of the slave trade would be almost instantaneous by the removal of restrictions?—It might.

1368. *Chairman*.] What do you mean by privileged vessels?—I mean the vessels in which Parejo was concerned.

1369. Mr. *A. Hastie*.] I think from your experience you must have come to this conclusion, that the importation of slaves into Cuba depends very much upon the feeling of the captain-general with reference to the trade?—Altogether.

1370. *Chairman*.] If the captain-general was honest in his intention he could altogether suppress it?—Entirely, if he had full power given him. General Valdez said to me, when speaking upon the subject, "I know of more arrivals than you do, but what can I do? I cannot be everywhere." I reported that.

1371. Before you came away were there any symptoms of that increase which has been stated to this Committee to have taken place during the last two years?—None. Concha had only just arrived there. I was only with him about six months, and he of course had in prospect a long administration.

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1372. *Sir T. Acland.*] Do you believe him to have been sincere in his endeavour to put down the slave trade?—Yes.

1373. *Chairman.*] Do you attribute the different changes that have taken place in the imports, in any degree to the activity of the English cruisers, or to the change of the policy of the governor-general?—I consider that under General O'Donnell the diminution was entirely owing to the stricter blockade on the coast of Africa; but all that could have arrived might have been freely admitted, and if it had not been for the great number of captures, and the measures taken with reference to the barracoons, on the coast of Africa, a large number would have arrived.

1374. Does that apply to the time of Roncali?—To the beginning of his time, of course it would have the same effect; and also the trade was driven from the western coast of Africa to the eastern coast of Africa.

1375. *Sir T. Acland.*] Do you know where it is now?—It has been latterly understood to be from the coast of Mozambique, where the negroes are not considered so desirable as labourers, and the cost of bringing them is, of course, double.

1376. Was the "Lady Suffolk" known to be from Mozambique?—It was understood to be from Mozambique.

1377. *Chairman.*] Have you any means of giving us the average price of the labour of slaves in each year, from 1837 upwards?—No; in the average price of slaves everything depends so much upon circumstances; it must depend a great deal upon the age of the slave, and also it depends a good deal upon the nation in Africa from which they come. The Mozambique negro is not just now, or was not, considered nearly so desirable a labourer as many of those on the western coast, and even on the western coast some are not considered so desirable as others; the Congoes are not considered so desirable as some others; for instance, as the Mandingoes, or the Lucumis. It is a strange thing that those nations speak the same language; the Congoes, the Lucumis, and the Mandingoes understand one another, but still there is a very great difference in their character.

1378. *Mr. A. Hastie.*] Is that owing to the difference of their physical power or their temper?—The Congoes are not so tall and strong a race of people as the Lucumis and the Mandingoes; the Lucumis are a very fine race of people, but they are a very fierce one, and they are very apt to commit suicide and to resist their masters.

1379. *Chairman.*] Then, in speaking of the price of slaves, the place from whence they come, and the physical state in which they are, must regulate and alter it considerably?—Of course, but I was going to say that the price when I first arrived, of a first-rate cargo of slaves of good age, one with another, was about 350 dollars a head at the first hand, and that latterly they would have been from 450 to 500 dollars.

1380. The same class?—The same class.

1381. *Mr. Tollemache.*] How do you account for that?—The greater demand and the less supply, and the greater difficulties attending the supply.

1382. *Sir T. Acland.*] At the original sources?—At the original sources.

1383. *Chairman.*] You have stated that the importation would depend upon the captains-general, and upon how far they were permitted to act; are we to understand that you refer to the influence of the Spanish Government at Madrid, and that it would depend upon the instructions they received from Madrid?—Undoubtedly.

1384. So that in fact it would be in the power of any captain-general, particularly at the present time, when so many Spanish ships of war surround the island, and there are so many troops in the island, to put down the trade speedily if the Government of Spain gave orders to that effect?—If the captain-general felt that he would be backed by the Government at home, Valdez for instance, nothing could be easier than to suppress the slave trade in the Island of Cuba; but he must for that purpose have full power given him to supersede any of the local governors or lieutenant-governors as they are called, if they are guilty of any violation of the law.

1385. Then we are to understand that during the whole 13 years you were there, the treaties between Spain and England were violated by the Spanish Government, in so far as they did not exercise, as they had promised, their power to put down the slave trade?—I should say so, decidedly.

1386. Are we not to understand, also, that you annually made reports to that purport to the Minister of Foreign Affairs here?—Monthly reports.

1387. Can you believe that the Spanish Government are ignorant of the trade being continued, as it now is, in violation of the treaties with this country?—No; it is impossible.

1388. Then it must have been a willing infraction of the treaties with us during the whole of that period?—Undoubtedly, it must have been.

1389. Sir T. Acland.] You are aware that about the year 1840 Lord Palmerston urged upon the Spanish Government to give authority to the Mixed Court of Justice at the Havana to summon the liberated negroes under their authority, and to ascertain whether they were substantially free?—Those were the Emancipadoes. I am, of course, aware of that, because I recommended it to be done.

1390. Was the consent of the Spanish Government obtained to that proposal, during any period of your being there?—No; they refused at all to agree to it; but General Valdez did still better; he gave them their liberty at once, without asking any question; he gave liberty to about 1,400.

1391. Do you think, if the Spanish Government had been sincere in their desire to secure the Emancipadoes their liberty, there was any valid objection to their complying with that proposal?—None at all.

1392. What is the salary of the captain-general?—I understand it to be 40,000 dollars, or 8,000 *l.* a year, with other perquisites.

1393. Is the receipt of the doubloons, as head-money for the slaves, an acknowledged and lawful perquisite permitted by the Government?—Undoubtedly not; it is not included in the perquisites I refer to: he has a small fee upon every passport he signs, and little perquisites of that kind, but they come up to a great deal in the aggregate.

1394. *Chairman.*] In speaking of the emancipadoes, have you any idea of how many have been represented by you as being detained as slaves who ought to have been free?—I have reported it, and I could easily refer to it; but I have not the means of stating the number except in round numbers. There are very few remaining now. Valdez gave their liberty to about 1,400. I think we have sent about 1,400 over to Jamaica since that time; then we must suppose a great number have died, and there are, perhaps, 200 or 300 remaining now, but not more.

1395. Mr. Tollemache.] You told us that the captain-general, if supported by the Home Government, could put down altogether the slave trade in Cuba?—Yes.

1396. What is the feeling of the Creole population in Cuba upon that subject?—The Creoles boast that they none of them are engaged in the slave trade; and I believe that generally they are not engaged in the slave trade.

1397. Are they in favour of the slave trade?—They are not generally, and I believe it would be in Cuba the same as in Brazil, that if it were left to the people of Cuba whether the slave trade should be continued or not, that is, with the national party, they would say it should be discontinued; and I say so, for the reason which I have already reported, as will be found in the Blue Books; I have said that the slaves that are introduced are not introduced for the benefit of persons who have got their plantations already stocked with labourers, but they are brought for the use of persons who are opening new plantations; consequently that is raising rivals to themselves. The more slaves there are, the more cultivated estates there will be; and the more estates there are opened, the more sugar will be produced; and the price of sugar, therefore, will not be so high, when there is a larger quantity of it in the market, as if there were a smaller quantity of it in the market; therefore, the interest of all the creoles who are already landed proprietors is rather against the slave trade.

1398. Are there any American proprietors?—Very few.

1399. Supposing the Government of Spain thought proper to put down the slave trade, which it is bound to do by treaties with this country, it would not render itself very unpopular in Cuba itself?—Not at all.

1400. Therefore, supposing there to be a feeling in Spain of alarm at the prospect of Cuba falling into the hands of America, you do not think the dread of that would make them appear now to lean in favour of the slave trade?—It may be that they lean to the slave trade for fear of that.

1401. How can they do that, if the feeling in Cuba amongst the mass of the people is opposed to the slave trade?—General Tacon avowedly declared himself

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in favour of the slave trade, upon the principle that he thought the continuance of the slave trade would tend to keep the island of Cuba dependent upon Spain. He had been much engaged in South America, where the colonies had shaken off their dependence upon Spain; he had that idea always prominent in his mind; he had also the feeling that the people of Cuba would wish to follow the example of their South American brethren, and he thought that by having a number of negroes constantly brought there, it would keep the people of Cuba more dependent upon Spain. In the same way the people of Spain now think, that if they allow a great number of slaves to be introduced, it will keep them more dependent upon them than upon America.

1402. Therefore, according to that, you think the fear of Cuba being annexed to America has no effect whatever upon the Spanish Government, so as to induce them not to abide by the treaties with this country?—I do not think that.

1403. *Chairman.*] Speaking of the creoles and slaves in Cuba, what is your opinion of the natural increase among those employed now on the estates?—It is notorious that in the importations there are always brought about three males to one female, and those females are generally kept in the towns and used for household work; very few go upon the estates; the consequence is that there is a very small natural increase.

1404. Then would not the cultivation decrease unless they had a supply either of slaves or other labourers?—Undoubtedly it would; the population would decrease if it were not kept up from other sources; but at the same time there has been a great mistake in supposing that it falls off at the rate which has often been represented. There are very many good people, amongst others the Anti-Slavery Society people, who represent, as Mr. Turnbull did, that they die off in 10 years; that is a great mistake. It is the general calculation, when a person buys a negro, supposing he is about 20 years of age, that he is good for 20 years work as the average.

1405. You heard what the last witness said of the number of hours continuous labour upon the estates; has anything come to your knowledge to enable you to state how far the slaves are well or severely used?—As far as individual cases of atrocity committed upon the slaves are concerned, there is nothing so atrocious that I am not prepared to believe it; as to the treatment of slaves, and as a general rule, I should say they are very severely treated, very ill-treated.

1406. Consequently that would tend to check the natural increase which otherwise might be expected?—Undoubtedly.

1407. Were you furnished regularly with Lord Palmerston's letters to the Spanish Government?—As they were printed by order of the House of Commons, they were sent every year.

1408. Had you ever any conversation which enabled you to judge how far they were attended to, or were received, by the Captains-general from Spain?—I often heard of them before I saw them printed; for instance, one of the Spanish Commissioners told me that the British Government had asked from them for General O'Donnell's removal before I saw it in the printed papers.

1409. That is to say, the Government had complained of the infraction of the treaty, and had asked for his removal?—Yes.

1410. Were those complaints considered of any importance; were they attended to by the Captains-general?—No, they were laughed at by General O'Donnell; O'Donnell was an exceedingly vain and weak-minded man, and spoke publicly at all times, and to all sorts of persons, about what was going on.

1411. They paid no attention to any remonstrances of ours?—None.

1412. After all that you have heard and known can you state what would be the best means of extinguishing the trade altogether; would the declaration of the trade being piracy, as has been done in the United States and Portugal, be of any use?—I think if we could induce the Spanish Government to send an honest man like Valdez there, and to promise him that he should be there for five years without a threat or fear of recall, and be supported in his measures whatever he did, that in the course of a few years the trade would be entirely suppressed.

1413. Whether there were any cruisers there or not?—Whether there were any cruisers there or not.

1414. If such a man should be found, and such orders be given, would the creole population of the island be contented and satisfied with the proceedings?—Quite so; and I give as my reason that I believe the most popular Governor that has been in Havannah in my time was General Valdez.

1415. Do you believe that that was owing to his setting his face against the extension of the slave trade?—No; but for his general measures, notwithstanding his opposition to the slave trade.

1416. Have you any means of knowing how far the Captains-general acquired fortunes during the time they were in command?—Nothing was better known than the amount of fortune with which each Captain-general went away, for whenever a man had to go away from Havana, especially after that time, in order to remit his money he had to buy bills, and those bills used to be hawked about in the market; and it was well known, within a rough guess, what each man went away with.

1417. Did it appear that those who took the fees went away richer than the others?—Undoubtedly; General Valdez, it was well known, did not take away more than 2,000*l.* or 3,000*l.*, and O'Donnell took away 100,000*l.*

1418. Mr. *Adderley.*] What was the comparison of periods?—General Valdez was there two years and a half, and O'Donnell was there four years and a half.

1419. Mr. *Tollemache.*] Therefore there is no feeling in favour of the slave trade in Cuba which can give the Government of Spain any excuse for not fulfilling its treaties?—No; I was going on to say, with regard to General Valdez, that it being known he went away with so small a sum of money, the creoles of Havana began to subscribe a sum of money to present him; and they would have given him a very handsome present if he would have received it, but as soon as he heard of it he stopped it.

1420. *Chairman.*] Are there many free negroes in Cuba?—The last census was in the year 1846; there had been two or three statements, which are not to be relied upon; but I think the last census of 1846 was to be relied upon; in 1824 the Commissioners reported the population, and I think that might also be depended upon, because it was then at the beginning of the operation of the Commission, and therefore there would not be the same feeling to suppress the truth; to hide anything. In 1824 the slave population was reported at 250,000 in round numbers; in the census of 1846 it was said to be 323,759. In 1824 the free people of colour were, in round numbers, 115,000; in the census of 1846 the free people of colour were 149,226. In 1824 the whites, in round numbers, were 290,000; in the census of 1846 they are returned as 425,226.

1421. Have you any return since then?—That was the last census that was made in my time, and that gives 20 years.

1422. Sir *T. Acland.*] Have you communicated many of the statements with which you have favoured us to the Government at home?—Yes, I think all.

1423. And of course they have been laid before Parliament in a very great number of annual Blue Books. Can you give the Committee a reference to the more important communications you so made in those books?—I have stated that we sent monthly returns, but on the 1st of January of every year we sent in an Annual Report; and that Annual Report was a summary, of course, of all that had passed during the year; therefore they will contain a full account of what was going on year by year. With regard to Mr. Zulueta's estate, to which reference has been made this morning, in my despatch of the 1st of January 1849 I have given the exact details; so that the Committee may refer to them in my Annual Report, in Class A., page 66.

1424. Mr. *Tollemache.*] Do you think that Mr. Liggins is correct in supposing that the slaves are worked 18 hours a day during crop time, Sundays included?—I believe he is right except in the article of Sundays, and I believe on some estates it might be so.

1425. Is the spiritual state of the slaves in Cuba altogether neglected?—The Spanish have no notion of anything spiritual at all.

1426. But the prevailing religion is Roman-catholic?—The prevailing religion is Roman-catholic exclusively.

1427. Do not the Roman-catholic priests ever visit those poor creatures; or are they altogether neglected?—They consider that if they are baptised at the beginning, and absolved at the death-bed, it is quite sufficient.

1428. They are not visited at all, even by the Roman-catholic priests?—Not at all. I believe, as to the 18 hours, that is true; the fires are put out on the Saturday night generally, but at other times the working is continuous for 18 hours, and it has an injurious effect upon the slaves; I have been upon an estate, and witnessed that. At the end of the crop season, it is wonderful to see the
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change in the appearance of the gang of slaves from what it was at the beginning of the crop season ; they look more like idiots than human beings of any country ; they are fagged out, quite worn out.

1429. You told us that there was a falling off in the slave trade, even in O'Donnell's time, who encouraged it ; and you attributed that to the activity of the British cruisers on the Coast of Africa ?—Yes.

1430. Sir *T. Acland.*] It checked the original supply ?—Yes ; I might say stopped it, in comparison.

1431. Mr. *Tollemache.*] As that force has not been lessened, how do you account for the slave trade increasing under a Captain-general who was even opposed to the slave trade ?—Because they came afterwards from Mozambique, where our cruisers were not in the same condition to effect the same blockade ; secondly, great numbers of those slaves were brought from Brazil, as I have mentioned in my Annual Report of the 1st of January 1850. I have reported about their being brought from Brazil, and the reason why.

1432. Do you believe that the exertions of the cruisers on the coast of Cuba have checked very much the importation of slaves into the island ?—We have had no cruisers to be of any consequence there during any time ; but it would be almost impossible they could do it.

1433. You said that the English market had not turned out so valuable as was expected ; why was that ?—That I will not pretend to say ; but I should like to refer upon that to my despatch, because I pointed out a passage to an Honourable Member of the Committee, who has left the room, to which I should like particularly to call the attention of the Committee, because he is mistaken about the trade with the United States. The United States are the best customers for sugar to the people of Cuba ; it is understood they expected a great deal from England, but in point of fact it has turned out to be quite the contrary. This is from my Annual Report of the 1st of January 1851 : “ In 1849 the exports of sugar, from Havana and Matanzas, amounted to 850,346 boxes, of which five are equal to a ton ; out of those, as many as 63,242 boxes were sent to England. But in 1850, when the exports were 1,043,534 boxes, or nearly one-fifth more, the exports to England fell to 28,207 boxes, or less than one-half.”

1434. Consequently the American market is more valuable than the English market ?—Yes.

1435. Sir *T. Acland.*] Is it at all within your knowledge whether those great improvements in the cultivation of sugar have been adopted in any of our islands ?—I fancy not ; I think our islands have a great apathy.

1436. If that is the case, we have still a resource for our own islands, if they exert themselves ?—Undoubtedly. In my last Annual Report, in 1850, I have got the number of sugar estates in the Island of Cuba ; altogether there were 1,442 sugar estates, of which 286 were grinding with steam engines.

Veneris, 29^o die Julii, 1853.

MEMBERS PRESENT :

Mr. Hume.
Sir R. H. Inglis.
Mr. A. Hastie.
Viscount Goderich.

Sir G. B. Pechell.
Sir T. Acland.
Mr. Adderley.

JOSEPH HUME, Esq., IN THE CHAIR.

James Kennedy, Esq., called in ; and further Examined.

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1437. *Chairman.*] IN your examination on the last occasion, you were asked some questions respecting the Court of Mixed Commission ; will you explain further the working of that Court ?—I stated that it was composed of an English judge and a Spanish judge. I do not know that I could make any suggestion as to any improvement in the Court as things are at present ; every-
thing

thing of course depends on the individuals that are chosen to fill the different offices. I must give the Spanish Government credit by saying they have always appointed persons against whom, upon the whole, so far as their conduct is concerned in the Court, we can make no objection. The first judge with whom I acted was the Conde De Fernandina; he was an extremely honourable man, and he always acted extremely fairly; the present judge is perhaps the largest proprietor of slaves in the island, as slaves; that is the Marquis de Esteva, and he is the greatest hirer out of slaves in the island.

1438. He is the chief judge of the Commission now?—He is; in one of the cases brought before the Court the vessel was restored to the owner, as not having been engaged in the slave trade, although there were strong suspicions against it.

1439. What was the name of the vessel?—The “Rauret;” in the year 1846; it was restored, and the Marquis de Esteva was very anxious to have the costs paid by the captor, upon which there was a division between him and myself; we had to draw lots upon that question, and the Spanish commissioner of arbitration was called in, and that Spanish commissioner of arbitration decided against his brother commissioner; I adduce this as a proof of the general fairness which has been exercised by that Court.

1440. You wish to state, that the Spanish members have acted fairly in their judicial capacity as members of the Court?—Yes, I wish to give them full credit for it.

1441. Do the Americans increase in the island as proprietors?—I think they do not, as proprietors.

1442. Is there any feeling on the part of the colonists or the Creoles in their favour?—I think not; they are entirely distinct, not only nationally, but also by religion. The Spaniards are very bigoted, as Roman-catholics; they have a very strong feeling against all classes of Protestants, and I think they are as strong against the Americans as against any parties; but there is a strong feeling in favour of an annexation to the United States, on account of their interest. The United States are the best customers for sugar to the people of Cuba, and there is a large duty upon the importation of sugar into the United States, which, if the island were annexed to the United States, they would be released from; consequently they would be able to get perhaps 20 or 25 per cent. more for their sugars than they do now clear profit; they have, therefore, amongst them an interest very strong in favour of it; but I think in the general body of the people, especially of the lower orders, there is no feeling whatever in favour of the United States.

1443. You were asked whether the feeling of the Creoles was in favour of the slave trade or not on the former occasion?—I answered I thought not.

1444. What are your views as to the efficiency of the measures taken to suppress the trade?—I think the measures have been very efficient. If it had not been for the squadron, there is no question but at least three or four times the number of slaves introduced into Cuba might have been introduced, and if so many had been introduced, there would have been a very great increase in the production of sugar; I consider that there are not more than two-fifths of the cultivable part of the land in the island of Cuba under cultivation; there are three-fifths of very good land which might be used for the cultivation of sugar which have not been brought into cultivation; there would be no end to the production of sugar if they had an unlimited supply of slaves. If those slaves could be brought in without any restriction from the squadron they might be sold perhaps as low as 40%, instead of 100%, and, if so, of course their profits upon the production of sugar might be unlimited, or rather very great indeed.

1445. Sir T. Acland.] Are you speaking of our squadron on the coast of Cuba, or Africa?—Our cruisers on the coast of Cuba have been very few, and during the whole of my time they have been of very little service in making captures; but the squadron on the coast of Africa has been very effective, in having almost entirely checked the exportation of slaves to Cuba from that quarter; the effect therefore has been that they have raised the price of slaves, and of course therefore the profits of the sugar growers have been diminished, because if they could get their labour for a less amount, they would have the same price for their sugar as they have.

1446. Chairman.] We understood you to say, that the vigilance of the
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squadron on the west coast has driven the trade in slaves to the east coast?—
Yes.

1447. Do you consider that any squadron can so effectually put down the trade as the honest exertions of the public servants in Cuba?—I should think the honest exertions of the Spanish authorities would be much more effective in putting it down; but at the same time I think that the existence of a squadron is very important, because, if it were not for some check on the coast of Africa, it would perhaps be impossible for the authorities of Cuba to prevent the importation of small cargoes; I once saw myself a small vessel of only 10 tons which had crossed the Atlantic, and this small boat of 10 tons had brought 35 slaves from the coast of Africa.

1448. *Sir G. B. Pechell.*] Was it a felucca?—It was a small boat, but I did not see the rig of it.

1449. *Sir R. H. Inglis.*] Had it a deck?—Scarcely a deck; a little half deck.

1450. *Chairman.*] From what you know of the coast of Cuba, looking to the greatly increased military force around that coast, and the number of Spanish cruisers at this time there, have you any doubt, if the Governor-general were sincere, of their being able to put an end to the trade there as effectively as the Brazilians have put an end to it in Brazil?—I have not the slightest doubt of their being able to effect its extinction.

1451. Then it seems to be a matter of pounds, shillings, and pence to the parties employed, whether the slave trade shall be continued or not?—Quite so.

1452. *Sir T. Acland.*] You say a matter of pounds, shillings, and pence to the parties employed; do you mean the slave-dealers or the officers?—To the authorities, I mean, in the island.

1453. *Chairman.*] On the former occasion, you were asked a question as to the number of cases brought before the Mixed Commission?—I was.

1454. Have you brought a statement showing the number?—I have.

1455. Will you be good enough to read it?—In 1837 there were four cases brought before the Court, and two vessels condemned; in 1838, one case, vessel restored; in 1839, two cases, both vessels condemned; in 1840, one case, vessel condemned; in 1841, three cases, two vessels condemned; in 1842, one case, in which the Court had no jurisdiction, the only one sent in by the Spanish Government, but condemned by General Valdez as engaged in unlawful trade, being Portuguese; 1843, none; 1844, none; 1845, none; 1846, two vessels brought in, and both restored; 1847, none; 1848, none; 1849, none; 1850, none.

1456. You were asked whether you had reported regularly to the Foreign Office here: will any of your last despatches put The House in possession of what did really take place, and which you officially reported at the time?—I made an annual report on the 1st day of January of each year; and the last three annual reports, on the 1st day of January of 1849, 1850 and 1851, I should wish to be entered as appendices to my evidence; they contain many suggestions which my experience led me to consider advisable, and they also contain some statistical notices which the Committee may perhaps find useful. There are two or three other despatches, also containing statistical information, if the Committee should think it advisable to refer to them, but which, perhaps, are not so important.

1457. What is the date of them?—One is of March 1847, another is of December 1848.

1458. What is the nature of those statistics?—The one of 1847 gives an account of the forming of the estate of Mr. Zulueta, referred to by a former witness, and the profits calculated upon it. The net profits upon that estate, as he had introduced the negroes himself, we made out to be at the rate of 50 per cent. per annum.

1459. Will you give the references to the Blue Books, at which your reports will be found?—In class A. for 1847, page 80, and the 20th of December 1848, page 46. The subject of the last one was, "Observations on the Evidence taken before the Committee on the Slave Trade in 1847."

1460. Since you last gave evidence has anything occurred to you as a suggestion, with a view to measures which would, in your opinion, facilitate the total abolition of the slave trade?—In my last annual report, dated 1st January 1851, I recommended two things especially; one was, giving larger powers to the

the Mixed Court, and secondly, that severer measures should be adopted against those persons who were taken on slave-trading pursuits, and especially with regard to those who had resisted. If you look over the Blue Books you will be astonished to find the number of cases in which they have resisted our cruisers, in which death in some cases has ensued, and in many others they have been wounded, and no step or proceedings whatever taken upon those occasions, except in one case, where the people were tried at Exeter. The Committee also asked me with regard to certain representations made to the Government at Madrid by certain parties. I have looked over them; the Blue Books are full of those representations year after year. In class B. of 1844, pages 16, 28 and 45, you will find correspondence respecting a request from Lord Aberdeen to the Spanish Government, for the recal of General O'Donnell.

1461. From that correspondence, are we to understand that you think Her Majesty's Government here have done everything in their power to obtain an honest execution of the treaties from the Spanish Government?—Yes; if I might presume to say so, I should say undoubtedly they seem to have been very earnest indeed in it.

1462. Sir G. B. Pechell.] That does not include, I suppose, the Admiralty department?—The Admiralty department could not make representations to the Spanish Government.

1463. With the cruisers, I understand you to say, there was no fault to find on the coast of Africa, but there was on the coast of Cuba?—I said there were very few cruisers on the coast of Cuba.

1464. It has been stated to this Committee, by Captain Hamilton, that at the last process-trial, in the case of a vessel which he took, the "Arroganté Emilio," such was the interest excited at her seizure, that the Captain-general attended the Court; did ever such a practice as the Captain-general attending the Court, or interesting himself in the way described by Captain Hamilton, occur with you?—No such circumstance ever occurred in my time, and I would not have permitted it if I had been the judge.

1465. Chairman.] What was the practice on any prize being brought in; in whose custody was it placed?—It is always put into the custody of the Captain-general, for safe custody against any attempt on it on the part of the slave dealers; it was, therefore, quite correct for the Captain-general to take charge of it; but it is always done, subject to the authority of the Mixed Court. The Captain-general has no authority further than to send soldiers, or some persons, to take charge of it for safeguard; but it is subject to the orders of the Court.

1466. Is it usual to turn out from the right the prize crew, the officers and men who have brought her in?—It is then in the hands of the Mixed Court; but the prize crew always continued on board till sentence was given.

1467. Sir G. B. Pechell.] Was there a vessel lying at Havana for the purpose of receiving the prize crews?—Yes; there was the "Romney" formerly; but that vessel was afterwards sold to the Spanish Government; and, in point of fact, for the last five years previous it had been understood that there was no slave trade.

1468. Was there any jealousy excited by that vessel lying there?—Yes.

1469. Were representations made upon that subject?—Representations were constantly made, and so much so, that I repeatedly recommended Her Majesty's Government to make some alterations in respect of it; and it was at last arranged that we should sell that vessel to the Spanish Government; that the Spanish Government should buy it, and keep it for the same purpose as we had done before, under the Spanish flag; in point of fact, the vessel used to cost the British Government from 2,000 *l.* to 3,000 *l.* a year, and we made no use of it.

1470. Chairman.] With reference to what you have just now said, of there not having been any slave trade, are we to understand that that was during the period of General O'Donnell's government, or why do you say there was no slave trade?—I mean no general slave trade, in comparison with what it had been in former years.

1471. And what it has been since?—Yes.

1472. Sir G. B. Pechell.] Was there any instance during the time you presided there of a Captain-general, or the authorities, upon hearing that a vessel had

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had landed her slaves, providing for a search upon the plantations, or for detecting the parties who received them from the vessel?—Repeatedly. General Valdez seized two vessels that had brought slaves, of which he sent one before the Mixed Court. The other vessel he confiscated, and he seized four or five cargoes that had been landed. General O'Donnell, his successor, seized two vessels, but he did not seize the cargoes; and the vessels, I believe, he would not have seized, only that the parties abandoned them as not being seaworthy. General Roncali seized two cargoes; one of the vessels had been sunk by the parties who had brought the cargo.

1473. *Chairman.*] What became of all those slaves so seized?—They were made emancipados, and generally they have got into the hands of Mr. Parejo, the agent of Queen Christina, and have been employed upon various works of different kinds, in which her Majesty is said to have an interest; for instance, she has a copper mine in Cuba; she is largely interested in the gas works; some of those people are let out for different purposes in the island; and she is also largely interested in the steamers which are used as mail steamers round about the island.

1474. Upon what authority do you make this statement of her Majesty being concerned in that way?—It is known, as anything else is known in the island of Cuba.

1475. Is it notorious?—It is notorious; and this Mr. Parejo came there with a very immense capital; no one supposed it was his own private property with which he was engaged.

1476. Has it come to your knowledge that the mail steamers have ever been employed in landing slaves from any of the slavers?—They are notoriously used in carrying slaves about from one part of the island to another, and especially the cargoes of slavers that been brought to the island, and they have been known to do so ever since I went there.*

1477. Has that been a matter of complaint upon your part?—Constantly.

1478. That will appear by your papers?—Yes; in the Blue Books you will find it so.

1479. *Sir G. B. Pechell.*] Do you mean that slaves have been landed in the neighbourhood of St. Jago and the Isle of Pines, and brought round to Matanzas, and so on?—Yes.

1480. Fresh slaves?—Fresh slaves.

1481. It has been stated here, that more power is required to enable the Captain-general to seize fresh landed negroes in the plantations in which they have been placed immediately upon landing from the vessel?—In the law which was passed upon that subject, there is rather an obscure clause; at the first reading of it, it would seem that it is specially provided that the authorities should not enter upon the estates in search of newly introduced slaves. When that law was passed, Sir Henry Bulwer addressed Martinez de la Rosa, as you see in the correspondence in the Blue Books at the time, an expostulation on the subject, and he then expressly declared that this did not prevent the Spanish authorities from going upon the estates in search of those newly introduced slaves.

1482. *Chairman.*] If they had been so inclined?—If they had been so inclined; yet notwithstanding that, when General Valdez did go upon the estates, he sent for me one day, as I have reported, and told me that he had been blamed for so doing, that he had received a despatch from the successor of Martinez de la Rosa, another member of the Government, saying, that upon this very clause in that law they had no right to go upon those estates; and that has been the plea constantly made use of, that that clause forbade them entering upon those estates, notwithstanding the pledge given by Martinez de la Rosa at the beginning, that it should not have that effect.

1483. You consider that a mere pretext to avoid the effect of the search?—Yes.

1484. *Sir T. Acland.*] Do you know whether any application has been made to the Spanish Court to remove that difficulty?—Constantly.

1485. And that has not been complied with?—No.

1486. *Sir G. B. Pechell.*] You stated that General Valdez had seized two vessels, and, I think, another Captain-general had done the same, after the slaves had been landed; were those vessels seized through the means of Spanish

Spanish cruisers, or was it done by the coast-guard, or the shore authorities? —One was run on shore and was wrecked.

1487. Run on shore by her own crew; not chased?—By her own crew; it was said they thought they were chased, but were not chased; and all the negroes were seized. The other one was called the "Truenio," and it was seized, upon my denunciation, by General Valdez in the harbour of Havana, and it was taken into the service of the Government, and ever after that time it was employed in the public service of the Government.

1488. Do you know of any instance of a Spanish cruiser being so successful as to capture a slave vessel and bring her into port?—In one of those cases which I have referred to in the list I have given in this morning, there was a Spanish cruiser which chased and captured a slaver with a cargo. That was during the time of General Valdez, and it was brought before the Mixed Court.

1489. *Chairman.*] And condemned?—It was not condemned by the Court, because it turned out really and truly to be Portuguese; therefore, the Court had no jurisdiction, as I have stated; but General Valdez condemned it, and seized all the slaves, and the vessel was sold.

1490. *Sir T. Acland.*] He did that of his own authority, as Captain-general? —Of his own authority, as Captain-general. It was as having been engaged in an unlawful trade in the waters of Cuba.

1491. *Chairman.*] Do you know whether any remonstrance was ever made by the Portuguese Government for his interference in that way?—I believe not. The very same vessel had been the year before taken, and brought before the Commission Court at Sierra Leone, and had been released as Portuguese, because the treaty with Portugal at that time did not permit the condemnation unless they had negroes on board. She had been released at Sierra Leone, and she had taken in a cargo of slaves and come to the island of Cuba, and was then seized by a Spanish cruiser, which is the only instance I have known, and that under the orders of General Valdez.

1492. Are we to understand that during those 13 years you were in Cuba only one vessel was seized, and that that vessel was seized in the time of General Valdez?—By the Spanish cruisers.

1493. *Sir G. B. Pechell.*] Did the officer who was so fortunate as to make the only seizure there for some years receive any honorary reward or promotion for it?—I never heard that he did; but at the same time, I should like to say that there was no feeling against it, because when she came into the harbour with her prize the Admiral's ship, which was lying there, was manned, and they gave her three cheers.

1494. The Spanish Admiral's ship?—The Spanish Admiral's ship.

1495. Can you inform the Committee what became of that vessel, whether the Spanish Government treated her in the same way that we are obliged to treat vessels that are so captured according to the treaty, by having the vessel broken up into different parts, and applied as you know is required by the Act of Parliament?—No; I believe she was sold; I thought it was a great thing that we got so much done as we did.

1496. Then she might go back to the same trade?—Yes.

1497. Is not that in the treaty itself specially provided for?—But that is by order of the Court; the Court may do so, but the Spanish Government did not do so; they sold it, as they would do any smuggling vessel.

1498. I think you said you do not consider there were sufficient vessels on the coast of Cuba at the time you were there?—I said there were very few; but I doubt whether any number would be very effective if the trade were allowed its free course in the island of Cuba.

1499. *Chairman.*] You mean unless the public authorities of the island put a stop to it?—Yes.

1500. *Sir G. B. Pechell.*] Are you aware that only certain vessels on some of the stations are supplied with the necessary documents and papers, and authority to detain slave vessels?—Yes.

1501. Do you think it would be of advantage if all Her Majesty's cruisers and vessels going out to the different stations, the Cape of Good Hope and various others, were provided with papers, in order that if they met a slave vessel upon the passage they might take advantage of the circumstance, and detain her?—I should say very great advantage, for I have myself known
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several cases in which our vessels of war have come there, and have had the proximity of slave vessels so that they could have taken them, but did not take them, on account of their not being authorised to take them.

1502. Has it come to your knowledge that any representations have been made by the Spanish Government as to our employing too many vessels; giving too much authority and papers to too many vessels?—No, that has not been the case; there is one case I should like to mention; it happened the first year I went to Cuba, in 1837; one of our cruisers, the “Vestal,” saw a vessel under suspicious circumstances, and the commander having boarded her, found that she was a slaver; he found also that there was the commander of a small Spanish vessel of war, one of those guard vessels, on board of her with her captain at the time. The commander of the “Vestal” then stated that he should take the vessel to Havana before the Mixed Court; the commander of the Spanish guard vessel then came forward and told who he was, and said no, that he had already taken the vessel; thereupon the commander of the “Vestal” gave her up, upon the understanding that she was to be brought to the Havana. About six months afterwards, the commander of the “Vestal” came to the Havana, and asked respecting this vessel, but no such vessel had been brought. We had then a meeting of the Court, and we asked for the case to be brought before the court, to which the answer was, that she had been sent to St. Jago de Cuba, that she had been examined by the authorities and that there was no proof of the vessel being intended for the slave trade or being engaged in the slave trade, and that she had been released; but she had never been brought before the Court as she ought to have been; while this very inquiry was going on, that same vessel was brought into the Havana taken by another cruiser on her return with a cargo of slaves.

1503. *Chairman.*] Was she condemned?—She was condemned, and Her Majesty’s Government asked for the dismissal of the commander of the coast guard vessel from the Spanish navy, and the answer was, that he was reprimanded; but he was at the same time promoted, and I believe he is now very high in office in the Spanish navy.

1504. *Sir G. B. Pechell.*] That exactly explains the question which I asked, as to whether the officer had been promoted in the other case?—I mentioned this case upon your suggestion.

1505. Can you state whether in the Blue Books the circumstance to which you have last referred will appear?—It will; in the Papers laid before Parliament relating to Slave Trade, for 1837-8, Class A, p 53; “Matilde” condemned, *Ibid*, p. 59; and the Spanish officer reprimanded, in Papers for 1838-9, Class A, Further Series, p. 97.

Edward Porter, Esq., called in; and Examined.

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1506. *Chairman.*] WERE you formerly Her Majesty’s Consul at Bahia?—I was.

1507. How many years did you hold that situation?—I went out in 1839, and came back in 1851.

1508. Were you all the time at Bahia?—I was all the time at Bahia, except when I came home here for my health.

1509. Will you state whether, during that period, the slave trade was carried on, and if so, to what extent?—It was carried on all the time to an extreme degree; annually there were from 8,000 to 10,000 landed. I have a copy of a return which I sent home to that effect; it is for 10 years, from 1841 to 1850. In 1841, there were 1,470. In 1842, there were 2,520. In 1843, there were 3,111. In 1844, there were 6,501. In 1845, there were 5,582. In 1846, there were 7,354. In 1847, there were 10,064. In 1848, there were 7,299. In 1849, there were 8,081; and in 1850, there were 9,451, that we know of.

1510. How did you get those numbers?—I had a man on the look-out, and mixing with the slave-dealers, and the slave-dealers themselves generally talked about it. That was the way we got our information.

1511. You think it is information so authentic that you reported it to the Government at the time?—Decidedly so.

1512. How do you account for the variation that appears in the numbers shown there?—It is difficult for me to account for that, otherwise than there must have been more cruisers on the station at one time than another.

1513. Did

1513. Did it depend at all upon the Portuguese authorities at Bahia?—No, I think not. They (the Brazilian authorities) have not taken any great interest in it till very lately.

1514. What change has taken place lately, and when?—At the end of 1850, and the beginning of 1851, stringent orders came from the Brazilian Government, and measures were taken then by the President of the province of Bahia, and energetic measures were adopted by him, which at once paralysed the slave trade, and suspended it in a great measure. When I left, in May 1851, the slave trade was perfectly suspended.

1515. Then the orders of the Government were obeyed by the officer commanding at Bahia?—Immediately; directly the Brazilian Government found that our Government were in earnest in putting in full force the slave treaty, that is, by capturing slavers in their ports; our cruisers took the slavers out from their ports.

1516. Were you acquainted with any change of opinion in the assembly, or the cabinet or the Government, as to the slave trade?—Very little, I think. There were very few but were inclined for the slave trade. I only know of two that were against it while I was there.

1517. From those stringent orders having arrived and been put into effect, the trade ceased?—It was suspended, in a great measure.

1518. Have you any means of knowing how far that is to be depended upon, as the result of conviction on the part of the Government of the propriety of putting an end to it?—I think that, so long as the Brazilian Government continue to use those energetic measures, the slave trade will be suspended.

1519. And you consider it in the power of the Government at Bahia, and everywhere else, notwithstanding the extent of the Brazilian coast, to prevent the slave trade going on, if the Government really intend to stop it?—I think it is in the power of the Brazilian Government to do so.

1520. When you came away, as far as Bahia was concerned it had been put down?—Yes; and in a private letter I received from the vice-consul, he told me that during 1851 there had been only 500 slaves landed, and part of those were captured by the Government; I believe to the extent of 130.

1521. What became of those so captured?—I do not know, I was not there; but I know a circumstance where the President of the province seized 40, and they were, of course, emancipated; and then they were put into the Government arsenal to work as apprentices.

1522. Then no doubt remains upon your mind that the Government, by their stringent efforts, have put an end to the trade for the present?—I think so.

1523. Sir T. Acland.] I understood you to say that the Government were moved to those stringent measures by the vigorous exertions of our squadron?—Yes; at Rio, Captain Schomberg went down the coast, and, I think, took four or five vessels out of their port; they fired upon our steamers; he returned the fire and destroyed the fort, and after that the Government opened their eyes, and sent down orders to the coast.

1524. You mean to say, therefore, that the squadron is of considerable use in maintaining the feeling of England against the trade?—I think it is of some use; but I do not think the squadron alone will be able to put a stop to the trade.

1525. Chairman.] You mean that it requires their sincerity, and proper measures being taken by the Government for the purpose?—Yes.

1526. But that may be aided by the presence of the British cruisers?—I decidedly think so.

1527. Was your principal employment in Bahia?—Yes.

1528. Have you any means of knowing how far they have been able to introduce emigrants from other countries for the purpose of supplying labour?—In the province of Bahia, I think, they may have introduced a very few Germans, but I believe they have most of them died off; I believe there are scarcely any now left.

1529. Have you an opportunity of knowing what has taken place in Rio?—No.

1530. Do you consider that the Germans or European emigrants can be employed with advantage to cultivate sugar?—I think not.

1531. But as regards coffee they may be?—Yes; because the labour is so different.

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1532. *Sir G. B. Pechell.*] You stated that the squadron was eminently useful on the coast of Brazil; are you aware that one of the vessels which Captain Schomberg captured, as you have described, was sent for condemnation to the island of St. Helena, in order that she should be tried under the Act of Parliament, there being no means of trying the vessel at Rio Janeiro?—I did not know that; I was not aware of it.

1533. If a different arrangement were made, so that a vessel captured on the coast of Brazil could be tried at Rio Janeiro, would not that afford very great facility to the cruisers there, by enabling them to detain other vessels?—Yes; there was formerly a Mixed Commission at Rio.

1534. But that was done away with by the Brazilian Government not keeping to the treaty?—It was at an end, and I believe they did not renew it.

1535. On a prize being taken, the ship-of-war is obliged to part with a portion of her crew?—Yes.

1536. And going to St. Helena to be tried is a six weeks' or two months' voyage?—Yes.

1537. Captain Schomberg stated that there were no means of getting those men back to his ship, unless by the instrumentality of some vessel coming to this country?—Just so.

1538. If an arrangement were made by the Brazilian Government, who are now so sincere, aided by the popular cry to have a treaty, so that the vessels might be taken cognisance of at the head-quarters at Rio Janeiro, that would be, I suppose, in your opinion, one of the best means that could be afforded for giving facilities to the cruisers in obtaining the condemnation of vessels which they capture?—I think it would be very desirable.

1539. *Chairman.*] After all your experience, are there any suggestions which you can offer with a view of completely putting down that trade, which exists, on the part of Spain and Portugal, at the present moment?—No further than I have stated; I think it would be certainly put down if the Governments were sincere.

1540. *Sir G. B. Pechell.*] Do you consider that the popular voice is in favour of putting down the trade?—Not in my province; certainly not; not in Bahia.

1541. It was stated here by a gentleman from Rio Janeiro, that no candidate for the Brazilian Parliament had the slightest chance of being elected unless he was in favour of the suppression of the slave trade?—Then a very great change has taken place, that is all I can say; I do not believe it is so in the province of Bahia.

1542. *Mr. A. Hastie.*] Had our cruiser not taken those slave ships from under the forts, and destroyed the forts themselves, do you think there would have been any change on the part of the Government?—I think not; I think that did it, because there was no appearance of any change until after that.

1543. You think there is no moral feeling on the part of the authorities there against the trade?—Do you ask me as to the province of Bahia?

1544. Yes?—I think not; because the wealthy Brazilians are great landed proprietors, and their subsistence depends upon the work of their slaves, consequently they are against emancipation.

1545. The Brazilians generally?—In the province of Bahia; I know nothing about Rio. I think it is but fair to state to you, to show the sincerity of the Brazilians, and the energetic measures adopted in the province of Bahia, by the President Senhor Francisco Gonsalvez Martins, that after Captain Schomberg had destroyed those vessels and the fort, he came down to my place with a demand for two slavers which were anchored in the port, known slavers; and four other vessels which had come from Oporto for slave-trade purposes. When the representation was made to the President that Captain Schomberg wanted to take them, or that the commodore would come to take them, he of his own accord purchased the two well-known slavers and made them into cruisers, and the four other vessels were all loaded and sent away. After which, there was a slaving vessel ran on shore; after discharging her cargo they got her off, and they also turned her into a cruiser, to cruise with the English vessels of war.

1546. *Sir G. B. Pechell.*] As Royal ships?—As Royal ships.

1547. Pennants flying?—Yes, pennants and everything else; indeed they sometimes

sometimes went out with the English vessels of war; previously to that there was very little done.

1548. Have you known any instance of the Imperial cruisers looking in at the port of Bahia to see if they could be useful there in detecting slavers?—There were some Brazilian cruisers a short time at Bahia in the harbour; and latterly, during the time I have mentioned, they certainly did exert themselves.

1549. I suppose we may understand that the summary proceedings of Captain Schomberg caused a very great alteration in their proceedings?—I think so.

1550. Sir *T. Acland*.] Do you suppose that the existence of an active squadron on both sides of the Atlantic is, in fact, a great support and inducement to the Government on the other side to continue their exertions?—I think so.

1551. It is not time yet to withdraw our watch?—The coast of Africa is a place where still it is necessary to keep up a squadron, also at Brazil; but the coast of Africa is the place to keep up a watch, because, if they once come over, the coast of Brazil is so very extensive, and there are always so many people ready to assist in discharging cargoes, that you cannot detect them.

1552. Sir *G. B. Pechell*.] Do Her Majesty's ships ever call at Bahia on their way?—Yes.

1553. Do you know whether they are authorised to take slaves; are they supplied with papers?—No, I do not think they have papers.

1554. Then any vessel going out under those circumstances, although she might see a slaver off a port of that sort, would not be able to take cognisance of her?—No.

1555. That is an arrangement which might be very much improved?—Yes, greatly and beneficially.

Benjamin Holland Bunce, Esq., R.N., called in; and Examined.

1556. *Chairman*.] YOU are a Commander in the Royal Navy?—I am.

1557. How long have you been on the east coast of Africa; how have you been employed, and in what ship?—I was commander of the "Castor" frigate, of 36 guns, and was employed in the Mozambique during part of the years 1850, 1851, and 1852.

1558. Will you state what was the condition of the slave trade on that coast, and the limits to which you refer?—The limit of the coast over which the Portuguese have the sovereignty is, I think, about 1,500 miles, beginning at Delagoa Bay, in latitude 26° south, and ending at Cape Delgado, in about latitude 10°, or 10° 30' south, and from Cape Delgado to the northward up to Quiloa, in the dominions of the Imaum of Muscat, in latitude 9°, which is about 100 miles south of Zanzibar. During the time I was in the Mozambique, slaves could be procured from many parts of the Portuguese sovereignty; but the principal ones, in fact the head quarters, you may call them, although they did not get the slaves from those places where the head quarters are, were Quillimane, Ibo, and Inhambane; those are the principal ones in the Portuguese province.

1559. Do you consider those the principal depôts for slaves?—Yes.

1560. What is the population of Quillimane?—I should say the population of Quillimane was 3,000 or 4,000, or 5,000 at the very least.

1561. Are they Portuguese?—No; there are very few Portuguese there; the authorities are Portuguese, and the merchants are Portuguese.

1562. What is the size of Ibo?—Ibo is a smaller place; it is merely a fortification; perhaps not above a few hundred inhabitants there; they are Portuguese there.

1563. What is the population of Inhambane?—It is also a small place, with a Portuguese governor; but Quillimane is one of the principal places; it is on one of the mouths of the Zambezi.

1564. Are any of the rivers navigable for any distance up?—I believe they are; I have been up a great many myself.

1565. For any great distance?—I have been up 30 or 40 miles; and the inhabitants there told me, on asking the distance, that you might go up for many days.

1566. Where do the slaves come from who are collected at those places?—

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They come down from the interior of Africa, a very long distance; those three places, it will be understood, are on the east coast, and when the west coast was much watched, the same slaves that would have gone to the west coast were marched down to the east.

1567. Have you ever been on the west coast?—Never.

1568. Do you know what particular classes of slaves are shipped from those places?—No; I do not know anything about the races.

1569. Have you seen them?—I have seen them.

1570. Are they a good size?—Very fine fellows; they must be so, because they have rather a longer distance to march them. I believe they are rather a better description of slaves.

1571. You are not aware that they are brought down from the interior by boats?—I believe not; they may be brought some distance down the Quillimane river by boats.

1572. Are they conveyed from points along the coast to either of those depôts, in boats?—No.

1573. They are all conveyed inland?—They are entirely; they are marched; there is a road nearly all the way along the coast.

1574. During your time did you often land at those places?—I burnt a barracoon within 12 miles of the Portuguese Government, at Ibo, only 12 months ago.

1575. What information had you upon that subject?—The information was this: we knew there were a great number of slaves at the time at those different depôts in the Mozambique; we knew there were numbers at Quillimane and numbers at Ibo, to the amount of 5,000 or 6,000; and in the neighbourhood at each place ready for shipment.

1576. Had any vessels been there to take slaves away during those three years?—We had heard of three vessels that had taken slaves away up to March 1851, but no more.

1577. Did you learn under what flag those ships were?—They were Brazilians; up to the time that there had been a stringent law in the Brazils passed. There was not a single Brazilian came after that, so that the demand for slaves having ceased, there were a great number in those depôts. It was then that the Spanish slavers were expected, and we had information that they were coming.

1578. Had any Portuguese ships gone off when first you arrived in 1849?—We arrived in the latter end of 1849; and, as I have stated, between that and 1851 were all that we knew of.

1579. After the information from the Brazils as to the new law, and the demand from the Brazils ceased there, the Spanish vessels came?—Then we had information that Spanish vessels were expected at Ibo.

1580. Did you catch any?—Yes. There were three of them expected; one was destroyed by the "Penguin" at anchor near Ibo inside the Querimba Islands, another was taken by the "Orestes" before she reached there, and the other took her slaves and got clear.

1581. You do not know the name of the other?—No, I do not.

1582. Do you know how many she took away?—Some hundreds, at any rate they were all large vessels; the vessel destroyed by the "Penguin" would have taken 1,000 slaves.

1583. What British cruisers had you during those years upon that coast?—We had two sloops, the "Castor," and a brigantine; in fact, two tenders part of the time.

1584. Had they all instructions to seize slavers?—Yes.

1585. Every one?—Every one.

1586. Sir T. Acland.] You were on the coast for that purpose?—We were on the coast for that purpose; at least our duties were very various there. We had the Cape and the Mauritius at the same time to attend to; our attention was diverted a great deal from the Mozambique; the squadron cruising in the Mozambique is very small, when you come to take those other ports into consideration; the coast can be but very little watched by the vessels you have there.

1587. Chairman.] Had your vessel been three years on the coast continuously? No; if we had been, I think the course pursued by Commodore Wyvill would have gone far to have stopped the slave trade in the Mozambique.

1588. Did

1588. Did he command your squadron all the time?—Yes.

1589. Will you state what measures he adopted?—The measure the commodore adopted while he was there was that of striking at the root of the slave trade; burning their barracoons; in fact stopping, as it were, the production of the slaves, and preventing slaves being collected there to be taken away; destroying the depôts.

1590. In how many instances, according to your recollection, did he destroy those depôts; those barracoons?—I myself burnt three barracoons and slave establishments.

1591. What is the nature and size of a barracoon; what does it consist of?—The barracoons at Keonga that were destroyed were large sheds, with stake kraals round the houses themselves, capable of containing 4,000 or 5,000 slaves, and stores attached to them.

1592. Had they any guards there?—This barracoon was in the dominions of the Imaum of Muscat. After the treaty with Portugal, when we were allowed to enter the rivers and creeks in the Portuguese sovereignty, for the purpose of destroying barracoons where there were no Portuguese authorities established, the barracoons on that part of the coast were given up; but as we had no treaty with the Imaum of Muscat they still existed to the northward of Cape Delgado.

1593. There was a treaty?—Yes; but the treaty did not allow us to enter the rivers. The commodore got a treaty from him, and we went and burnt them.

1594. Are you not aware that a treaty existed with the Imaum of Muscat, concluded by Captain Cogan, of the Bombay Marine?—Yes; but that did not permit our entering the creeks or rivers; in fact, by the treaty, a line was drawn from Cape Delgado up to another point there, and we could not touch any vessel inside of that line on the coast. I have got the treaty which the Commodore made with the Imaum, which I will read, if you please. It is the treaty under which we acted.

1595. Will you be good enough to read it?—This is dated 6th of May 1850. "Confiding in the Almighty. From the confiding slave of God's mercy, Saeed Bin, Sultan. To the dignified and exalted, and true friend, the kind and respected Major Hamerton, Her Majesty the Queen of England's Consul, may God preserve him, and render his times fortunate and happy. Your excellent letter has reached, and your friend understood all you have mentioned; and with reference to the people of that quarter (place) from Songa, Manara, to Fonghe, you say you wish permission for the ships of war of Her Majesty the Queen of England to enter the creeks, rivers, and harbours, in which slaves are sold in violation of orders. My dear friend, we and all belonging to us, even our countries, are at the disposal of Her Majesty; and should the men-of-war of Her Majesty the Queen of England require to enter the creeks, rivers, and ports, we are willing they should enter; we object not; and all ships or vessels found in those places to whomsoever belonging, if engaged in the slave trade, may be seized; and all barracoons or places erected for carrying on the slave trade may be burned or destroyed. We have no wish contrary to yours; and with respect to the Banyan, we will send and have him seized. Whatever you require of us we are ready. The sign is with you. Dated 23d day of Jamadee-ul-Akhir, 1266 (May 6, 1850). The humble and weak Fakeer (signed) *Saeed*. With his own hand."

1596. Sir *T. Acland*.] You consider that that treaty is in good form?—In good form.

1597. *Chairman*.] In consequence of that treaty you burned the barracoons; where was that?—At Keonga and Masani.

1598. What became of the slaves?—There were no slaves at Masani at all in the barracoons; but at Keonga, being aware of our approach, they had driven them away, or something; we did not find one in the barracoons; in fact, on the grounds and on the roofs they saw us coming for a long time, and got them out of the way.

1599. Did you land?—We landed at both places.

1599.* You found some slaves in the latter place, did you not?—No, they had gone; we saw about 200 black fellows there, armed with muskets; they were Arabs; but the people had deserted the place, with the exception of those 200.

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1600. Were those servants of the Imaum of Muscat, or were they the native inhabitants of the country merely with those arms?—It was in the Imaum of Muscat's territory, but he has very little control over the territory there.

1601. What did you find when you landed?—We landed and saw those barracoons, and we set fire to them immediately.

1602. Had they choppa roofs?—They were good large houses; I suppose twice as big as this room some of them, but not so high; built of wood and of wattle; a very good, substantial house of wood.

1603. Sir *T. Acland*.] Was the barracoon fortified?—With one gun only.

1604. *Chairman*.] On landing did you find any of the proprietors of the slaves?—At Masani, which I had burnt a few days previously, I took the sultan (or chief) prisoner, and in return for him received three banyans, who had been the proprietors of the slave establishment at Masani.

1605. Were they from Bombay?—They had come down from India, but their head-quarters are at Zanzibar.

1606. Did you find any stores at either of the places?—At Keonga we did not wait long enough to examine the stores. I only know it from going up afterwards to Major Hamerton, who declared that there were 40,000*l.* worth of piece goods and other stores; it came to my knowledge that there were stores in those barracoons by some papers that were taken from the banyans, and were examined by Major Hamerton, the consul at Zanzibar. To show the effect of burning the barracoon, the consul at Zanzibar, in a letter to Commodore Wyvill, a year afterwards, declared that on account of the burning of the barracoons by Captain Bunce not a slave had been landed at Zanzibar, although annually in former years they had averaged 8,000 or 9,000 a year.

1607. Have you any reason to believe that those slaves in the Imaum's kingdom had been brought from Ibo, and other parts of the coast?—No, certainly not; but we had reason to suppose that the slaves collected at Keonga and Masani were sent to the southward whenever the Portuguese wanted them, because it is only just round the point.

1608. Were they marched along the coast?—No; the distance from Masani to Kivea, the Portuguese village, is not more than five miles, so that the slaves could be readily embarked from Kivea.

1609. Sir *T. Acland*.] You said when the Portuguese wanted them; for what purpose?—For sale; for shipping

1610. *Chairman*.] Were there Portuguese governors at all those places on the coast?—At the three I have mentioned there were Portuguese governors.

1611. And at some other places were there?—Yes.

1612. Had you any communication with them on shore?—Yes, I had, at Quillimane and at Ibo.

1613. Do you recollect who commanded at Ibo?—Yes, I knew him.

1614. Was he a Portuguese or a Spaniard?—A Spaniard, of the name of Jeronimo Romeiro.

1615. Had you any opportunities of knowing what profit he received, as governor there, by the slave trade?—This governor had only lately come; but his predecessor, a man of the name of Mascarenhas, a major, was dismissed from the governorship of Ibo for having connived, and not only connived, but mixed himself up with the slave trade.

1616. He was a Portuguese?—He was a Portuguese.

1617. Was he prosecuted by the officers of any of our ships?—No.

1618. By whom was he prosecuted?—I never heard that he was prosecuted.

1619. Only dismissed?—He was dismissed by the Portuguese Government, I believe.

1620. But you know yourself that he was dismissed?—Yes; I know he was dismissed. As to this man Mascarenhas, I would state further that in 1850 Commodore Wyvill sent an officer to Mascarenhas, the Governor of Ibo, to tell him that he understood the slave trade was carried on to a great extent in the neighbourhood of his government; and begged that he would give, according to the treaty, his assistance to the English in endeavouring to stop the traffic. He said that he was not aware that there was any traffic, but that the force at his disposal put it quite out of his power to render any assistance. It was on this account that in 1852 I was sent by the commodore in command of the boats of the "Castor" to examine the coast in the neighbourhood of his government

government for slave establishments, and was successful in finding one at a place called Quisango, about 12 miles from Ibo, which I destroyed.

1621. Then we are to understand you to say that Commodore Wyvill first applied to the Portuguese authority to put down the slave trade. on information which he had received that it existed; that on Mascarenhas declaring he could not, Captain Wyvill took it upon himself?—Captain Wyvill took it upon himself.

1622. You stated that you burnt the barracoons in 1851. Did you visit the village afterwards, in 1852?—No; we did not visit it.

1623. Had you any further communication with it?—It had been visited afterwards by other vessels; it had been visited by the boats of one of the cruisers, and it had never been re-built again; there it was in its ruins.

1624. Then, as the result of your vast knowledge there, do you believe that the Portuguese authorities in all those places are cognisant of the trade?—I believe that they are not only cognisant of the trade, but that they enter into it themselves. In fact, from common report, you hear when a man leaves his government what he has made, and it is the general feeling in Mozambique that the Governor-general pays for his appointment in Lisbon; in fact, they go further, and say that even the appointments at Quillimane and Ibo are sold as well; certainly as to the Governor-general. I should like to give, by way of illustration, a case that happened to one of the tenders of the "Castor." The "Eolo," a Portuguese slaver captured by the "Orestes" in March 1851, was bought by Commodore Wyvill as a tender, manned, and put under the command of one of the lieutenants of the "Castor," and without being altered at all in her equipments, was sent up to the Mozambique from the Cape of Good Hope. She anchored in Pomba Bay, when a Portuguese launch came off to know whether they wanted any slaves. He said he could get them 500 in three or four days from Ibo. The Lieutenant asked what price they were, and he said that he could get them and bring them off to the ship for 20 dollars a piece; upon which the lieutenant said to him, "That is very dear, as I know they are only three or four dollars on shore." The Portuguese then said, "Yes, that is very true, but a good many people have to get their dinner out of it; the Governor of Mozambique, he must have something, the Governor of Ibo must have something, and then the officer in command of the Portuguese cruiser must have something too; so that when they have all had their dinner out of it there is very little profit left after all." That was the man's own expression.

1625. Was that person who came out an officer who belonged to the garrison?—He was not an officer; it was one of the Portuguese launches that came out.

1626. Was the man in the public service?—No.

1627. Then your belief is that the public officers share?—Yes; certainly. The Governor-general Duval, the last Governor of Mozambique, whose honour and probity no English officer ever doubted, did not escape the imputation of having made 60,000 dollars by conniving at the slave trade; he was one of the best men that ever went there; a man who was the greatest friend of every English officer.

1628. Do you believe that if the Portuguese officers in command of those places were against the trade, any slave trading could go on?—I think that, if the Portuguese officers would give every assistance to the English officers; and every assistance to the cruisers in the way of information, a great deal could be done; but there are many parts of the coast where the Portuguese have no control whatever, although it is in their sovereignty; and then with those parts it would require severe measures, such as were used at Monega and Angozha, places which, although in the Portuguese dominions, did not acknowledge their authority.

1629. Whilst the demand for slaves for the Brazils existed, can you state what the price of slaves was?—You can always tell the state of the slave market; you can always state pretty well the number of slaves ready for shipment by the price at Quillimane. I should say the price would be from three to five dollars, at the lowest, a head; and I do not know, if there was a great demand, but they might go up to a much higher price.

1630. What is the highest price that you have known?—The price was very low while we were out there.

1631. Is it your belief that at the present moment, and for the last two

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years, slaves have been principally shipped for Cuba?—Yes, altogether; certainly not any for anywhere else.

1632. Are there none for the Persian Gulf?—Yes; in that direction.

1633. What information have you as to the quantity; I think you stated that 8,000 a year have been landed at Zanzibar?—Yes.

1634. Do you know in what kind of vessels they are carried to the north?—Yes; they are carried in large dhows, which are coasting vessels, which go to Zanzibar and then up the Persian Gulf.

1635. There you lose them?—Yes.

1636. Your belief is that the merchants carrying on that trade have their head quarters at Zanzibar?—I think so; the Banyans are at Zanzibar.

1637. The head quarters for the slaves to the south of that, are those three places you have mentioned?—Yes; Quillimane, Ibo, and Inhambane, but more particularly Ibo and Quillimane.

1638. Sir T. Acland.] At those places are there Portuguese governors of the ports?—Yes, at all of them; Quillimane and Ibo are the principal places.

1639. Chairman.] What mode of proceeding do you recommend as most likely to put an end to the traffic there?—The mode of proceeding I would recommend would be to burn every place from which, from information, it was found that slaves had been embarked.

1640. Sir T. Acland.] What do you mean by place; town or barracoon?—The town itself; I am sure it is the only way to put a stop to it. At Quisanga, I told the chief there that if another slave was taken from his place, Commodore Wyvill was determined to destroy the whole town.

1641. What sized place is Quisanga?—A place of about 5,000 or 6,000 inhabitants; a very large place.

1642. What kind of buildings have they?—Good houses.

1643. Built of bricks?—Yes.

1644. Are there Portuguese there?—They are only Arabs there; it is called a Portuguese settlement, but there are, in truth, no Portuguese there.

1645. Would you burn down a town which is the site of a Portuguese settlement?—It is not the site of a Portuguese settlement, exactly.

1646. But it is a Portuguese settlement, strictly speaking?—No; certainly not.

1647. You would not consider that the treaty gives you that authority?—The treaty does not give you that authority, if there is any Portuguese authority at the place; but if it is an Arab town, or a town which, though it is in the dominions of the Portuguese, has no Portuguese authorities there, you have a right to deal with it as not in the dominion of Portugal.

1648. Chairman.] Did you find any other parties besides Portuguese trading in slaves there?—At Quisanga there are no Portuguese, but the Arab chief has an establishment at Ibo; and all the affairs connected with the ships and slaves are managed at Ibo, although they come from Quisanga.

1649. And are kept there until they are wanted?—And are kept there until they are wanted.

1650. If the Portuguese governors all along the coast were honest and sincere in their desire to put down the trade, could they do it?—They could not; certainly not; but if they would assist us it might be done certainly.

1651. Are there any Portuguese ships of war cruising upon that coast?—Yes, two: a brig and a schooner.

1652. Had you any communication with them to know whether they had taken any slavers?—I do not think that they ever trouble themselves about it, except to get out of the way.

1653. You do not know that they ever take any?—No; they never took any to my knowledge.

1654. Do you not consider that, if the demand for slaves were to cease at Cuba, as it has ceased at the Brazils, that of itself would put an end to the trade?—Most certainly it would.

1655. But still the trade to the northwards to Zanzibar and the Persian Gulf would go on?—Yes, but that is a particular sort of trade which I suppose the Mussulmans treat as a part of their institutions; that would not be talked much about, but you could not stop it altogether.

1656. What do you mean, Mussulmans?—The Arabs there are all Mussulmans.

1657. But

1657. But do they send them to the north?—Yes.

1658. You say that there is something particular in the slavery going on of the Mussulmans: what do you mean?—I mean that slavery is not looked upon by them with the same degree of horror when it is with a Mussulman master as it is with a Christian master.

1659. Mr. *Adderley*.] Is it the same kind of slavery?—It is the same binding kind of slavery, but they have their wives and families, and they are not put to such hard labour; it is a part of the institution, in fact, of the Mussulman.

1660. *Chairman*.] Then, besides the presence of the squadron as cruisers, and the assistance of the Portuguese officers, you have nothing to suggest for the suppression of the trade?—I would suggest this; that if there was a consul, and such a commission stationed at Mozambique, as there is at Cuba, with officers under them, at the different Portuguese settlements, then it would be almost impossible for the Portuguese Government to be dishonest without its being known; and those officers and commissioners would be able to give the English cruisers information as to the localities where slaves were going to be embarked, or where they were collecting.

1661. Then are we to understand that there is no English consul resident, in any case, on the 1,500 miles of coast to which you have alluded?—None whatever; I do not think there is an Englishman on the whole coast.

1662. Sir *T. Acland*.] If you take slavers there, where are they condemned?—At the Cape of Good Hope.

1663. *Chairman*.] The officer at the head of the Mixed Commission, at the Cape of Good Hope, reports to the Government here the state of Mozambique?—Yes.

1664. Are there any English agents in that district?—Not one; there is not an Englishman upon the coast.

1665. Then you consider the carrying out of the law as very imperfectly performed with reference to the state of the slave trade in that part of the world?—Most certainly; very imperfectly performed.

1666. Mr. *A. Hastie*.] Is there any Portuguese, or any other foreigner, acting as an agent of the English Government upon that coast?—I do not think there is one on the whole coast; certainly not as a consul.

1667. Sir *T. Acland*.] Is there at Madagascar?—No, I think not.

1668. *Chairman*.] Did you in the course of your three years cruise, find any Portuguese acting as consul or representative of the British Government there?—No, certainly not.

1669. Then your belief is that there are none?—I am sure there are none.

1670. The placing of such an officer, and the free communication of information, would, in your opinion, enable the cruisers to put an end to the trade?—Yes, with a little more force; I do not think we have enough cruisers there.

1671. What number of cruisers have we there?—At this moment there is only one vessel in the Mozambique to look to a coast of nearly 1,700 miles in extent, the other two cruisers, the "Grecian" and "Dart," being at the Cape.

1672. What is the class of vessels you would principally recommend; steamers?—I think that small steamers, that could go over the bars of the rivers and go up the creeks, would be most useful; auxiliary screw vessels, with good sailing properties.

1673. Had you any steamers at all on the Mozambique coast?—We had one for a short time, the "Dee," but she was not fit for the service.

1674. What sized vessels would you recommend?—Vessels drawing eight or nine feet of water.

1675. How many guns?—One would be sufficient; we do not want many guns.

1676. You think there is no fear of any resistance?—No, I think not.

1677. What you want is steam speed, and vessels that can get over the shallows?—Yes; and vessels that would not burn too much fuel. It is very difficult to get fuel there; you would have to cut it yourself; it is not very easy to get.

1678. Did you find any coals upon that coast?—None, whatever.

1679. Have you been at Madagascar?—Yes; but there are none whatever there either.

1680. Then a small size of vessel, for economy of fuel, is of great importance?

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B. H. Bunce, Esq., R. N. ance?—Yes, and to be able to sail well; vessels a little larger than the
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1681. *Sir T. Acland.*] But the usefulness of those small steamers I gather from you is, in order to carry out your view of cutting it up by the root?—Yes; in fact to destroy the production of the slaves.

1682. By running into the creeks and rivers?—Yes.

1683. Has not the slave trade with Cuba grown up in latter times?—Certainly.

1684. Are they not obliged to employ a different class of vessels; I think you mentioned much larger vessels, such as would carry 1,000 slaves?—The Spanish vessels, on all occasions sent to the Mozambique, have been larger vessels than those sent to the west coast.

1685. So much so that out of three vessels that have visited the coast, at one period, you caught two?—We caught two of them.

1686. Then in truth a tolerably effective force, for watching the coast, would have a better prospect of catching the Cuba slave-traders in the Mozambique, than the vessels on the other coast of Africa, where very much smaller vessels are running in and out of every creek?—I think so.

1687. Those large vessels do not go into the creeks?—No; there are such a number of rivers and creeks that I believe the two coasts are very much alike in that respect.

1688. But still you would have greater facility in catching larger vessels?—Yes.

1689. *Sir G. B. Pechell.*] You stated that you were the commander of the "Castor"?—Yes.

1690. Had you a commodore?—Yes.

1691. Then he was the captain?—Yes.

1692. Will you state what trade there is at those places, Ibo, Zanzibar, and Mozambique; besides the slave trade, what legitimate trade is there?—Any vessel trading with any part of the Mozambique Channel, must first go to the port of Mozambique to be cleared, and to pay the dues, so that the trade with the other ports is carried on under many difficulties.

1693. But I wish to know what the trade is?—The trade consists in ivory, gold-dust, and palm oil, generally.

1694. Carried on under the Portuguese authorities to Lisbon?—Mostly to Lisbon.

1695. You stated that there was a change in the governors; by what conveyance do those governors make their appearance at those places?—Sometimes in the merchant vessels which come from Lisbon, and at other times they go by way of India. The governors generally go by way of Bombay.

1696. What communication is there from Bombay to Mozambique?—The communication from Bombay to Mozambique is by American vessels with general cargoes, which take the Mozambique on their way to India generally.

1697. It has been stated in one of these inquiries that the governor made his appearance at one of those places actually in a slave vessel?—The vessel might come there and only be put into the slave trade afterwards, because an American would go with a vessel or with a cargo, and he would sell her there if he could.

1698. Of what rank was the Governor of Ibo?—A lieutenant in the Spanish navy.

1699. What was the cruiser which you spoke of, of which the captain had his share in the produce of the slaves; had his dinner, I think you said?—I do not know whether it was a schooner; he did not mention what the vessel was; it was either a schooner or a brig.

1700. What are the vessels employed by the Portuguese Government on that coast?—A schooner and a brig.

1701. Are they Portuguese vessels commissioned in Lisbon?—They are vessels from Lisbon. I do not think they always go home to change their officers; they have different officers sent to them.

1702. Have they been known to be of any service in the suppression of the slave trade?—Not the least.

1703. Have you heard of any Portuguese officer upon the station being promoted for services in the suppression of the slave trade?—Never.

1704. Have

1704. Have you been long upon the Cape station?—I was three years there in the "Castor." B. H. Bunce, Esq.,
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1705. Never before?—No.

1706. Not residing at the Cape?—No.

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1707. You stated that a vessel was captured by you, and that she was afterwards employed as a tender?—Yes; by the "Orestes."

1708. What was the name of that vessel?—The "Eolo."

1709. Was she purchased by the authority of the Admiralty?—No.

1710. Were the proceeds paid to the captors, or what became of the proceeds?—The proceeds would go in with the rest of the condemnation, as if it was sold to any other party.

1711. Can you tell at all by what sort of valuation that vessel was taken into the service?—She was valued by the Mixed Commission, and surveyed by naval officers; in fact, I bought the vessel myself, by order of Commodore Wyvill.

1712. You know by the Act of Parliament and the treaties what regulations there are with respect to the purchase of slave vessels?—Yes; I know them.

1713. That the Admiralty have the option of taking such vessels into Her Majesty's service, and at such price as the Admiralty may deem right?—Yes. The Mixed Commission put a valuation upon her, and then she was surveyed by the naval officers, and valued.

1714. Do you know the price?—I think it was about 200*l*.

1715. What was her rate?—One hundred and sixty-eight tons.

1716. Copper fastened?—No; I think it was 200*l*.; I bought her myself.

1717. You have stated that that vessel then made her appearance off one of those ports; and by that means, by a sort of *ruse* there, you ascertained what was the price of the slaves?—Yes.

1718. It has been stated that there is a Court of Mixed Commission there; I suppose there are two judges?—Three.

1719. Then they have had a sinecure altogether there for the last twelve months?—I think they had a sinecure before that. Ever since I have been there they have had nothing at all to do; there was this vessel and one other, I think. That is all they have had to do there for the last five or six years.

1720. They reside some little distance from the town, do they not?—Yes; they have very little to do there.

1721. I suppose the Committee may understand that there would have been more done upon that coast if it had not been for the Kafir war?—Yes; certainly.

1722. *Chairman.*] Have you any remarks to make in addition to what you have now stated?—I wish to make a remark to show to the Committee the effect of punishing the natives of Africa for allowing the slave trade to be carried on in their neighbourhood; and I would allude to the case of Monega, in the river Tejungo. A boat belonging to the "Castor," with a lieutenant, in January 1851, was sent up the river Tejungo, for the purpose of gaining information about the slave trade. The officers, a lieutenant in the navy and a lieutenant in marines, were made prisoners by the King of Monega, and after keeping them prisoners for several hours they were allowed to ransom their lives, the one by giving up his sword and a musket, and all the money they possessed; they were then sent away with a warning from the chief not to come into the river again about the slave trade, for although the English had beaten the people at Anghoza and others further to the northward, that they were Amacoas (that is, a sort of Kafir tribe), and not to be beaten. On the 6th of January following, I was sent away with all the boats of the squadron, manned and armed, to punish this chief; and on reaching his village they had deserted it, and I destroyed it, together with a great deal of property in the neighbourhood. In May 1852, I again proceeded up this river to Monega, with an interpreter; and after having a conference with the king, the same chief, I succeeded in getting the sword and the musket, and making an agreement with him that he would not allow any more slave trade to be carried on in any part of his country, and that the whole of the rivers of his country were to be at the disposal of the English. On the following day I made the same sort of agreement with King Mamesoby, another chief on the River Mazemba, who declared he would shoot any banyan or Portuguese agent, who came into his country; as they were Amacoas and not slaves, neither possessed any.

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1723. Have you any idea of the extent of country or population belonging to those chiefs?—They are very large rivers if you look at them upon the charts; the rivers in Africa are not known as to their extent, but I went up 30 miles myself, the water being deep enough for the frigate; and I asked them, and they told me I might go up beyond there for many days.

1724. Have those rivers been surveyed?—They have been partially surveyed, but not many miles up.

1725. Sir *T. Acland*.] Are they Kafirs there?—I believe the whole of those Africans to be of the Kafir tribe.

1726. Are there any negroes there?—No, they are black fellows, but not the regular African negro.

1727. *Chairman*.] What hair have they got?—They have the negro hair.

1728. Mr. *Adderly*.] The Kafirs?—The Kafirs have woolly heads.

1729. *Chairman*.] Is it your opinion that the arrangement made by you will last longer than the fear of the vicinity of the ships?—Most certainly; but then I think a friendly feeling should be kept up by occasional visitings and presents being given them now and then to show that they are looked after. I will instance a case at Anghoza where it had that effect; they had been attacked three times at Anghoza; once by our boats before I went up there, and twice before that.

1730. Is there any Portuguese officer there?—No, they will not admit any Portuguese to come near them; they despise the Portuguese so much that they will not allow them to come near them.

1731. Are they Arabs?—Yes; coast Arabs at Anghoza, but not at the other place. As to Anghoza, I would state that Anghoza is a large river in which the slave trade has been carried on to some extent; it has been three times attacked by the boats of the squadrons, and on the last occasion by the boats of the "Dee" and the "Castor" in December 1849. On account of those chastisings, the chief, I suppose you may call him the Sultan of Anghoza, sent a message to Commodore Wyvill through the King of Johanna, to say he wished to make peace with the English, and that he would give up allowing slaves to come through his country. We went to Anghoza, and made an agreement with the Sultan Hassan, of Anghoza, that we would not molest his dhows or his town if he would promise to prevent any slave trade going on in his country, to which he agreed.

1732. Sir *T. Acland*.] Was it a formal treaty?—You cannot make a formal treaty, because it is in the sovereignty of Portugal; it was an agreement such as I made with the other king. In May 1852, I proceeded up the river Anghosa, to renew that friendly feeling with the sultan; he told me that he had given his word, and that the slave trade was finished in Anghosa. I saw there 16 large dhows loaded with the produce of the country: rice, millet, corn, and beans. I asked the sultan whether he did not think it more profitable to cultivate the soil with the blacks than to send them away as slaves. He said, Yes, it was; and moreover that it gave him peace of mind, and that he wished to be friends with the English.

1733. Mr. *Adderly*.] What do you mean by the blacks; the negroes?—Yes; they have slaves there; wherever there are Arabs they have slaves; they all have slaves.

1734. *Chairman*.] Where do those cargoes of grain go to?—Mostly to Zanzibar, the Comoro Islands and Madagascar.

1735. None to the Cape?—None to the Cape; but if we could open up the trade with those people, which we cannot on account of the Portuguese restrictions, the English vessels would go into the trade up those rivers; but on account of the restrictions upon the vessels, that every vessel must go to the Mozambique, that cannot be done.

1736. Will you explain what are the restrictions to which you allude that oblige vessels to go to the Mozambique?—All vessels trading to any part of the Mozambique within the 1,500 miles in the Mozambique Channel, the Portuguese part of it, are obliged to clear out and pay the duties in the port of Mozambique before they can proceed anywhere else.

1737. And we have no kind of agent or consul at Mozambique, have we?—Not any.

1738. Then your recommendation is, that there should be some agent or consul

consul at Mozambique, and that those restrictions should be removed?—Yes; I will give you an instance of the anxiety of the people there to trade with those ports. Mr. Sunly, of Johanna, knowing that a friendly feeling was about to exist between the English and the people of Anghoza, sent a schooner there to trade; the Portuguese authorities found it out, seized his vessel, and took her to Mozambique for infringing the law.

1739. Mr. *Adderley*.] Are all the slaves of the same race?—I believe not. I do not know enough about them to judge of the different races, but I believe they are not all the same race; certainly not.

1740. Are they all negroes?—All negroes.

1741. Any Hottentots?—No; not any Hottentots.

1742. Mr. *A. Hastie*.] You mentioned that some of those dhows, laden with rice and millet, were bound for Madagascar?—Yes.

1743. Is Madagascar open to those ships; at the present moment the English have no trade with Madagascar?—No trade.

1744. Are those ships from the Mozambique channel able to go to Madagascar; will they permit them to enter their ports?—Yes.

1745. Since 1851, have there been any seizures of slave ships on that coast?—I burnt one myself in 1852; we do not know of any Portuguese vessels since 1851. Brazilian vessels we call them, or Portuguese; but very few Portuguese go there, they are almost all Brazilians.

1746 *Chairman*.] What was the vessel you burnt?—It was a large dhow, off Quisanga; she had no colours.

1747. Mr. *A. Hastie*. I think your opinion is, that we should turn our attention more to the destruction of the barracoons?—Most certainly, to destroy the collection at the slave-depôts, and not only the slave depôts, but the places they embark from.

1748. Sir *T. Acland*.] You do not think there is a very great system of slave trade then; that is to say, not a large capital employed?—I think there is at Quillimane, especially.

1749. Is it an increasing trade?—No; I do not think it is increasing, because the measures of Brazil tended to stop it; but when I was in Quillimane, a year ago, the people were all looking forward, anxiously, to a change of ministry in the Brazils, that the old state of things might be resorted to.

1750. *Chairman*.] Then the ministry, when you were there, was understood to be adverse to the slave trade?—Yes, adverse to the slave trade.

1751. Who is the present Governor-general of Mozambique?—Mr. Magalhens; he was the judge under the late Governor Duval.

1752. Are you aware what emolument he has as Governor-general?—I understood about 1000 *l.* a year.

1753. Are you aware that he has ever participated in any payments for slaves?—No; he has not been there long.

1754. Was his predecessor one who was understood to have benefitted by the slave trade?—His predecessor was supposed to have been one of the most honest governors who had ever been in the Mozambique; but he has not escaped the imputation of his conniving, as I have said, among his own people, both at Quillimane and at Mozambique, of having benefitted very extensively by mixing himself up with the slave trade; Jeronimo Romeiro is the Governor of Ibo.

1755. Is he a Portuguese officer?—He is, although a Spaniard.

1756. Has he had any transactions in the slave trade?—He has only just got there; he superseded the man who was dismissed for mixing himself up in the slave trade.

1757. Do you consider his appointment as a proof that the Government were anxious to discountenance the trade?—Nominally so, I think.

1758. Is it not your opinion that they have been sincere in their professions?—I do not think so; certainly not; I do not think they are in the least sincere. I believe, and I am sure I am not singular in that belief, that the Governor-generalship of Mozambique is sold at Lisbon before he comes there.

1759. Is there any other suggestion you wish to offer to the Committee?—No; nothing more occurs to me.

*B. H. Bunce, Esq.,
R. N.*

29 July 1853.

Thomas Henderson, Esq., R.N., called in ; and Examined.

*T. Henderson,
Esq., R. N.*

29 July 1853.

1760. *Chairman.*] HAVE you been on the coast of Africa in the command of ships?—I was better than 12 months between St. Paul's and the Bight of Benin at Popoe, Wydah, Lagos, and Bonny river.

1761. In what years?—1836 and 1837.

1762. During the time you were there, was the slave trade carried on with activity?—Rather; there were many fine vessels on the coast.

1763. What vessel were you in?—The "Columbine."

1764. What rate vessel was she?—A 16 gun brig.

1765. Were you successful in taking any slavers?—Very successful in taking all we saw.

1766. Then she was a fast sailer?—Yes; very fast.

1767. What class of vessels are best calculated, in your opinion, to carry on that service on the coast?—At that time the slave vessels were various; there were fast sailing schooners as well as powerful brigs and brigantines.

1768. But all fast sailers?—All fast sailers, except one; there was one called the "Bon Americano," that came on the coast a full-built vessel, depending upon her heavy appearance to get off without being observed by the cruisers.

1769. From your knowledge of the subject, what class of vessels are best calculated to suppress the trade?—Active fast sailing brigs of both sizes; both the 16 and the smaller ones, or little 10 gun brigs, if they are fast sailing vessels.

1770. Do you prefer them to steamers?—No; good steamers would be very much better in any place, because they can go against the current.

1771. Then small steamers would be better than even fast sailing vessels?—The finest form of vessel for sailing, with the aid of an auxiliary screw, would be the best vessel for that coast.

1772. What size and depth?—I fancy the screw steamers should be from 500 to 800 tons, but the steamer tonnage is so different from sailing tonnage that you can scarcely make a comparison between them and sailing vessels. The smaller class of steamers, which would sail well without using the screw, would be preferable, because the greater part of the time they might sail and keep a good look-out; and then they would have the additional power of the screw to overtake the fastest slavers.

1773. *Mr. A. Hastie.*] What draught of water?—As little as possible in steamers, because you might have a steamer to keep a very good wind without being deep; and you would have the advantage of going over the banks, and into the mouths of rivers; steamers of that description have a great advantage over sailing vessels, because they may have a less draught of water, and the power of going to windward when required.

1774. *Sir G. B. Pechell.*] By the returns laid before The House, it appears that a vessel you commanded captured a vessel called the "Velas:" will you state to the Committee the proceedings during your chase?—On joining the coast of Africa, in the "Columbine," built by Captain Symonds, we met the "Charybdis" brig, whose commander told me they had chased a fine slaver, and lost her 48 hours before. We had to have a survey of our gunners' stores, which occupied both vessels the whole of the day; but on parting company, I desired the Captain of the "Charybdis" to give me the position, the latitude, and longitude of this slaver when they lost her, and determined to chase her, allowing the "Columbine" to go one-third faster than any slaver on the coast; the latitude and longitude were taken at the departure of the slaver, and considering it was her interest to cross the equator at the nearest point, because when she did cross the equator she would be clear of the English cruisers from the prevailing winds, we steered for the supposed point to cut her, giving her an imaginary course; the third evening we discovered her, and the following morning captured her. The vessel had been chased three or four days by the "Charybdis," the "Pylades," the "Buzzard," and another sloop of war (I do not remember the name) together.

1775. She had run out of their sight?—She had run every way with them.

1776. *Chairman.*] You have stated that, to show the great advantage of having a class of vessels particularly suited to the service as being fast-sailing vessels?

vessels?—Yes; in fact that is everything; the other vessels might as well not have been upon the coast.

1777. Sir *G. B. Pechell*.] Was the “Charybdis” in chase of the vessel when you took to following her course?—They had given it up; in fact, they laughed at the idea of my catching her.

1778. *Chairman*.] You offer this instance as evidence to show the advantage of suiting our vessels to the service?—Yes; I may state that in October last I was told at Rio that there was not a single slaver out of Rio at that moment.

1779. Sir *T. Acland*.] Do you know anything of the class of vessels now employed on the west coast of Africa?—Not at this moment; I know there are some very good ones; I know some are small vessels, but the fastest vessels are the most advantageous, because the slavers are all fast vessels.

Edward George Irving, Esq., M. D., R. N., called in; and Examined.

1780. HAVE you lately been on the coast of Africa?—I returned from the coast of Africa in January last.

1781. What part of the coast of Africa?—The west coast.

1782. In what situation had you been there?—As naval surgeon.

1783. With whom?—With Commander Foot, in the “Prometheus.”

1784. What had been the limits of the cruise?—We were employed on the whole of the west coast of Africa, from north of Sierra Leone to the Bight of Benin; the river Congo, and as far south we had been as Little Fish Bay.

1785. When were you on that part of the coast belonging to Portugal; were you at Loando?—We visited Loando on two or three occasions, latterly we were from 21 November 1851 to 15 June 1852, almost constantly at anchor in the river Congo.

1786. Is Loando under the Portuguese?—Yes. They also claim the Congo and beyond Cabenda, but we do not acknowledge their claim.

1787. What information have you of the state of the trade during the last three years there?—At the date of our leaving the coast it had been almost entirely destroyed in this part of West Africa.

1788. Sir *T. Acland*.] How far south?—To the most southern limit.

1789. *Chairman*.] Do you mean to say the trade has ceased at Loando?—Yes, the trade has ceased at Loando.

1790. Have you been south of Loando?—Yes, to Bengulla, and other places.

1791. What destroyed the trade there, do you know?—I believe I may ascribe it to the measures of the Brazilian Government.

1792. Are you aware of any orders having arrived at that settlement from Brazil or from Portugal?—No: none.

1793. Do you believe that any of the Portuguese officers on that coast were conniving at any trade, or did they set their faces against it?—I believe that from circumstances they were remaining neutral. I do not think they were conniving at the trade, because there was no trade. I think they were merely honest, because they had no opportunity of being otherwise.

1794. Then, in fact, are we to understand that the trade on that part of the coast of Africa is at an end?—I believe the slave trade, at the date of our leaving, to have been almost, if not entirely, at an end.

1795. Is there any other trade going on there?—There is a very considerable trade; a new trade arising to the south of Loando.

1796. In what articles?—Worzella, or orchil, a kind of lichen. I have seen several Portuguese vessels, brigs, &c., in the different bays to the south of Loando, loading with this article alone.

1797. During the time you were at Loando, did you take any slavers at all? None whatever.

1798. Not upon this occasion?—Not upon this occasion.

1799. Sir *T. Acland*.] Were you not in its neighbourhood four or five years before?—I was in the “Styx” five years ago; during this commission we took 31 prizes altogether. I was present at the capture of 27, chiefly between St. Paul de Loando and the Congo River.

1800. Were they all under the Portuguese flag?—None under the Portuguese flag; under the Brazilian; they do not generally dare to hoist the Portuguese flag in this quarter.

E. G. Irving, Esq.
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1801. That Brazilian trade, you think, now has ceased?—Yes.

1802. Have you any means of knowing whether any Spanish trade with Cuba has sprung up in that part?—None on that part of the west coast of Africa; there was a report of its having reappeared south of Sierra Leone about the Gallinas, &c., and of a Spanish merchant having tried to excite war for the purpose of procuring slaves; but that he had been taken or driven off by some men-of-war upon that part of the station.

1803. *Chairman.*] Then is it your belief, that along the whole coast, including the Bight of Benin, the slave trade is put an end to?—All but completely put an end to, I conceive; I may not have sufficient authority for what I say, but from what I have seen and heard at the time of our leaving the coast, I conceive it to be all but finished, for the present at least.

1804. What is the name of the officer with whom you were?—Captain Foot was the commander of the vessel.

1805. Who commanded the squadron?—Commodore Bruce, now Admiral Bruce.

1806. *Sir T. Acland.*] You were there with Captain Foot, and came home with him?—Yes.

1807. *Chairman.*] Then you were not at all acquainted with the proceedings which have lately taken place under Commodore Bruce on the coast?—We left in January.

1808. Then we are to understand from you, that as far as you know, on that part of the coast of Africa belonging to Portugal the slave trade has ceased?—I believe fully so.

1809. And that another trade has sprung up to employ the people there?—Yes, to supply its place.

Martis, 2^o die Augusti, 1853.

MEMBERS PRESENT.

Mr. Hume.
Mr. A. Hastie.
Mr. Bright.
Sir G. B. Pechell.

Sir R. H. Inglis.
Mr. Adderley.
Mr. Moffatt.
Viscount Goderich.

JOSEPH HUME, Esq., IN THE CHAIR.

Commander *George Alexander Seymour*, R.N., called in, and Examined.

Commander
G.A. Seymour, R.N.

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1810. *Chairman.*] WILL you state what time you have been on the coast of Africa, and what your services have been there?—I was senior officer of the southern and northern divisions for the last two years, in the "Fire-fly."

1811. What was the range of your cruising ground; what parts of the coast did you visit?—The southern division from Cape Lopez to Little Fish Bay; that is from the equator down to 11° south.

1812. Were you for the whole of the two last years in that district alone, or had you opportunities of visiting other parts of the coast?—I was cruising in order to give the other cruisers their stations. I was employed from Cape Lopez, continually going backwards and forwards to communicate with the cruisers under my orders.

1813. How many vessels had you under your orders from Cape Lopez to Little Fish Bay?—I think during the time I might have had about 10, but they were continually shifting; sometimes there might be seven and sometimes 10, according to the Admiral's order to leave the southern division, and go to other divisions.

1814. Where

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1814. Where is the Admiral's station generally?—He visits the different divisions from the south division to the Bights; then to the northern division.

1815. Sir. *G. B. Pechell.*] Whom do you mean by the Admiral?—Admiral Bruce.

1816. That is lately?—This last year.

1817. *Chairman.*] Had you any opportunities of visiting the coast north of the Line?—From Sierra Leone up to Goree and Portandik.

1818. What, in your opinion, was the state of the slave trade, first to the south of the Line, during the time you were there?—To the south of the Line, during the time I was senior officer, it was nearly annihilated, with the exception of one vessel, which I took off Cape Palmarina, in about latitude 9° south.

1819. Is that the only vessel that was taken during the two years you were there?—In that year I think there was a small vessel detained by the "Prometheus" in that district. I do not remember any being taken with slaves.

1820. Under what flag was the vessel?—She had neither flag nor papers; they were thrown overboard before we took her.

1821. What countrymen were on board?—The captain was a subject of the Papal States; the crew were composed of different nations.

1822. Where had she fitted out?—The papers were all thrown overboard, but I learnt afterwards that she had fitted out at a place a little to the southward of Rio, called St. Catharine's.

1823. On the Brazil coast?—On the Brazil coast.

1824. Had she already taken in a cargo, or in what state was she?—Quite ready to receive a cargo of slaves for a long voyage; say a two months' voyage.

1825. Was she condemned?—She was condemned at St. Helena.

1826. Were any slaves, in fact, during the last two years, taken away from that district in which you cruised?—Not to my knowledge.

1827. Is it your opinion that the slave trade, in all the Portuguese districts particularly, is at an end?—If they had the opportunity and the means, there is no doubt they would ship slaves.

1828. Mr. *Bright.*] Whom do you mean by "they"?—The Portuguese. I do not say the natives, because it would be the Portuguese that would afford the means, and that would purchase.

1829. For what market do you mean "they," the Portuguese, would ship slaves?—I should say for the Havana, not for the Brazils.

1830. *Chairman.*] Were you aware, whilst you were on the coast, of stringent orders that were sent from Brazil, or of any stringent measures which the Brazilian Government had adopted, to prevent the slave trade in Brazil?—I heard of them.

1831. Do you consider that the stoppage of the slave trade was mainly owing to their refusal to buy?—I think the Brazilians themselves have done a great deal towards the stoppage of the trade, from all I have read and all I have heard.

1832. You mean that the resolutions of the Brazilian Government, and their measures, have done that?—I do.

1833. Then during the period of your service there, no slaves, to your knowledge, were shipped from that part of the coast?—Not to my knowledge.

1834. On the north of the equator, will you state whether any were shipped, or whether any other vessels were taken?—On the north coast two vessels were taken by the boats of the "Linnet," out of the Rio Pongas.

1835. Had they slaves on board?—No.

1836. Were they condemned?—They were condemned at Sierra Leone.

1837. At what time were they seized?—I think the latter end of May 1853, but I will not be positive.

1838. Mr. *Bright.*] Your answer, with regard to the south, I understood was that two ships only had been taken during the last two years?—Only one.

1839. Does your answer now, in reference to the north, where you say two ships have been taken, refer to the same period of time, the last two or three years?—No; the two that were taken on the north were only taken out of the river a few months back; the one that was taken on the south was 18 months, or nearly two years back; but the two vessels, one with Spanish colours, and the other with no colours at all, were taken by the "Linnet."

1840. How many have been taken, north and south together, during the last two years?—There was one taken in the Bights, I believe, by the "Ferret," and

Commander
G. A. Seymour, R.N.

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two by the "Linnet;" altogether, I think, four or five, but I cannot charge my memory at a moment to speak positively.

1841. *Chairman.*] Had any of those slaves on board?—None.

1842. Are you able to state for what market they were intended?—As to the two vessels taken in the Pongas, one of them had Spanish colours, and the other had no colours; but from the information we received up the river, there was very little doubt that they were intended for the West Indies.

1843. Had they Spanish crews on board?—They were mixed, Spaniards and Brazilians; a mixed crew.

1844. Were they sent to Sierra Leone?—Only part of them; part of the crew made their escape on shore.

1845. But were the ships sent to Sierra Leone, and condemned?—Yes.

1846. Had any of them slaves on board?—No.

1847. Then, of your knowledge, have any vessels with slaves been captured on the coast?—Not to my knowledge.

1848. Not the last year?—Not the last year.

1849. In 1850 and 1851, what was the state of the slave trade?—In 1850 I was stationed off the Congo, and I only knew what happened about the Congo; for during the whole of 1850 I was kept at one anchorage, for the purpose of preventing the slave trade out of the Congo, and during that year I know very little of what happened on any other part of the coast.

1850. Is there a vessel always lying in the Congo for that purpose?—At the time I was on the coast, a vessel was stationed off the Congo.

1851. What vessel succeeded you?—The *Hecja*. I then went to the north coast. The Congo has, I believe, never been left unguarded.

1852. However, the orders of the Admiral are, we understand you, that one vessel should always be in the Congo with the view of checking and preventing the slave trade in that river?—Yes.

1853. What was the class of vessel you had?—A small-sized steamer, about 530 tons.

1854. What was the largest vessel you had on the coast?—The commodore's vessel was the largest.

1855. What is she?—A steam frigate.

1856. What was the smallest vessel?—The smallest vessel was the "Bloodhound."

1857. What is her size?—About 340 tons.

1858. What crew did she carry?—A lieutenant commanded; and about 60 men altogether.

1859. What number of feet of water did she draw?—I should think about 9 or 10 feet.

1860. What class of vessel do you consider most useful to watch and prevent the carrying on of the trade?—A steamer is the best; but too small a steamer is bad, generally speaking, for the health of the men, because they require on the coast a great deal of ventilation.

1861. *Sir G. B. Pechell.*] Had any of those steamers you mentioned been employed in carrying provisions for the distressed Irish to the coast of Ireland; what are called meal voyages?—I am not aware.

1862. Do you consider that 60 men are sufficient in a cruiser to keep the vessel efficiently worked, and also to spare men to man the prize vessels?—If they took many prizes it would make them decidedly inefficient; if they took many vessels they must do as they often have done, get Kroomen.

1863. If a vessel with 60 men took a slave vessel carrying 30 or 40 men, she would be obliged to detach a great portion of her crew to send that vessel into port?—With a Portuguese vessel that would have 30 or 40 in crew to take charge of, I should send about seven or eight of my own men.

1864. Then if you were to take another vessel you would have seven or eight more men placed in the same condition?—If I had the good fortune to take another vessel, in all probability, I would take her into port, unless some very cogent reason induced me to remain on my cruising ground.

1865. You would be obliged then to go into port?—Yes, I should take her there.

1866. Then, on your taking a second prize, the station would be short one cruiser by your taking the prize into port?—In taking the second vessel into port, if she had slaves on board, I should do so not only to avoid weakening my

own vessel, but I should do it for humanity's sake; to get them out of the wretched state they were in; to save their lives.

1867. But the question I put is, whether by so going into port the coast would not be left with one cruiser the less?—Decidedly.

1868. Sir *R. H. Inglis*.] What was the steam power of your vessel?—Two hundred and forty horse.

1869. Sir *G. B. Pechell*.] How many sailing vessels were there that you were cognisant of on that station; that came under your knowledge?—I may say all, nearly.

1870. The "Gladiator" is a steam vessel?—Yes.

1871. I mean sailing vessels only?—Having had charge of both north and south divisions, gave me an opportunity of seeing almost all the vessels of the African squadron.

1872. *Chairman*.] From your remark, that the stoppage of the market at Brazil had an immediate effect upon the slave trade on the coast of Africa, is it your opinion that if the Government of Spain and Cuba were sincere in refusing to purchase, the slave trade would in consequence cease?—I think it is the demand at Havana for slaves which keeps the remains of the slave trade up now.

1873. Then, as long as that demand continues, do you think it will be impossible to put an end to the trade?—As long as the demand continues, they will always be able, unless prevented, to get slaves on the coast.

1874. You say, unless prevented; but do you think that any efforts, looking to the Mozambique, and looking to the extensive coast you have alluded to, would be sufficient, if there is an effective demand at Cuba, to prevent the trade?—I should think you would be able to prevent it.

1875. In what way?—By the cruisers cruising as they have generally done; by shore cruising.

1876. Do you mean with the present number of cruisers, or any more extended number?—I think not with the present number of cruisers; the squadron is, I believe, much weaker now than it has been, and requires more vessels.

1877. Do you think there would be any necessity for any increase, supposing the Spaniards to persist in the trade?—On the north coast, the north division, I think they would require double the number of cruisers to what, during the time I was the senior officer there, we had at our disposal.

1878. Provided the Portuguese keep active in the trade?—Yes; I think it would require double the number to what I had at my disposal.

1879. Were you often on shore on the different parts of the west coast?—Yes.

1880. Can you state what is the average price of the slaves there, or the price at which you have known them purchased?—I can only state from what they told me; I believe in the Pongas, about 12 dollars on shore is the price of a slave, but that is from report.

1881. Do you mean for full grown slaves, or do they make any difference as to their being boys or men?—No; I am informed the price of a slave is 12 dollars; I suppose it is generally the case that a boy or young negro sells for more.

1882. During the last year you were in Congo had you any opportunity of knowing what was the price there; was there any price stated?—When I have been on shore, and been up the Congo, that is the price I have been told, about 12 dollars.

1883. Did you hear any price named in the south, between the Cape and St. Paul de Loando?—At St. Paul de Loando I think they were about 14 or 16 dollars; that was the price a Portuguese told me. Of course an artificer of any description, or a domestic, would be higher.

1884. You state that the vessel which you took you think was going there?—Would have got slaves from there.

1885. Would she have been able to have got slaves at St. Paul de Loando?—Yes, without doubt; she would not have taken them at St. Paul de Loando, but they would have been marched up from St. Paul de Loando to a convenient place for her to ship them.

1886. Are we to understand you to say that, upon a vessel appearing there, slaves would in a very short time be collected so as to make a cargo?—I think
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any vessel that had the opportunity, if they knew at St. Paul de Loando that the vessel was on the coast, would undoubtedly get a cargo of slaves readily.

1887. Does that observation apply to the other part of the coast, north as well as south?—At Ambriz, if they had the opportunity, they would readily get a cargo of slaves at some of the small bays adjacent.

1888. Will you state the latitude of Ambriz?—About 8° 25' south.

1889. Are those the only two places south of the Line where you think cargoes could be obtained?—And in the Congo.

1890. Formerly the Congo used to be a great place of export, did it not?—Yes.

1891. Looking at the fact that the effect of the Brazilians stopping the market has been the ceasing of the trade, do you believe that if the demand for slaves at Cuba were to cease, the trade also would cease?—I think so.

1892. That would be the best way of putting an end to the trade?—I think so.

1893. You have had an opportunity of visiting and ranging along the coast; can you state whether any active branches of commerce have commenced in any of those places, formerly slave-dealing places?—At Benguela, the last time I was there, I saw 14 vessels discharging their cargoes, and receiving cargoes.

1894. Of what did the cargoes consist, as to the import into Africa?—Tobacco, aquadent, a sort of Portuguese spirits, cloths, and powder.

1895. What colours were the ships principally under?—Portuguese principally, and the next Americans.

1896. Any English?—Very few.

1897. What was the size of the vessels generally?—The Portuguese were of small tonnage; they appeared to be built more for sailing; what I should call clipper vessels.

1898. Do they come from Lisbon?—From Lisbon generally, the greater number of them; one or two, I believe, were from Oporto, or some other part of Portugal.

1899. Was Benguela a place from which a great many slaves were formerly shipped?—One of the principal places.

1900. What were the exports of those 14 vessels?—They took a great quantity of gum, wax, ivory, and a particular sort of wood; a very small quantity.

1901. Did they take any palm oil?—No, no palm oil; but they took orchilli in great quantities.

1902. Are there any months in the year when it is more favourable for vessels to be on the coast than at others?—The orchilli season is the busiest time with them on the south coast; they send their boats along the different places to gather the orchilli, which is an article of great trade with them.

1903. Where do they get the orchilli from?—At Elephant Bay, and the little bays and inlets and coves along the coast.

1904. It is a kind of sea-weed, is it not?—No; it grows on a small shrub, amongst the rocks.

1905. Are we to understand that the trade of the 14 vessels would be anything like an average during the year?—I think that it would be something nearly so; but during the time I visited, I never saw so many before.

1906. Have you seen vessels of that sort on any other part of the coast?—At St. Paul de Loando there are a great many; and Ambriz is a place that is springing up into a great deal of trade.

1907. Are we to understand you to say, that where the slave trade has ceased, commerce is beginning?—At Benguela and Loando there is no doubt it is.

1908. Who are the parties that carry that on at any of those places?—At Benguela I think there is a good deal of Portuguese money, and a great deal of American; at St. Paul de Loando there is a great deal of American. At Ambriz there is an English house, I think Mr. Foster's, and an American house. I think they share pretty well the trade between them.

1909. Have those Americans at those places any communication, do you think, with the Americans at Liberia, or have they a direct communication with the United States?—A direct communication with the United States on the south coast, and no communication with Liberia.

1910. Have you been at Liberia?—Several times.

1911. In what state is that colony; is it advancing?—Very much, up the river.

1912. What

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1912. What trade do they carry on?—Their trade is very little; I think it appears more to be a port for vessels to clear out at for other ports of the coast. For instance, every vessel trading to any part of the Liberian coast is obliged to call at Liberia as the head port to get a clearance for the other parts of the coast; but I do not think they load any vessels from Liberia with any produce.

1913. Then is it your opinion that if Cuba, the Brazils, and the other markets for slaves were all closed, the commerce on the coast of Africa would go on improving?—It would increase, no doubt.

1914. And give employment to the chiefs in legitimate trade, instead of selling slaves?—They would be necessitated to do so.

1915. Sir R. H. Inglis.] You have stated that if the Government of Brazil and the Government in Cuba, were in earnest in the employment of the opportunities and power which they possess towards suppressing the slave trade, that trade would be suppressed; but you have said, that so long as there be a demand there will be supply; do you wish, therefore, to draw a distinction between the Government of Brazil and the Government of Spain in Cuba, on the one hand, and the inclinations of the people on the other, so that whatever the Government might do, the people of those countries would continue the slave trade, if it were for themselves desirable that they should procure slaves?—I think that the natives on the coast of Africa, as long as they are able, or have the opportunity, will sell slaves.

1916. Your original statement referred also to the opposite coast of the Atlantic to the Brazils and to Cuba?—Yes.

1917. Do you believe, that however desirous the Government of Brazil and the Government of Spain in Cuba might be to repress the slave trade, the people of Brazil and the people of Cuba have such a desire to obtain slaves, that they would supply themselves with slaves in defiance of the wishes of their respective Governments?—The Brazilians, as far as I am able to judge, I think would be very glad to do away with the slave trade, and act in good faith.

1918. In concurrence with their Government?—Yes; but as far as Havana goes, it is a long time since I have been there, and I cannot give an opinion, except that I know, when I was there, slaves were always very desirable for the sugar estates, because they had no opportunity of getting any other labour.

1919. On the principle of demand and supply regulating each other, do you consider it is a great aid to the Government of Spain in Cuba, and to the Brazilian Government, that there should be a squadron supporting their views against the slave trade, and preventing the supply which some of their subjects might desire to obtain?—If there was no squadron to prevent them on the coast, it would be precisely the same as when we used to trade on the coast, and there was a free slave trade up and down, from one end to the other.

1920. Is it or is it not an aid to the Spanish Government, in suppressing the slave trade, that we have a squadron on the coast?—Decidedly.

1921. You know the amount of the squadron on the west coast of Africa from the Return which has been shown to you, as well as from your own personal experience?—I know almost every ship on the coast, personally, but I cannot say that I could name them all.

1922. Knowing all the ships on the coast, do you wish the Committee to understand that in your judgment the squadron ought to be increased, ought to be diminished, or ought to be sustained at its present amount?—I think the squadron is not sufficient to maintain a proper blockade of the coast; for instance, in the north division which I had on the coast, instead of having two or three vessels, I think there ought to have been five or six.

1923. Chairman.] Do you mean, supposing the market at Cuba to be stopped, as in the Brazils?—If the market for slaves at Cuba were abolished, as the Brazilians have done, I imagine it would require some vessels there merely for the protection of our commerce, which is now getting very large and important.

1924. You think it would be highly important, even if the slave trade were entirely abolished, that protection should be given by the presence of our cruisers to the trade of our merchants there?—I think you could never do without; from the quantity of palm oil, and other description of articles obtained along there, I suppose you would be always obliged to keep up a squadron, both on the north coast and Bights, and on the south coast.

1925. Sir R. H. Inglis.] Have you any reason to believe that any slave trade exists at all to the north of Sierra Leone?—I think there are very few places to

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the north of Sierra Leone, for instance, the Pongas, the Nunez, and the group of islands which they call the Rio Grande, and the group which they call the Bijugas, where they would not supply slaves if an opportunity offered.

1926. *Chairman.*] What is the latitude of the Bijugas?—About $10\frac{1}{2}^{\circ}$ north, from memory.

1927. Sir R. H. Inglis.] Will you state to the Committee whether you believe that any slave trade exists at all in the dominions of Morocco?—That I do not know.

1928. By slave trade, the Committee mean the export of slaves?—I do not know.

1929. *Chairman.*] How far did you go north during your three years' cruise?—To Portandik; it is no port or place, or anything but a latitude on the Great Desert, where we formerly used to have the gum trade with the Arabs.

1930. Sir R. H. Inglis.] Do you believe there has been any slave trade on the coast in the Bight of Benin during the last two or three years?—I have not been there.

1931. Beginning with the north at the Straits, you know nothing of the existence of any slave trade from Morocco?—No; I have only been up to the northward as far as Portandik.

1932. Historically, from information as well as from observation, do you know of the existence of any slave trade from the south of Morocco to Cape Blanco?—No.

1933. Have you any reason to believe there is any slave trade actually carrying on, by which is meant the exportation of slaves, from Cape Blanco to Liberia?—I think at the Nunez, the Pongas, Sherboro, and all those places, if an opportunity was offered to them, they would get slaves.

1934. The question had not reference to what the people of those places might do if they had the opportunity, but whether, so far as you know, any export of slaves has taken place from the region so described to you, in the course of your command there?—Not to my knowledge.

1935. With respect to the point from Cape Liberia to the Bight of Benin, have you any reason to believe that an export of slaves has taken place there?—My station only reached to Cape Palmas; but a vessel fitted for slaves was taken out of one of the rivers in the Bight of Benin or Biafra, I forget which, by the "Ferret."

1936. With that exception, have you any reason to know that the slave trade has been carried on in the course of the last two or three years from that part?—No, not from that part.

1937. The destruction of Lagos has been owing to the squadron?—Yes.

1938. So far, therefore, as that interference with the supply of slaves goes, you think it is a new ground of justification for the employment of the squadron?—I have not been in the Bights since 1839.

1939. Was Lagos known formerly as one of the great depôts?—I am aware that it was one of the great depôts; formerly one of the largest.

1940. If so, the destruction of Lagos would be an advantage to the cause?—Decidedly.

1941. Was the destruction, so far as you know, the act of the Queen's squadron?—Decidedly.

1942. Pursuing the inquiry further south, between the Bight of Benin and Cape Palmas, the northern boundary of your command, do you know anything of any slave trade in the course of the last two or three years?—No.

1943. Do you attribute the suspension of that slave trade in the greatest degree to the presence of the squadron?—To the presence of the squadron; and as far as the Brazilians are concerned, to the very stringent measures taken by the Brazilians themselves.

1944. *Chairman.*] You mean that, as regards the Brazilian market?—Yes; the vessels that have been detained lately have been supposed to be for the market at Cuba.

1945. One of them was under Spanish colours?—One of them was under Spanish colours, and the other threw her colours overboard, and threw all her papers overboard, so that we had no means of positively ascertaining; but there can be very little doubt, from report, that she was intended for Havana; because she had water and provisions so much more than she could possibly have required to go to the Brazils. She was provided for a long sea voyage.

1946. You

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1946. You stated the proportion of the 14 different vessels you saw in Benzuela?—Yes.

1947. Can you state to the Committee what proportion of vessels bearing the American flag may be found generally upon the coast?—I think that American vessels have nearly the whole of the trade, speaking in comparison.

1948. Have you any reason to believe that the American flag is used by parties not entitled to it, or parties colourably entitled to it only?—I think not latterly.

1949. Sir G. B. Pechell.] I find here, by a return from the Admiralty, among the sailing vessels are the "Wolverene," the "Harlequin," the "Hound," the "Philomel," the "Sealark," the "Cygnet," the "Waterwitch," the "Britomart," the "Ferret," the "Linnet," and the "Crane;" are any of these vessels of the kind of construction, well known to every officer in the service, called the ten-gun brigs?—No; I think the "Wolverene" is the only one of the old class that I know of.

1950. Do you find any very great advantage from the new construction of vessels that you were in there?—Nearly all the vessels that you have named are Symondites.

1951. What is the "Waterwitch"?—The "Waterwitch" was built by Mr. White, of Cowes.

1952. Do you consider the "Waterwitch" one of the best sailing vessels on that coast?—Not now, decidedly; one of the worst.

1953. She has been one of the best?—I think, when Captain Matson had her she was the finest vessel we had on the coast.

1954. You mean as respects sailing?—Yes; I think the reason of that is, that Captain Matson was a good brig sailor; very few could sail a brig better than he; added to which, he was a most energetic officer.

1955. You consider that the sailing vessels out there now are a superior kind, and are perfectly fit for the service for which they are sent?—They sail very well, but had they more space, the ventilation would be better and cooler between decks; decidedly, a man in a steamer is far better off than in one of those sailing vessels, both for space and air.

1956. It would be a very great advantage to the Committee to know what you would consider the best vessel to send out to the coast of Africa as a sailing vessel?—The brigs are very good sailing vessels.

1957. I mean such a brig as the "Harlequin," with 125 men; she would be better than the "Sealark," with 80 men?—The "Sealark," with 80 men, and her additional compliment of 12 Kroomen, is crowded much; you cannot put the men below.

1958. Do you consider a 12-gun brig a better description of vessel than an eight-gun brig for the service in which they are employed?—Yes; and if they were to take some guns out, to give them more space for ventilation, it would be better.

1959. But in placing this number of men in those small vessels, has not the object been to enable them to furnish crews for the prize vessels?—I think that the general scale on the Navy List has never had any reference particularly to the coast of Africa; if a vessel went to the West Indies or South America, or any of those places, she would have the same number of men.

1960. Are there any Kroomen in addition to those 80 men?—Yes.

1961. Are the Committee to understand, that as there have been only two vessels taken during the last two years, the trade has ceased there now?—No; I think they would supply whenever they had opportunities; I think they could always get slaves if there was a market.

1962. Have any vessels been recalled from the coast of Africa since the Brazilian Government have shown their intention to put an end to the slave trade?—The squadron is not so strong now as when I first went upon the coast; I cannot say to one or two, but when I went on the coast in 1850, the squadron was, I think, in all about 27 pendants, and there are not more than 16 or 17 now.

1963. You stated, I think, in answer to a question of the Chairman, that there was a vessel always lying in the Congo; was that in the river?—Off the Congo; but there was a vessel lying inside the Congo at one time, "Prometheus."

1964. Then we are to understand that you referred to a vessel lying off the river, not inside?—I referred to myself.

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1965. Are there not instructions from the Admiralty with regard to lying in and going up those rivers?—There are general instructions given by the commander-in-chief of the station.

1966. To avoid going up the rivers as much as possible?—You must, from necessity, go up the rivers at times; you could not cruise without going up occasionally to visit them.

1967. Mr. A. Hastie.] I think, during the last two years, you say there have been four or five ships seized upon the west coast by our cruisers, but that none of those ships had slaves on board?—None.

1968. Do you suppose that any ships with slaves on board have escaped the vigilance of our cruisers?—I have heard so, but I do not believe it; I am not aware that there ever was a return made, either from the West Indies or the Brazils, of a vessel having arrived; I have heard that a vessel escaped in, I think, 1850, when I first went to the Congo, or 1851, but I am not aware of any; reports say there was, but whether those reports may have been got up for any other purpose or not I do not know; they very often do spread reports without foundation.

1969. The reason why you think our squadron not sufficient upon that coast, is not for the purpose of preventing the slave trade, but for the purpose of protecting our trade?—I think at the present moment we have not, certainly on the north division, enough for the prevention of the slave trade; that is to say, when I left the northern division.

1970. How do you reconcile that answer with the fact of no slave ships having escaped our squadron during that time?—I say I am not aware of any; but on the north coast the "Linnet" has just taken two vessels, two months back, fitting for the slave trade, out of the river Pongas.

1971. But have you any authentic information as to slave ships having escaped our squadron?—No.

1972. Are you aware of any barracoons at all upon the west coast for the reception of slaves?—No, I am not.

1973. Have any of our squadron, at any period during the last two years, destroyed any barracoons upon that coast?—No, I am not aware of it; up the Sherboro, I believe, there were some villages destroyed by the "Bloodhound," not because they had barracoons, but because they were fostering, or were supposed to foster the slave trade; making an attempt to revive it,

1974. Are you at all aware whether the slaves that formerly were shipped on the west coast are now, for the most part, shipped on the east coast of Africa; that the trade which formerly visited the west coast of Africa now resorts to the east coast, towards Mozambique?—No, I am not aware of it; and I should think it very improbable; that would be a coast, I think, on which there is too much difficulty; the Mozambique coast in particular. The vessels must be large, and must be good, or they would lose their cargo in rounding the Cape of Good Hope, which is such a boisterous place in a gale of wind, that all their cargo would be lost.

1975. I mean, are the cargo of slaves which were formerly shipped upon the west coast, and are not now shipped there, taken to the east coast and shipped there?—No, I think not.

1976. Sir G. B. Pechell.] With reference to the list of those brigs which are on the coast of Africa, I wish to ask you whether they are competent, and have a chance of coming up with any of those slave vessels on their going to the coast, not laden with slaves, but light?—I think they stand a very good chance.

1977. To windward?—Yes; I think they stand a very fair chance.

1978. Have you any difficulty in getting your prize crew back from Sierra Leone who are sent there for the purpose of condemning vessels?—No; because by the orders of the station now, a prize crew arriving at Sierra Leone is not allowed to remain there.

1979. Where are they sent to?—The senior officer of the division takes them on board his own ship, and vessels are continually going there, by which they come back.

1980. Is there a vessel always lying there?—No.

1981. Where are the crews put?—On board the senior officer's ship.

1982. I mean on board vessels at Sierra Leone, that are taken there for the purpose of condemnation?—Yes.

1983. I want to know what becomes of the crew during the time the vessel is undergoing

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undergoing process?—They live on board the vessel, provided no man-of-war is lying there; if there is, the prize crews go on board of her.

1984. They remain on board the vessel till there is an opportunity of sending them back to join our ships?—They remain on board the vessel until she is condemned, provided the men are not in Sierra Leone.

1985. Suppose the vessel is condemned, and no vessel is in port to receive them?—But there must be, because the senior officer's orders are that he is to have a vessel to look in at Sierra Leone at such short periods, that there must be a man-of-war there at the condemnation. They take about a week to condemn a vessel, so that it is almost a matter of impossibility that they can go on shore.

1986. Do you consider the voyage to Sierra Leone, and the time of their staying there, as the most injurious part of their service?—Formerly, at Sierra Leone it was; but it is not now, because they are not allowed to remain there; the orders of the station prevent that.

1987. Have you any suggestion to offer to the Committee as to expediting the process of getting condemnation of vessels that are sent there?—I do not think anything can be better than it is now with the commander-in-chief's orders respecting prizes, and the quick way in which they do it.

1988. I mean with regard to the tribunal; the court?—It works very well.

1989. You think it is well conducted, and as well managed as it can be?—I think it is.

George Moffatt, Esq., a Member of the Committee; Examined.

1990. *Chairman.*] YOU were requested to obtain in the City the most accurate report you could of the produce of sugar in Havana for a series of years; have you been able to do that?—I have, for the last two years, and I now hold in my hand a statement of the quantities exported to the various principal markets of the world from Cuba, in the years 1851 and 1852. This statement I have reduced into tons (*handing in the following Table*):—

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	1851.		1852.	
	* Boxes.	Tons.	Boxes.	Tons.
United States - - - - -	347,820	69,362	329,096	65,819
Spain - - - - -	127,139	25,427	153,156	30,631
France - - - - -	59,759	11,951	68,668	13,733
Mediterranean - - - - -	56,186	11,237	57,481	11,496
Great Britain (for orders) - - - - -	301,926	60,384	179,296	35,859
Great Britain (direct) - - - - -	30,238	6,047	18,670	3,730
Lower Russia (Whites) - - - - -	169,128	33,825	87,197	17,439
Baltic (except Russia) - - - - -	15,826	3,165	22,517	4,503
Hamburgh and Bremen - - - - -	40,141	8,028	45,653	9,130
Holland - - - - -	20,559	4,111	17,348	3,469
Belgium - - - - -	59,361	11,872	64,371	12,874
Other Ports - - - - -	21,855	4,371	10,252	2,050
TOTAL - - - - -	1,250,018	249,780	1,053,655	210,733

* Boxes estimated at 4 cwt. each, or five to the ton.

The total exported to those countries from Cuba in 1852, of 210,733 tons, being a very large decrease as compared with 1851. The most remarkable feature in this table is, that the decrease which appears in 1852, as compared with 1851, is mainly in the quantity exported to Great Britain direct, and to Great Britain for orders, notwithstanding that there was in 1852 a decrease of duty of 1s. 6d. per cwt. in favour of sugar coming from Cuba.

1991. Then are we to understand that our lowering the duty upon sugar imported into England, instead of increasing the amount of imports from Cuba, had the effect of decreasing them?—No; I think it would tend to show that the exports to England are dependent upon other circumstances; dependent upon the wants of the other great markets of the world.

1992. Have you lately had any communication with Havana as to the state
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of labour and the slave trade, or the introduction of labourers?—I hold in my hand an extract from a letter received a few days since from Messrs. Picard & Albers, one of the largest export houses at Havana and Matanzas; it is dated July the 6th, 1853; they state, “We have now received together 3,000 to 4,000 Coolies, and all are placed immediately; those which the Junta de Toronto rejects, Wardrop places privately at 130 to 150 dollars, passage money and agency charges; they all arrive now in good health.”

1993 Are you able to state upon what terms as to agreement for service those Coolies are apportioned?—The general rate of pay I learn to be eight dollars per month; but I have been unable to obtain any satisfactory information as to the term of their engagement.

1994. Mr. A. Hastie.] Are you aware whether or not the term “Coolies” is a correct one, or does not it refer to Chinese?—I cannot answer that question positively, but from a conversation which I had with the agent of Messrs. Picard & Albers, my impression is that it includes Chinese.

1995. Chairman.] As you have given a statement of the quantities of sugar exported from Cuba in the years 1851 and 1852, will you state the rate of duty at which Cuban sugars have been admitted into this country, and the prices which they have brought during the last seven years?—I hand in a statement of the rates of duty at which Havana sugars have been admitted in the respective years. The Committee will observe that it fully bears out the remark which I ventured to make, that the price of Havana sugar was scarcely affected by the alteration made in the duty by our legislation. For example, in 1847 and 1848, the duty was 20 s. per cwt., and the price in the latter year was 4 s. 6 d. per cwt. lower than in the former year: again, in 1850, the duty was 3 s. per cwt. lower than in 1848, and the bonded price about the same; while in 1852, with a reduction of 5 s. 6 d. per cwt. in the rate of duty charged in 1848, the variation in the bonded price is only about 9 d. per cwt.

RATES OF DUTY ON FOREIGN SUGAR.

	Imported direct from Growing Country.		Otherwise Imported.
	Equal to White Clayed.	Not equal to White Clayed.	
	£. s. d.	£. s. d.	£. s. d.
1846: From 18 August - - - -	1 4 6	1 1 -	2 2 -
1847: „ 5 July - - - -	1 3 4	1 - -	2 2 -

	Equal to White Clayed.	Equal to Brown Clayed; not equal to White Clayed.	Not equal to Brown Clayed.
	£. s. d.	£. s. d.	£. s. d.
1848: From 12 July - - - -	1 1 7	1 - -	- 18 6
1849: „ 5 July - - - -	- 19 10	- 18 6	- 17 -
1850: „ „ - - - -	- 18 1	- 17 -	- 15 6
1851: „ „ - - - -	- 16 4	- 15 6	- 14 -
1852: „ „ - - - -	- 15 2	- 14 6	- 13 -

AVERAGE PRICE OF ORDINARY YELLOW HAVANA SUGAR, EXCLUSIVE OF DUTY.

	£. s. d.		£. s. d.
1846 - - - -	1 4 6	1850 - - - -	1 1 2
1847 - - - -	1 5 10	1851 - - - -	1 3 5
1848 - - - -	1 1 4	1852 - - - -	1 1 11
1849 - - - -	1 2 8		

A P P E N D I X.

LIST OF APPENDIX.

Appendix (A.)—BRAZIL.

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No. 1.

PREAMBLE and ARTICLES 1, 2, and 3, of the Convention between *Great Britain and Brazil*, of 23 November 1826.

Appendix (A.)

BRAZIL.

No. 1.

CONVENTION between His Majesty and the Emperor of Brazil, for the Abolition of the African Slave Trade, signed at Rio de Janeiro, 23 November 1826.

Ratifications exchanged in London, 13 March 1827.

WHEREAS upon the separation of the Empire of Brazil from the Kingdom of Portugal, his Majesty the King of the United Kingdom of Great Britain and Ireland, and his Majesty the Emperor of Brazil, respectively acknowledged the obligation which devolved upon them to renew, confirm, and give full effect to the stipulations of the treaties subsisting between the Crowns of Great Britain and Portugal, for the regulation and final abolition of the African Slave Trade, in so far as these stipulations are binding upon Brazil:

And whereas, in furtherance of that important object, his Majesty the King of the United Kingdom of Great Britain and Ireland, and his Majesty the Emperor of Brazil, are animated with a sincere desire to fix and define the period at which the total abolition of the said trade, so far as relates to the dominions and subjects of the Brazilian empire, shall take place; their Majesties have accordingly named as their plenipotentiaries to conclude a convention for this purpose; (that is to say,)

His Majesty the King of the United Kingdom of Great Britain and Ireland, the Right honourable Robert Gordon, a Member of his Majesty's most Honourable Privy Council, and his Envoy Extraordinary and Minister Plenipotentiary at the Court of Brazil; and

his

Appendix (A.)

BRAZIL.

No. 1.

his Majesty the Emperor of Brazil, the Most Illustrious and Most Excellent Marquis of Inhambupe, Senator of the Empire, of the Council of State, Minister and Secretary of State for Foreign Affairs, &c.; and the Most Illustrious and Most Excellent Marquis of Santo Amaro, Senator of the Empire, of the Council of State, Gentleman of the Imperial Chamber, &c. :

Who, after having communicated to each other their respective full powers, found it to be in due and proper form, have agreed upon and concluded the following Articles :—

Art. 1. At the expiration of three years, to be reckoned from the exchange of the ratifications of the present treaty, it shall not be lawful for the subjects of the Emperor of Brazil to be concerned in the carrying on of the African Slave Trade, under any pretext or in any manner whatever; and the carrying on of such trade after that period, by any person, subject of His Imperial Majesty, shall be deemed and treated as piracy.

Art. 2. His Majesty the King of the United Kingdom of Great Britain and Ireland, and His Majesty the Emperor of Brazil, deeming it necessary to declare the engagements by which they hold themselves bound to provide for the regulation of the said trade, till the time of its final abolition, they hereby mutually agree to adopt and renew, as effectually as if the same were inserted, word for word, in this Convention, the several articles and provisions of the treaties concluded between His Britannic Majesty and the King of Portugal on this subject, on the 22d of January 1815, and on the 28th of July 1817, and the several explanatory articles which have been added thereto.

Art. 3. The high contracting parties further agree, that all the matters and things contained in those treaties, together with the instructions and regulations, and forms of instruments annexed to the Treaty of the 28th of July 1817, shall be applied, *mutatis mutandis*, to the said high contracting parties and their subjects, as effectually as if they were recited, word for word, herein; confirming and approving hereby all matters and things done by their respective subjects under the said treaties, and in execution thereof.

No. 2.

No. 2.

LAW of the REGENCY prohibiting the Importation of Slaves into *Brazil*.
Rio de Janeiro, 7 November 1831.

DECREE.

(Translation.)

THE Regency, in the name of Emperor Dom Pedro II., makes known to all the subjects of the empire that the General Assembly has decreed, and they have sanctioned, the following law :

Article 1. All slaves entering the territory or the ports of Brazil, coming from abroad, are free, excepted :

1st. Those slaves enrolled in the service of vessels belonging to the country where slavery is allowed, as long as they are employed in the service of those vessels.

2d. Those who may have escaped from the territory or vessel of a foreign country, in which case they shall be delivered to their masters, who may claim them, and be re-exported from Brazil.

In the cases of the first exception, a list shall be made of the number of slaves, at the time of visiting or entering the port, together with the necessary declarations to identify the same, and an investigation at the time of leaving, whether the vessel conveys the same slaves she brought in.

Those slaves that may be found, after the departure of the vessel, shall be taken into custody and detained till they be re-exported.

Art 2. The importers of slaves into Brazil shall incur the corporal punishment of Article 179 of the Criminal Code, awarded to those who may reduce free persons to slavery, and a fine of 200,000 reis for each imported slave, besides the payment of the expenses of re-exporting them to any part of Africa; which re-exportation the Government shall carry into execution as promptly as possible, after having contracted with the African authorities for an asylum for them.

Those who shall infringe this article shall be answerable for themselves and for all else.

Art. 3. The following are importers :

1st. The commander, master, and mate.

2d. Whoever wittingly gave or received, or otherwise was involved in the vessel destined for the slave trade.

3d. All those interested in the business, and all those who wittingly may have advanced funds, or in any way assisted in disembarking, or allowing them upon their property.

4th. Those

4th. Those who may have wittingly purchased as slaves the negroes declared free by Article 1. They, however, are only obliged to share in the expense of re-exporting them, being nevertheless subject to the other penalties.

Art. 4. If a vessel be captured by the national forces without the Ports of Brazil, in the act of trading in slaves, proceedings are to be carried on according to Articles 2 and 3, as if the capture were within the empire.

Art. 5. Whoever shall give information of, and furnish the means of apprehending, any number of persons imported as slaves, or shall without previous denouncing or judicial mandate, have apprehended any of the same, or shall have given notice of the disembarkation of free persons as slaves to the judge of the peace, or other local authority, in such manner as shall enable them to apprehend them, shall receive from the Public Treasury the sum of * 30,000 reis per head of captured persons.

Art. 6. The commander, officers, and seamen, belonging to the capturing vessel, are entitled to the proceeds of the fine, according to the partition regulated for the Navy in the distribution of prize money.

Art. 7. No free man, not being a Brazilian, shall be allowed to land slaves in the Ports of Brazil under any circumstances. Those who may be disembarked shall be immediately re-exported.

Art. 8. The commander, master, and mate, who may bring persons mentioned in the preceding article, shall incur the fine of 100,000 reis † for each person, and the expenses of re-exportation.

The denouncer shall receive from the Public Treasury the sum of 30,000 reis per head.

Art. 9. The proceeds of the fines imposed in virtue of this law, after deducting the rewards stipulated in Articles 5 and 8, and other expenses incurred by the Public Treasury, shall be applied to the founding hospitals of the respective province, and if these do not exist, to hospitals for the relief of the sick.

All the authorities, therefore, to whom the knowledge and execution of the above law belong, are enjoined to fulfil the same, and abide strictly by its statutes. The Secretary of State for the Affairs of Justice shall cause it to be printed, published and circulated.

Palace of Rio de Janeiro, 7th November 1831, 10th of Independence and of the Empire.

F. de Lima e Silva.
J. da Costa Carvalho.
J. Braulio Moniz.

No. 3.

No. 3.

H. C. J. Hamilton, Esq., to the Earl of Aberdeen.

(Extract.)

British Legation, Rio de Janeiro,
22 March 1845.

My Lord,

On the 12th instant, a notification was addressed to me by the Minister for Foreign Affairs, that under the stipulations for the Slave Trade Conventions between Great Britain and Brazil, the Convention of 28th July 1817 would cease to have force and effect from the day following, and that, consequently, from that date, namely, the 13th of the month, would cease and determine the right of visit and search provided for by the said Convention of 28th July 1817, as well as all other provisions comprehended therein; or in the additional articles, the instructions, &c. &c. annexed thereto; and the notification also explained, that the Brazilian Government had agreed that the British and Brazilian Courts of Mixed Commission, established in this capital and at Sierra Leone, should continue in the exercise of their authority for six months longer, that is, until the 13th of September next, in order to a final arrangement of all cases and questions yet undetermined, and of any others to be brought into court, that might have occurred previously to the said 13th of March.

On the 15th instant, also, a notification of the cessation of the right of visit and search was made by the Minister of Justice to the supreme legal tribunals of the capital, and to the Presidents of Maritime Provinces; but accompanied by an injunction, that until some specific regulation should be organised for the adjudication of vessels captured on account of illicit trade in Slaves, the ordinary courts of law of the Empire should be competent to take cognisance of such acts.

We have yet to see how far these new measures contemplated by the Brazilian Government for putting down the contraband may be successful. But thus far it cannot be denied, that although they have been pledged by treaty to abolish it within a stated period of time, that abolition has not been accomplished; that on the contrary, it has flourished, and continues to flourish, under the connivance of the authorities, on the face of all engagements
however

* At the par of exchange 7*l.* 10*s.* sterling, at present about 3*l.* 12*s.*

† Or 25*l.* sterling at the par of exchange, at present about 12*l.*

however solemn; and it seems an admissible question, whether, looking to this abandonment of their engagements, the Conventions on Slave Trade between the British and Brazilian Crowns ought not to be considered as remaining in full vigour.

Of the two documents mentioned above, I have the honour to enclose copies. My answer to the first contained simply an acknowledgment of receipt, and an assurance that it should be laid before Her Majesty's Government without delay.

I have, &c.
(signed) *Hamilton Hamilton.*

Enclosure 1, in No. 3.

Senor *E. F. França* to Mr. *Hamilton.*

COMPLETANDO se amanhecá 13 do corrente mez de Março de 1845, os quenzi annos durante os quaes segundo as Convenções entre o Brazil e a Gram Bretanha, sobre a abolição do trafico da escravatura, continuara ainda em vigor a Convenção de 28 do Julho de 1817; cessando por consequente des de esse dia o direito de visita e de busca et todas as outras estipulações contidas na referida Convenção de 28 de Julho de 1817, artigos addicionaes, instrucções e regulamentos annexos; o abaixo assignado do Conselho de sua Majestade o Imperador, Ministro e Secretario d'Estado dos Negocios estrangeiros, recebem ordem do mesmo Augusto Senhor para communicar ao Snr. Hamilton Hamilton, Enviado Extraordinario e Ministro Plenipotenciario de S. M. Britannica, que attendendo-se a que par intelligencia das duas altas Partes contractantes concordon se em dar o espaço de seis mezes aos navios Brazileiros empregados no trafico para se recolherem livremente aos Portos do Imperio, uma vez que tivessum deixado as costas d'Africa ate o dia 13 de Março de 1830 em que segundo a Convenção de 23 de Novembro de 1826 cessara completamente esse trafico; o Governo Imperial não duvidará concordar que as Commissoes mixtas Brazileiras y Inglezas estabelecidas n'esta corte en em Serra Leõa continuem ainda por seis mezes que acabaraõ em 13 de Setembro, d'este anno, para o unico fim de concluirim os julgamentos dos cazos pendentes, e d'aquelles que par ventura tenham occorrido ate o referido dia 13 de Março do corrente anno.

O abaixo assignado, &c.

Palacio do Rio de Janeiro, em 12 de Março de 1845.

(assignado) *Ernesto Ferriera França.*

TRANSLATION.

As from to-morrow, the 13th of the current month of March 1845, the 15 years will be completed, during which, according to the Conventions between Brazil and Great Britain in regard to the abolition of the traffic in Slaves, the convention of the 28th of July 1817 still continued in force, and as from that day the right of visit and search consequently ceases, as well as all the other stipulations contained in the above-mentioned Convention of the 28th of July 1817, the additional articles, instructions and regulations annexed thereto, the undersigned Councillor of his Majesty the Emperor, &c., has received an order from his august Majesty to communicate to Mr. Hamilton Hamilton, &c., that, attending to the fact, that by an understanding between the two High Contracting Parties, it was agreed to allow the period of six months for Brazilian vessels employed in the traffic to return unmolested to the ports of the Empire, provided they had left the coast of Africa before the 13th of March 1830, on which day, according to the Convention of the 23d November 1826, this traffic was to cease entirely; the Imperial Government will not hesitate to agree that the Brazilian and English mixed Commissions, established in this capital and in Sierra Leone, continue for six months longer, which period will expire on the 13th of September of this year, for the sole purpose of concluding the adjudication of the cases pending, and of those which may, perchance, have occurred before the 13th day of March of the current year.

The undersigned avails himself, &c.

Palace of Rio de Janeiro, 12 March 1845.

(signed) *Ernesto Ferriera França.*

Hamilton Hamilton, Esq.
&c. &c. &c.

Enclosure 2, in No. 3.

EXTRACT from the "Jornal do Commercio" of the 18 March 1845.

Parte official.

Ministerio da Justica.

Illm. e Exm. Sr.,—Tendo-se completado, segundo me acaba de particiepar o Sr Ministro dos Negocios estrangeiros, a 13 do corrente mez, os quinze annos durante os quaes, pelas Convenções entre o Brazil e a Grão-Bretanha sobre a abolição do trafico de escravatura continuava

continuava ainda em vigor a Convenção de 28 de Julho de 1817; e cessando por consequente desde aquelle dia o direito de visita e de busca, e todas as outras estipulações contidas na referida Convenção, artigos addicionaes, instrucções e regulamentos annexos, o communico a V. Ex. para seu conhecimento, e para o fazer presente ao supremo tribunal de Justica; e hem assem que, enquanto se não organisa um regulamento proprio para os processos dos apresamentos seitos por occasião do commercio illicito de escravos, ficão competindo as justicos ordinarios de paiz taes processos.

Deos guarde a V. Ex.

Manoel Antonio Galvão.

Paço, em 15 de Março de 1845.
Sr José Bernardo de Figueiredo.

Na mesma conformidade ao Presidente Interino da Relação da Côrte, e circulaõ nos Presidentes dos Provincios Maritimas.

TRANSLATION.

EXTRACT from the "Jornal do Commercio" of the 18th March 1845.

DEPARTMENT OF JUSTICE.

Most Illustrious and Excellent Sir,

THE period of 15 years during which, as I have just been informed by the Minister for Foreign Affairs, according to the Conventions between Brazil and Great Britain, in regard to the abolition of the traffic in Slaves, the Convention of the 28th July 1817 still remained in force, having expired on the 13th instant, and as the right of visit and of search ceased in consequence thereof, after that day, as also all the other stipulations, instructions and regulations thereto annexed, I communicate the same to your Excellency for your information, and for that of the Supreme Tribunal of Justice; as also that until a fit regulation in regard to the adjudication of captures made on account of the illicit commerce in slaves be adopted, such processes are of the competence of the ordinary tribunals of the country.

God preserve, &c.

(signed) *Manoel Antonio Galvão.*

Palace, 15 March 1845.

To Senhor Joze Bernardo de Figueiredo.

In the same conformity to the President *ad interim* of the "Relação" of the capital, and by circular to the Presidents of the Maritime Provinces.

No. 4.

No. 4.

The Earl of *Aberdeen* to Mr. *Hamilton*.

Sir,

Foreign Office, 4 June 1845.

THE attentive consideration of Her Majesty's Government has been given to the subject of your despatch, Slave Trade, No. 8, of the 22d March last, enclosing a copy and translation of a notification made to you on the 12th of that month by Senor Ernesto Ferrera França, that under the Conventions between Great Britain and Brazil for the abolition of the traffic in slaves, the several stipulations contained in the Convention of the 28th July 1817, its additional articles, instructions, and regulations would cease on the 13th of March last, that is on the day following the date of that notification; but that the Brazilian Government would willingly agree that the Brazilian and British Mixed Commissioners established at Rio de Janeiro and Sierra Leone, shall continue for six months longer, for the sole purpose of concluding the adjudication of cases pending, and of those which have occurred before the above-mentioned 13th day of March.

You will, immediately on the receipt of this despatch, present to the Brazilian Government a note, of which the draft is enclosed, and you will inform me of the day on which it is presented. You will see by the draft in question, that Her Majesty's Government admit that the Convention of 1817, with all its annexes, are at an end from the above-mentioned date; that they agree to the continuance of the Mixed Commissions until the 13th of September next, for the purpose proposed by the Brazilian Government; and that a declaration is made to the effect that Her Majesty's Government, reverting to the rights and obligations which attach to Her Majesty in virtue of the first article of the Convention of 1826, are prepared to exercise those rights, and will propose to Parliament the necessary legislative enactments to enable Her Majesty to carry the provisions of that article into full effect.

I have addressed to Her Majesty's Commissioners an instruction, which I send to you under flying seal, acquainting them with the approaching termination of their powers.

Appendix (A.)
 BRAZIL.
 No. 4.

The Commanders of Her Majesty's cruisers will receive immediate instructions from the Lords of the Admiralty as to the termination of the Convention of 1817, and the cessation of their right to search and detain vessels under that Convention

I am, &c.
 (signed) *Aberdeen.*

Enclosure 1, in No. 4.

DRAFT of NOTE to be presented by Mr. *Hamilton Hamilton*, to the Brazilian Minister.

THE undersigned, &c., has submitted to the Government of the Queen his Sovereign, the note which the Senhor Ernesto Ferreira Franca, &c. addressed to him on the 12th of March last; in which that minister declared, on the part of the Imperial Government of Brazil, that they consider that from the 13th of that month the 15 years will have been completed, during which, according to the Conventions between Great Britain and Brazil, in regard to the abolition of the traffic in slaves, the Convention of the 28th July 1817 was to continue in force; and that consequently from that day all the stipulations contained in the above-mentioned Convention of the 28th July 1817, the additional articles, instructions, and regulations annexed thereto would cease. Sr. Franca adds, that as by an understanding between the High Contracting Parties, which was entered into at the time, it was agreed that a period of six months should be allowed to Brazilian vessels employed in the slave trade to return unmolested to the ports of the Empire, provided they had left the coast of Africa before the 13th March 1830, on which day, according to the Convention of the 23d November 1826, this traffic was to cease entirely, the Imperial Government will not hesitate now to agree that the British and Brazilian Mixed Commissions established at Rio de Janeiro and at Sierra Leone shall continue to act for six months longer, namely, until the 13th of September next, for the sole purpose of concluding the adjudication of the cases pending, and of those which may have occurred before the 13th day of March in the current year.

The note of Senhor E. F. Franca has received the attentive consideration of Her Majesty's Government.

The several provisions of the Conventions of the 28th July 1817, and of the 23d November 1826, and the correspondence which has since taken place between the Governments of Brazil and of Great Britain respecting the execution of those engagements, have been carefully examined by them, and the undersigned has been directed to call the recollection of the Brazilian Government to the following facts.

On the 26th of August 1828, the Viscount d'Itabayana, the Brazilian Envoy at the Court of London, proposed, in a note to the Earl of Aberdeen, then his Majesty's Secretary of State for Foreign Affairs, that the term which was fixed by the Convention of the 23d of November 1826 for the final cessation of the trade should be extended. The British Government declined at that time to accede to this suggestion, and in the subsequent year the Brazilian Government, by a note of the 13th February 1829, from the Marquis d'Aracaty to Lord Ponsonby, then his Majesty's Envoy at Rio de Janeiro, declared that in making the above-mentioned proposal, the Imperial Legation in London had mistaken the orders conveyed to them, and that the Brazilian Government limited themselves to a desire that his Majesty's Government would give them a guarantee that British cruisers should not capture Brazilian vessels engaged in slave trade adventures, which had commenced within the term when that trade was still legal.

Lord Aberdeen, in a note which he addressed to the Chevalier de Mattos on the 16th of September following, signified the assent of His Majesty's Government to that request; and the Brazilian Government, adopting the expression in which the assent was conveyed, issued on the 4th of November following at Portaria, declaring that they had received from the British Minister "the assurance that those Brazilian vessels employed in the traffic in slaves, which could prove that they had finally left the coast of Africa on or before the 13th March 1830, should prosecute and finish their *bonâ fide* voyages direct from Africa to any port in Brazil without incurring the liability of being treated as pirates according to the Convention."

Such, therefore, was the understanding between the two High Contracting Parties as to the circumstances under which Brazilian subjects and vessels should be exempt from penalty, although found to be engaged in the Slave Trade subsequently to the 13th March 1830; and Senhor Franca will perceive that there was not, as supposed by him, any mention of a specific term of six months, during which such liberty should be continued to Brazilian vessels.

It further appears, upon an examination of the correspondence between the two Governments, that on the 4th of October 1830, the Chevalier Mattos declared to Her Majesty's Secretary of State, that the Slave Trade being totally forbidden to Brazilian subjects from the 13th March 1830, and those who should thereafter engage in it being liable to punishment under the Convention of 1826, by the ordinary tribunals of the contracting parties, he was directed by the Imperial Government to concert with His Majesty's Government the dissolution of the Mixed Commissions established at Sierra Leone and Rio de Janeiro, as having become entirely superfluous: the functions of the latter to cease in December 1830, and those of the former in June 1831.

The Chevalier de Mattos was answered on the 10th December 1830, that the dissolution

of the Mixed Commission Courts at the periods suggested would be productive of much inconvenience, because some time must elapse before tribunals could be finally constituted for exercising criminal jurisdiction in cases of piracy under the provisions of the Convention.

On the 30th March 1831, the Chevalier Mattos replied that the Mixed Commissions were instituted with the view of judging of the legality of the detention of vessels employed in Slave Trade, but that at the present period it is impossible any longer to dispute the legality of such a detention, as all traffic in slaves is illegal.

On these grounds M. de Mattos suggested that "the necessary remedies must be had recourse to," but that the illegal protection of the mixed tribunals ought not to be sanctioned.

In answer to this, Viscount Palmerston, at that time Secretary of State, stated to M. de Mattos that His Majesty's Government could come to no other decision than that under the separate article of the 11th September 1817, the Mixed Commissions might continue to exercise their functions until 15 years after the 13th March 1830, or until the two Governments should have agreed upon and completed the alterations contemplated by that article for adapting the stipulations of the Convention of 1817 to the status of the total abolition of the Slave Trade. Lord Palmerston at the same time expressed the readiness of Her Majesty's Government to enter into negotiations for such alterations.

Negotiations followed, and on the part of Her Majesty's Government with an earnest desire to arrive at a satisfactory conclusion, and one that should accord with the honour and interests of both parties, and secure the accomplishment of their common object.

Repeated representations were made to the Brazilian Government on the continuance of the Slave Trade of that country, and the necessity of more active and powerful measures for suppressing it; and in the year 1835, Articles additional to the Convention were actually signed by Plenipotentiaries on the part of the contracting parties. Unfortunately these Articles were never ratified by the Crown of Brazil.

Again, on the 23d August 1840, new propositions were made on the part of Great Britain, framed on memoranda drawn up by the Brazilian Government; but when proposed by Great Britain, the Brazilian Government declined to accept them.

On the 26th August 1841, the Brazilian Government on their part proposed certain terms; and in April 1842, the undersigned submitted to the Imperial Government proposals for modifying those terms so as to carry out effectually the intentions of the parties to the Convention of 1826. But on the 17th October in that year the Brazilian Government thought proper not only entirely to reject those modifications, but to declare by a note under that date from Senhor Aureliano to the undersigned, that "the Imperial Government not only consider that other dispositions besides those which already exist are now unnecessary, in order to the total extinction of the traffic, but that they regard it as prudent not to adopt any others."

Accordingly Senhor Aureliano returned to the undersigned the draft of Convention, refusing peremptorily even to enter into negotiation on it. This occurred at a time in respect to which the British Commissioners had observed to Her Majesty's Government that "at no period has the Brazilian Slave Trade been so extensively carried on as it is at the present moment in Rio de Janeiro itself."

The Government of Brazil having thus, notwithstanding the necessity shown for the adoption of new and more decisive measures of suppression, openly rejected all overtures for rendering the compact of 1817 thoroughly and permanently effectual, Her Majesty's Government commanded the undersigned to make the declaration contained in his note of the 1st September 1843, that if the Brazilian Government still decline to enter with Great Britain into formal engagements calculated to give full effect to the declared intentions of the parties to the Convention of 1826, for the total and final abolition of the Slave Trade of Brazil, it will remain for Her Majesty to take alone and by Her own means the steps which she may feel called upon to adopt for carrying into full and complete effect the humane object of the obligation imposed upon Her Majesty by the 1st Article of that Convention. It is true that by a subsequent instruction from Her Majesty's Government the undersigned was empowered to take advantage of any disposition which the Brazilian Government might evince, even at that late hour, for entering into the formal arrangements referred to; but the undersigned regrets to say that he failed to perceive any indication of a disposition which would enable him to act upon that instruction with effect.

The next communication of importance that passed between the two Governments upon the subject of their relations regarding the Slave Trade is the note of Senhor França of the 12th March last, which Her Majesty's Government have recently had under their consideration, and in which the Government of Brazil require that the Convention of 1817 shall be considered as ceasing from the 13th March last; proposing at the same time that the Mixed Commissions shall continue their functions to the 13th September, for disposing of the cases pending, and of those which may have occurred before the 13th March last.

Senhor França contends that Brazil having abolished the Slave Trade from the 13th March 1830, the 15 years referred to in the separate Article to the Convention of 1817 have now expired, and that, consequently, all the stipulations of that Convention to which the additional article refers are at an end.

It does not appear, however, that there is any decree or law of Brazil abolishing the Slave Trade generally from the 13th March 1830. The first law on the subject, so far as Her Majesty's Government are informed, is, on the 17th November 1831, and the next in April 1832, in neither of which is any reference made to the 13th March 1830.

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No. 4.

The Brazilian Government, therefore must rest entirely on the 1st Article of the Convention of 1826, ratified on the 13th March 1827, and contend that inasmuch as between them and the British Government the Slave Trade by their subjects has been piracy since the 13th March 1830, the stipulations of 1817 are no longer applicable thereto.

The undersigned has been commanded to state to the Imperial Government of Brazil, that upon a full consideration of the case, Her Majesty's Government are disposed to think that the view thus taken of it by the Senhor França is correct as between the two countries; and they therefore feel themselves bound to admit to the Brazilian Government that the Convention of 1817, with all its annexes, are and must be considered as at an end from the 13th March 1845.

This being the case, the undersigned is directed to observe that Her Majesty's Government have no longer any course open to them under the Convention of the 23d November 1826, than that of giving full effect to the stipulations of the 1st Article of that Convention, under which Her Majesty has acquired the right to order the seizure of all Brazilian subjects found upon the high seas engaged in the Slave Trade, of punishing them as pirates, and of disposing of the vessels in which they may be captured, together with the goods belonging to them as "*bona piratorum*."

Her Majesty's Government had hoped, to the very latest moment, that the Brazilian Government would, by a renewal and extension of the engagements between the two countries, have offered to Great Britain some other means of giving effect by joint operations to the Convention of 1826.

Unfortunately, this has not been the case; and the vigour and success with which the Slave Trade is now carried on under the Brazilian flag, leaves the British Government no choice but to appeal to the rights and obligations which attach to Her Majesty under the 1st Article of the above-mentioned Convention.

The undersigned is accordingly directed to declare, that Her Majesty's Government are prepared to exercise those rights, and that it is their intention immediately to propose to Parliament to pass the legislative enactments necessary for enabling Her Majesty to carry the provisions of that Article into complete execution.

With respect to the proposal of Senhor França for the continuance of the functions of the Mixed Commissions, although the example by which he supports his proposal has been shown in the early part of this note to be inaccurate, Her Majesty's Government are willing that the British and Brazilian Mixed Commissions established at Rio de Janeiro and at Sierra Leone, shall sit until the 13th September next, for the sole purpose of concluding the adjudication of the cases pending, and of those which may perchance have occurred before the 13th day of March last.

Her Majesty's Commissioners will accordingly receive an instruction to that effect; and the Commanders of Her Majesty's cruisers will receive instructions as to the termination of the Convention of 1817, and the cessation of their right to capture under the same.

The Undersigned, &c.

Enclosure 2, in No. 4.

The Earl of Aberdeen to Her Majesty's Commissioners at *Rio de Janeiro*.

Gentlemen,

Foreign Office, 4 June 1845.

I HEREWITH transmit to you a translation of a note which was addressed on the 12th of March last to Her Majesty's Envoy at Rio de Janeiro by the Senhor E. F. França, declaring on the part of the Brazilian Government, that they consider that the Convention of 1817 between Great Britain and Portugal, as adopted by Brazil, with all its annexes, would cease on the 13th of March last, and proposing that the Mixed Commissions at Rio de Janeiro and Sierra Leone should sit to the 13th of September next, for the sole purpose of adjudging the cases which may have occurred previously to the above mentioned 13th of March.

I have now to acquaint you, for your information and guidance, that Her Majesty's Government admit the view taken by the Brazilian Government of the termination of the Convention of the 18th July 1817 on the 13th of March last, and agree to the proposal that the Mixed Commissions at Rio de Janeiro and Sierra Leone shall sit until the 13th of September next, for the purposes described by M. França in his note. You will therefore be guided in your conduct by this intimation.

I am, &c.
(signed) Aberdeen.

Her Britannic Majesty's Commissioners in the
Mixed British and Brazilian Commission,
Rio de Janeiro.

No. 5.

The Earl of Aberdeen to Mr. Hamilton.

Appendix (A.)

BRAZIL.

No. 5.

Sir,

Foreign Office, 2 July 1845.

It is with regret that Her Majesty's Government have found themselves compelled to appeal to the rights and obligations attaching to Her Majesty under the 1st Article of the Convention of 1826, between Great Britain and Brazil, upon Slave Trade; but the notification made to you on the 12th March last, by the Senhor E. F. Franca on the part of the Brazilian Government, that they considered that the Convention of July 1817, as adopted by Brazil, must cease on the 13th of that month, and the apparent absence of all intention to join in any definite and practical measures for the performance of the engagement by which they continue bound, has left to Her Majesty's Government no other course than to provide for themselves the means of carrying those rights into effective execution.

For it is unhappily notorious that vessels intended for Slave Trade are fitted out almost daily in the ports of Brazil; that of the slave ships met with in the African seas, three-fourths are under the Imperial flag, or are prosecuting the trade on account of Brazilian subjects; that along the southern coast of the empire there is scarcely a creek where a landing is practicable, which has not become known as a resort and a refuge to slave dealers; that the importation of human beings as slaves into Brazil, far from being discountenanced as a violation of law and treaty, is favoured by the local authorities, and that even in the Legislative Assemblies, the trade is avowed as one in respect to which it is not necessary or even becoming that the Government should keep the faith of their treaties with Great Britain.

When, therefore, that Government declared its determination to relinquish the means hitherto adopted in concert between the High Contracting Parties for fulfilling the Convention of 1826, Her Majesty's Government found themselves called upon to choose between leaving the Slave Trade to flourish and increase, in spite of the obligations imposed, and the rights conferred upon them by that Convention, or recurring to such other means as are open to Great Britain for carrying its avowed object into effect.

Her Majesty's Government have felt it their duty to choose the latter course; and accordingly they have prepared and are about to submit to Parliament, a Bill giving to Her Majesty's Courts of Admiralty the power to take cognisance of and to adjudicate upon all vessels captured for carrying on the Slave Trade contrary to the Convention of 1826, a power from which those courts have hitherto been specially debarred by the Act of Parliament originally passed for carrying that Convention into execution, in consideration that provisions were therein adopted for the maintenance of those mixed tribunals which the Brazilian Government has now determined to dissolve.

Her Majesty's Government, however, are far from wishing this mode of adjudicating those vessels to be permanent.

They will be ready, so soon as any measures of the Brazilian Government shall enable them to do so, to recommend to Parliament to repeal the Bill now about to be brought forward; but whilst the present state of things continues, and until either the Slave Trade of Brazil shall have entirely ceased, or the Brazilian Government shall have entered into an engagement with Great Britain jointly to carry into execution the declared intentions of the parties to the Convention of 1826, that course will not be open to them.

You are already aware that the measure by which, in the opinion of Her Majesty's Government, the Government of Brazil would best evince their determination to carry out the intention which they have so solemnly recorded, would be the negotiation of a Treaty, similar either to that concluded between Great Britain and Spain in 1835, or to that between Great Britain and Portugal of 1842.

Should the Brazilian Government show any willingness to entertain the question of such a Treaty, you will frankly declare that nothing would give Her Majesty's Government more sincere pleasure than to find themselves relieved by the conclusion of it from enforcing the operation of the Bill which they are now about to propose to Parliament; and you will assure the Brazilian Ministers that it will be a source of real satisfaction to Her Majesty's Government to return to a good understanding both on this and on other subjects, with a nation in whose welfare and independence they have from the earliest times taken a lively interest, and whose growing prosperity and power they have witnessed with the greatest gratification.

I am, &c.
(signed) Aberdeen.

No. 6.

No. 6.

BRAZILIAN LAWS of the 4th of September, 14th of October, and 14th of November 1850, enacting Measures for the Suppression of the African Slave Trade.

LAW OF BRAZIL AGAINST SLAVE TRADE.

Law No. 581, of the 4th of September 1850, establishing measures for the Suppression of the Traffic in Africans in this Empire.

WE, Dom Pedro, by the grace of God, and the unanimous acclamation of the people, Constitutional Emperor and Perpetual Defender of Brazil, make known to all our subjects,
o.88. that

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No. 6.

that the General Legislative Assembly has decreed, and we have approved, the following law :

Article 1. Brazilian vessels wherever found, and foreign vessels found in the ports, bays, anchorages, or territorial waters of Brazil, having slaves on board, whose importation is prohibited by the law of the 7th of November 1831, or which may have landed them, shall be seized by the authorities, or by Brazilian ships of war, and considered importers of slaves. Those which have not slaves on board, nor shall have recently landed them, shall, if appearances are found of having been employed in slave trade, also be seized, and considered as attempting to import slaves.

Art. 2. The imperial government will draw up regulations specifying the appearances which shall constitute legal presumption of vessels being destined for the slave trade.

Art. 3. The principals in the crime of importing or of attempting to import slaves, are : the owner, the captain or master, the mate, the boatswain, and the supercargo. The accomplices are the crew, and those who assist in the landing of slaves on Brazilian territory, or who assist in concealing them from the knowledge of the public authorities, or in preventing their seizure at sea, or in the act of landing, if pursued.

Art. 4. The importation of slaves into the territory of the empire is hereby considered piracy, and shall be punished by its tribunals with the pains and penalties declared in the 2d Article of the law of 7th November 1831. The attempting and abetting shall be punished according to the rules of the Articles 34 and 35 of the Criminal Code.

Art. 5. The vessels treated of in Articles 1 and 2, and all boats employed in landing, hiding, or the fraudulent removal of slaves, shall be sold, with all the cargo found on board ; and the proceeds shall belong to the captors, deducting one-fourth part for the informer, if any. And the Government, the prize being adjudged good, shall grant to the crew of the vessel making the capture, the sum of 40 milreis for each African seized, which shall be distributed in conformity with the laws in that respect.

Art. 6. All the slaves seized shall be re-exported at the cost of the State to the ports from whence they came, or to any other point out of the empire which the Government may think proper ; and until this re-exportation shall take place, they shall be employed on work under the guardianship of the Government ; in no case are their services to be conceded to private persons.

Art. 7. Passports shall not be given to merchant-ships for the coast of Africa, until their owners, captains, or masters, have signed a declaration that they will not receive any slave on board of their vessels ; the owner giving bond in a sum of money equal to the value of the ship and cargo ; which bond shall not be cancelled unless they prove within 18 months that they have strictly fulfilled the conditions of their declaration.

Art. 8. All seizures of vessels treated of in Articles 1 and 2, as well as the freedom of the slaves captured on the high seas, or on the coast, before landing, or in the act of landing, or immediately after landing, in barracoons and depôts on the coasts, or in ports, shall be tried, and judged in the first instance by the maritime court, and in the second instance by the Council of State. The Government will fix by regulation the form of process in the first and second instance, and may create maritime judges in such ports as may be required ; the judges of right of the respective districts serving as maritime judges, when appointed for that purpose.

9. The maritime judges shall be equally competent to try and sentence the accused mentioned in the 3d Article. From their decisions there shall be the same right of recourse and appeal to the superior courts, as in the case of responsible public functionaries. The persons named in the 3d Article of the Law of the 7th of November, and who are not included in the 3d Article of this Law, are to be tried and sentenced in the ordinary judicial tribunals.

10. All provisions to the contrary are hereby revoked.

We command, therefore, all the authorities to whom a knowledge and the execution of the said law belongs to execute the same, and to cause it to be executed, and thoroughly to observe that which is contained in it. Let the Department of Justice cause this to be printed, published, and distributed.

Given at the palace of Rio de Janeiro, this 4th of September 1850, 29th of the Independence and of the Empire.

(Sign manual of His Imperial Majesty.)

(signed) *Euzebio de Queiroz Coutinho Mattozo Camara,*
Minister of Justice.

SLAVE TRADE REGULATIONS.

DECREE No. 708, of the 14th October 1850,

Appendix (A.)

BRAZIL.

No. 6.

Regulates the Execution of the Law which establishes Measures for the Repression of the Traffic in Africans in this Empire.

IN exercising the attribute conferred upon me by the 102nd Article, 12th paragraph of the Constitution of the Empire, it is my pleasure to decree as follows:

CHAPTER I.—Of Captures made on account of the Traffic, and Form of Process in the First Instance.

Article 1. The authorities and Brazilian vessels of war are to seize Brazilian vessels wherever they may meet with them, and foreign vessels in the ports, bays, anchorages, or territorial waters of Brazil:

1st. When they have slaves on board, whose importation is prohibited by the law of 7th November 1831:

2d. When it is known that they have landed any on the territory of the empire:

3d. When those appearances pointed out in the 3d chapter of this Regulation are clearly developed.

Art. 2. If any vessel should be captured in the open sea, in virtue of the provisions contained in the preceding Article, the captor, after taking an inventory of all the papers, particularly those mentioned in the 4th Article, sealing them, and having them countersigned by the captain of the captured vessel; and after having the hatches and other places containing goods closed and fastened, shall immediately after his arrival in port apprise the maritime judge, in writing, of the motive of such capture; of the day and hour on which it was effected; in what latitude and longitude; what flag the vessel showed; whether she tried to avoid being visited, or if she defended herself by force; which of the papers of those mentioned in the 4th Article were presented to him; what explanations were given in regard to such as might be wanting; and all other circumstances attending the capture and voyage.

Art. 3. Upon the arrival of any captured vessel information of the same is instantly to be forwarded by the visiting officer, and by telegraph where such may exist, to the maritime judge, who shall go at once on board.

The visiting officer shall also give similar information, when any vessel shall have been detained on arriving or sailing on suspicion of being intended to traffic in slaves, or of having been engaged in that traffic.

Art. 4. Besides the declaration mentioned in the 2d Article, the maritime judge, on his arrival on board, shall call for the papers and books specified in the first six paragraphs of the 466th Article, and in the Articles 501 to 504 of the Commercial Code, which are hereinafter transcribed. He shall next proceed to search the vessel and cargo, collecting the papers on board which may not have been delivered to him, taking at once an inventory of the same, or keeping them waxed and sealed that an inventory of them may afterwards be made, putting such questions as he may think proper, and causing a minute of the whole to be prepared, with all the formalities and precautions prescribed by the Royal Order (*Alvará de regimento*) of 7th December 1796, Articles 20, 21, and 22, which are hereinafter transcribed.

The minute shall explicitly declare whether any of the papers which, according to the before-mentioned Articles of the Commercial Code, ought to exist on board, have been withheld; if there be duplicates of any of them on board; and what reasons were alleged by the persons interested, in explanation of the want of any of them, or of there being duplicates.

Art. 5. If any of the appearances described in the 3d chapter of this Regulation should exist on board, the minute shall make especial mention of each one, as also of the explanations given by the parties interested relative to the same, and to the facts which occasioned the capture. The questions and answers relative to the capture must be put and given in such a manner that one party shall not hear what the other has replied; and if, in consideration of circumstances, it should appear necessary to prevent communication between the officers, crew, and other persons belonging to the captured vessel, the maritime judge shall give orders accordingly.

Art. 6. If the vessel should be captured with slaves on board, whose importation is prohibited by the law of 7th November 1831, the maritime judge, after having ascertained their number, and found that it coincides with the declaration of the captor, shall cause a list of them to be made out, with numbers accompanied by the names of each, if they have any, and with all the marks by which they can be distinguished, causing them to be examined by competent persons, in order to ascertain if they are of the prohibited class. At the conclusion of these proceedings, of which a special minute shall be drawn up, he shall cause them to be placed in deposit, with such security and precaution as the case shall require, and upon his own responsibility.

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No. 5.

If the Africans should not have been baptized, or if any doubt should exist on that head, the maritime judge shall take measures that they be baptized without delay.

Art. 7. If no slaves of that description shall be found on board, but nevertheless if traces of their having been on board be discovered, it must be expressly stated in the minute, and the judge shall cause the existence of such traces to be attested by three credible witnesses, and especially by naval officers and seamen.

Art. 8. When the minute is concluded and signed, the judge shall cause public notice to be put up, and advertisements to be printed and circulated, during a term of from 30 days to six months, when national vessels are concerned, coming from national ports, and during 12 months if a foreign vessel, or coming from a foreign port, giving notice to the parties concerned in the vessel or cargo, that they may appear and defend their rights. In the meantime he shall proceed with the trial, and also with the appeal.

Sect. 1. When the captain is present, he shall be summoned to appear on the trial on behalf of the parties interested. In the absence of these parties, of the captain, of the counsel, and of any persons acting for them, the judge shall appoint a curator to defend their interests.

Sect. 2. The parties interested, who shall appear in virtue of the public notice, are to take the suit at the stage in which they find it. If the pleadings and papers shall already have been closed, the maritime judge shall reopen the process; and assign a term of not more than eight days to argue and produce documents; the same time shall be granted to the captors should they demand it. If the sentence shall have been already published, the parties cannot plead or petition further, unless to the Superior Court.

Sect. 3. This favour cannot be claimed by those ponsuited by default, if they were on the spot at the time of the capture or of the trial.

Art. 9. On the following day, if not practicable on the same day of the search on board, the judge, in the presence of those parties concerned who may appear, and particularly of the captain and officers of the captured vessel, who may have been detained, and of the capturing vessel, if they choose to appear (a summons to that effect to be sent to the commander, or to his representative), after having examined the seals, and opened and made inventory of the papers, if not previously done on board, shall minutely interrogate the captain and officers of the captured vessel as to the fact or facts which occasioned the seizure, and upon the principal circumstances stated in the minute; and after examining witnesses, and hearing the evidence of such persons as he shall think fit, for eliciting the truth, or who may be pointed out to him by the parties concerned, he shall draw up a summary process of the whole within a short period, which shall never exceed eight days, without justifiable cause, to be specified.

Art. 10. This summary process being complete, if the parties concerned shall apply by a protest to see and examine it, they shall be allowed three days to do so within the public or record office, and to state their opinions thereon or objections thereto; the first three days being for the captors, three more days for the protector of the Africans, if any shall have been seized, and the last three days for those captured; at the expiration of which term, and within the next 24 hours, the writings shall be completed and sent to the maritime judge, who, within eight days, shall deliver judgment relative to the liberty of the captured slaves, if there be any, declaring immediately whether the capture of the vessel and her cargo be legal or illegal, and appealing *ex officio* to the Council of State. This appeal shall produce a suspensive effect; but when any Africans shall be declared free, they shall immediately be placed at the disposal of Government with the certificates of freedom, which shall not be delivered to them until the appeal be decided.

Art. 11. If the visiting officer, the captain of the port, or any authority, should seize a vessel in virtue of the provisions of the first Article, the proceedings are to be the same as those prescribed for captures on the high seas. The captor shall address the declaration of his motives to the maritime judge, and shall appear in the suit either personally or by deputy; the proceeds of the sale, as ordained by the 5th Article of the law, No. 581, of the 4th September 1850, belong to him as captor, less one-fourth part for the informer, if there be any.

Art. 12. If there should be any seizure of slaves, whose importation is prohibited by the law of 7th November, 1831, not being in the vessel which brought them, but still on the coast before landing, or in the act of landing, or immediately afterwards, in barracoons or depôts situated upon the coasts or in the ports, they shall be conducted to the maritime judge, who shall proceed in regard to them in the same manner as is prescribed for seizures made on board ship; but after the examination of them by competent persons, he shall assign eight days to the parties concerned for pleading and proving what they may think fit. An equal term is to be granted to the captors, should they require it, and to the curator of the Africans, although he may not apply for it.

Beyond the eight days assigned, the judge will cause advertisements to be posted up and published through the press, with the same object and for the same terms as established by the 8th Article, for proceedings in cases of seizure of national vessels.

Art. 13. Within 24 hours after the expiration of the eight days allowed to all the parties concerned, the process is to be brought before the maritime judge, who is to deliver his judgment within three days, appealing *ex officio* to the Council of State.

Art. 14. If with the slaves, whose importation is prohibited by the law of 7th November, 1831, any boats should be seized as accessory to and employed in landing, concealing, or removing them, the sentence which gives freedom to the slaves shall also condemn the vessels, and their cargoes, for the benefit of the captors, less one-fourth part to the informer, if any.

Art. 15. Besides the chief maritime judge in the capital, there shall be judges at Belem do Para, St. Louis do Maranham, Recife, Bahia, and Porto Alegre. This office shall be exercised by the judge of right who may be appointed by Government, and in the absence of such appointment, by the judge of right who may be chief of police. If the chief of police should be judge of the supreme court, the judge of right of the first criminal court shall act.

The judges are not to receive for this service anything more than their usual emoluments. In their absence, or inability to act, their places shall be supplied by the municipal judge who may be named by Government, or by the Presidents, and in default of such nomination the judge of the first criminal court shall act.

Should circumstances render it expedient, new courts may be created in other ports of the empire.

Art. 16. When the commander of a prize shall not be able to conduct her directly to a port where there is a maritime judge, he shall make a declaration, in writing, of the causes which prevented his so doing. If there should be occasion to apply for assistance, he shall address himself to the chief of police, the judge of right, municipal judge, delegate or sub-delegate, of the place, preferring them according to the order in which they are here enumerated.

Nothing can be landed from the prize without a written declaration, signed by the officers of the capturing and of the captured vessel, who may be on board, and without previous communication with the authority above referred to.

Art. 17. If it should be necessary to land slaves, whose importation is prohibited by the law of 7th November, 1831, the authority mentioned in the preceding article shall proceed in regard to them according to the provisions of the 6th article, although they may have to return on board.

If any valuable articles should be landed, the said authority is to cause them to be judicially deposited; and should they be of such a nature as to render it inexpedient to keep them, he shall cause them to be sold at public auction, on demand of the persons interested, and the proceeds shall be deposited in the public coffers. The sale shall be preceded by valuation of the goods by competent persons, and by advertisements for as many days as the nature of the articles and circumstances shall render advisable.

Art. 18. If any vessel should be seized in a port where there is no maritime judge, all the duties incumbent on him shall be performed by the authority named in the 16th article. The same rule is to be followed, if slaves, whose importation is prohibited by the law of 7th November 1831, be seized on the coasts or harbours where there is no judge.

Art. 19. The said authority shall transmit to the nearest maritime judge, or to that of the port whither it may be judged expedient to convey the captured vessel, an account of all proceedings, declarations, judicial inquiries, and interrogatories, and of the vessels, slaves, or any other articles seized.

Art. 20. The maritime judge, immediately on receipt of the process, is to follow up the proceedings, and in the forms necessary to pronounce his sentence. When he shall consider it expedient to transfer those proceedings to any other authority, he may do so by official notes or judicial intimations.

Art. 21. Within eight days after the judgment is given by the maritime judge, and the appeal *ex officio* is entered, in conformity with the 10th article, the clerk of the court, retaining in his office a copy of the process, is to deliver the original at the office of the Secretary of State for the Affairs of Justice, and in the provinces at the public offices of the respective presidents. If the accumulation of suits or other difficulties should delay the prompt completion of the official copies, the maritime judge may grant him an additional eight days, but no more.

The receipt passed for the original process is to be attached by the clerk of the court to the copy remaining in his office.

Art. 22. There is to be a special clerk appointed for these purposes, to be chosen from among those who are serving in other courts or tribunals. During such times as he may be unable to attend, or until one is appointed by Government, the person shall act who may be selected by the maritime judge.

Appendix (A.)

BRAZIL.

No. 6.

CHAPTER II.—Of the Proceedings against and Trial of the Accused in the First Instance.

Art. 23. When slaves are seized, whose importation is prohibited by the law of 7th November 1831, and the capture is effected on the high seas, or on the coast previous to landing, or during landing, or immediately afterwards in barracoons or depôts situated on the coasts or in the ports, the maritime judges shall call upon the captors for a declaration or circumstantial report of the capture, and of the spot where it took place, and shall proceed immediately to an examination by sworn competent persons, in order to ascertain whether the slaves have been unlawfully imported or not.

Sect. 1. If a vessel or boats employed in the traffic in slaves, should be captured without having slaves on board, whose importation is prohibited by the law of 7th November 1831, but containing traces of having recently landed them, or appearances indicating their being employed in that traffic, the maritime judge shall proceed with competent persons to the examination of those traces and appearances.

Sect. 2. If the proceedings in the suit with reference to the prize of which this article treats should have already been completed, it will be sufficient to annex a copy of them to the process against the accused.

Art. 24. The direct act of judicial inquiry being thus prepared, the judge shall proceed to examine witnesses, to make interrogatories, to gain information, and to take such other measures as he may judge proper for the discovery of the accused, or that may be called for by the captors or by the public accuser.

Art. 25. Upon the conclusion of these proceedings, which are not to exceed the term of eight days, unless retarded by very weighty reasons, of which mention is to be made by the judge in the process, he shall pronounce an acquittal or find a true bill against the accused who may have been discovered, and who are comprised in any one of the predicaments of the 3rd Article of the Law, No. 581, of 4th September 1850.

In regard to the accused who may have been discovered, but who are not comprised in the said article, he shall send all the evidences and proofs existing against them, in order that they may be tried in the court of ordinary jurisdiction.

Art. 26. The judge is to appeal *ex officio* to the Supreme Court from the sentence of acquittal.

Art. 27. From a sentence, finding a true bill, or removing the accused to the court of ordinary jurisdiction, there shall be an appeal if petitioned for by the parties or by the public prosecutor, to whom such sentences are always to be made known.

Art. 28. The appeal does not produce a suspensive effect; and although it should be from the finding of a true bill, the maritime judge shall continue the process in due form until final judgment, including that of the appeal.

Art. 29. When a true bill is found against the accused, the maritime judge shall direct the process to be submitted to the public prosecutor, to prepare the libel or charges to be brought forward on the first court day; and should there be an accusing party, he may be allowed to support or declare the charges, provided this be done on the second court day.

Although there may not be two weekly court days, the judge will hold them when there are processes of this nature before him, advertising in the public journals the days and hours of holding them.

Art. 30. After the charges are brought forward, the proceedings are to be followed up until final judgment in the terms established in the Decree, No. 707, of the 9th October 1850, Articles 8, 9, 10, 11, 12, and 26.

Art. 31. In the appeals interposed in trials of this nature by the public prosecutor, the judge is to prescribe a term, never exceeding 30 days, for the clerk of court to present the process at the post-office or at the Supreme Court, if in a city where such court exists.

CHAPTER III.—Of the Appearances which constitute Legal Presumption of the Destination of Vessels for the Traffic.

Art. 32. The appearances constituting legal presumption that a vessel is employed in the traffic of slaves, are the following:

1st. Hatches with open gratings, instead of the close hatches which are usual in merchant vessels.

2nd. Divisions or bulk-heads in the hold, or upon deck, in greater number than is necessary in vessels employed in lawful trade.

3rd. Spare plank fitted for being laid down as a second deck.

4th. A greater quantity of water in casks, tanks, or in any other receptacle, than is necessary for the consumption of the crew, passengers, and cattle, in relation to the voyage.

5th. A greater quantity of fetters, chains, or handcuffs than what are necessary for the maintenance of order on board the vessel.

6th. A greater quantity of trays, wooden bowls, or mess-tubs, than what are necessary for the crew.

7th. A boiler of extraordinary size, or a number of boilers, greater than is necessary on board of legal traders.

8th. An extraordinary quantity of rice, mandioca flour, Indian corn, kidney beans, or animal food, obviously exceeding the wants of the crew and passengers, not being declared in the manifest as part of the commercial cargo.

9th. A greater quantity of mats or matting than is necessary for the persons on board.

Art. 33. Legal presumption of the employment of a vessel in the traffic, is constituted by—

1st. The existence of receptacles for liquids, besides those filled with water, which have not been specially dispatched under bond for their lawful employment or when it shall be shown that these receptacles have not been used for the purpose indicated at the time they were dispatched.

2nd. The duplicate of the vessel's log-book.

3rd. The want of the papers mentioned in the first six paragraphs of the 466th Article, and in the 501st to the 504th Articles of the Commercial Code, after it shall be put into execution.

4th. The substitution of the real captain by a flag or nominal captain.

5th. The flight of the crew, or the abandonment of the vessel in the presence of a ship of war in time of peace, or in the presence of an authority going on board, or the setting fire to, or voluntary damage done to the vessel by the crew.

Art. 34. The existence of these indications establishes the good faith of the captor, and until irrefragable proofs be produced to the contrary, justifies the capture.

Art. 35. Should any vessel be destined to convey colonists, or be going upon any other legal trade, which imperiously demands the existence on board of any one of the appearances mentioned in the 32nd Article, that necessity must previously be proved before the maritime judge, with a specification of the appearances for which permission is requested.

Art. 36. The judge is never to admit proofs of this necessity unless the first petition declares who is proprietor of the vessel, the name of the charterer and of the captain; nor unless the two first be respectable and reputable persons, not suspected of being concerned in the traffic: concerning which he shall make inquiry of well-known and credible witnesses, in addition to his own personal inquiries.

Art. 37. Before deciding as to the necessity of granting the permission asked for, the judge shall cause advertisements to be printed and published, declaring the names of the vessel, of the owner, and of the charterer, and stating the matters for which permission is asked; declaring that this public intimation is given in order that those who have reasons to suppose that the vessel is destined for the traffic in slaves, may oppose its being granted.

Art. 38. Those maritime judges only who are created by the 15th Article of this regulation, and not those who may be subsequently established, are competent to decide upon the alleged proofs of necessity; these proofs are to be returned to the applicants in original, and copies thereof are to remain in the office.

Art. 39. The adjudication upon the applications to be made public through the press, and this publication, as well as the preceding, of which mention is made in the 37th Article, shall be annexed to the original and to the copy remaining in the office.

Art. 40. With an authentic certificate of the decision, the applicant shall, when the application has been made in the Supreme Court of the capital, petition the Secretary of State for the affairs of Justice, asking for the permission referred to in the 35th Article; but if elsewhere, he must petition the president of the province in which the application has been decided on.

Art. 41. The licences are to contain the name of the vessel, of her owner and of the charterer; a declaration of her intended voyage, and for what purpose; and of the appearances mentioned in the 32nd Article, which are permitted; the term of duration of the licence (never for more than two years), with the express condition that it is to be considered *ipso facto* without effect, if the name of the vessel, owner, or charterer, be changed. In either of these cases the renewal of the licence is to be preceded by fresh proofs of necessity before the maritime judge.

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No. 6.

Euzebio de Queiroz Coitinho Mattoso Camara, my Councillor, Minister, and Secretary of State for the affairs of Justice, is so to understand and cause it to be executed.

Palace of Rio de Janeiro, 14th October 1850, and 29th year of the Independence and of the Empire.

(Signed by His Majesty the Emperor.)

(signed) *Euzebio de Queiroz Coitinho Mattoso Camara.* }

ARTICLES of the COMMERCIAL CODE to which the 4th Article of this Regulation refers.

ART. 466. Every Brazilian vessel on a voyage is obliged to have on board :

1st. Her register (Art. 460.)

2d. The vessel's passport.

3d. The muster-roll, or register of crew.

4th. The pass or manifest from the custom-house of the Brazilian port from whence she sailed, made out according to the laws, regulations, and fiscal instructions.

5th. Her charter-party, in such cases as admit of one, and the bills of lading for the cargo on board, if she has any.

6th. The receipts for the port-charges incurred in the ports from whence she sailed, comprising pilotage, anchorage, and other dues or imposts upon navigation.

Art. 501. The captain is obliged to make regular entries of everything appertaining to the management and navigation of his vessel, having for that purpose three distinct books, bound and marked with the initials of the authority in charge of the registry of vessels; under penalty of being responsible for any losses or damages that may result from his neglect to make regular entries of everything.

Art. 502. In the first, which is to be called the "Cargo Book," he is daily to enter the receipt and delivery of cargo, with specific declaration of the marks and numbers of packages, the names of shippers and consignees, the ports of loading and unloading, the freights agreed upon, and any other circumstances that may be likely to serve for future elucidations. In the same book he is to enter the names of passengers, stating the place to which they are bound, the price and conditions of the passage, and a list of their baggage.

Art. 503. The second book is to be for the "Receipts and Expenses of the Vessel," and in it, under proper heads, entries are to be made in the form of accounts current, of whatever sums the captain shall receive and expend on account of the vessel, opening an account for each individual comprising the crew, stating their wages and any obligations by which they are bound, and the monies paid them on account of their wages.

Art. 504. In the third book, which is to be denominated "Journal of the Navigation" (log-book), a daily entry shall be made whilst the vessel is lying in any port, of what is done on board, and of any works or repairs done to the vessel. In the same book entries are also to be made of the vessel's course during the voyage, with daily notes of the observations that the captain and master are obliged to make, of all occurrences relative to the navigation, of any extraordinary events which may take place on board, and particularly of storms, damages, or losses that the vessel or cargo may suffer, of all resolutions taken in concert with the officers of the vessel, and of the protests in reference thereto.

Art. 505. All statements of evidence and protests made on board, tending to prove accidents, damages, or losses, must be authenticated on oath by the captain, in the first port he may arrive at, before the competent authority, who is to interrogate the said captain, his officers, his crew (Art. 545, No. 7), and his passengers, as to the truth of the facts and their attendant circumstances, having the log-book before him, if it has been saved.

ARTICLES of the ROYAL ORDINANCE of the 7th December 1796, referred to in the 4th Article of these Regulations.

ART. 20. After the said declaration is made, the said Governor or officers of justice shall immediately repair on board the captured vessel, whether she has anchored in any bay, or has entered the port; and shall draw up a report of the quantity and quality of the merchandise, and of the state in which they find the cabins, berths, hatches, and other parts of the vessel, which they shall cause to be closed, and sealed with the proper seal, and shall place guards to keep watch and to prevent removal of the effects.

Art. 21.

Art. 21. The report of the Governor or officers of justice shall be drawn up in the presence of the captain or master of the captured vessel, and in his absence, in that of her principal officers or sailors, together with the captain or other officer of the capturing vessel; and also in presence of any parties who may commence a suit against the said prize, should they come forward or be present; and the said Governor or officers of justice shall hear the commanders and principal officers of both vessels, and some of the sailors, if necessary.

Art. 22. If it should happen that any prize be brought in without prisoners, passport, bills of lading, or other papers, the officers, soldiers and sailors of the capturing vessel shall be separately examined in regard to the circumstances of said prize, and why the vessel came without prisoners; and she shall be examined by competent persons, in order to discover, if possible, from whom she was captured.

ARTICLES of the REGULATION, No. 707, of 9th October 1850, referred to in the 30th Article of these Regulations.

ART. 8. When the charges are produced, the clerk of court shall prepare a copy of the same, with addition of the documents and of the list of witnesses, if there be any, which is to be delivered to the accused, if in prison, at least three days before his trial, and if at liberty on bail, should he or his attorney appear to receive it; taking a receipt for the same, which is to be annexed to the process.

Art. 9. If the accused should wish to offer his answer in writing it shall be received; but he or his attorney can only have a perusal of the original process in the public office of the clerk of court, although he shall be furnished with the copies which he may require, without the necessity of applying for such by petition. At the conclusion of the charges with the documents in addition, and of the defence, lists of the witnesses to be brought forward by the parties shall be made out.

Art. 10. At the first sitting of the Court after the expiration of the time prescribed by the eighth article, the prosecutor, the accusing party, the accused, their attorneys and counsel being present, the judge, after causing the clerk of court to read the charges, the defence, and the other documents presented, shall proceed to the examination of the accused, and to take the depositions of the witnesses, to whom the prosecutor, as well as the parties, may also put such questions as they may think proper.

The interrogatory and depositions shall be written by the clerk of court, signed by the respondent, and countersigned by the judge.

Art. 11. Besides the witnesses named in the charge and defence, the parties have the right of bringing forward three more witnesses before the closing of the pleadings.

Art. 26. The Regulation, No. 120, of 31st January 1842, shall be observed in everything which is not altered by these Regulations.

DECREE, No. 731, of 14 November 1850,

Regulates the Execution of the Law, No. 531, establishing Measures for the Suppression of the African Slave Trade in this Empire.

I HAVE thought proper, in the exercise of the right granted to me by Article 102, sect. 12, of the Constitution, after hearing the Council of State, to decree as follows:—

Article 1. After publication of the sentences in which the maritime judge shall appeal, *ex officio*, in conformity with Articles 10 and 13 of the decree, No. 708, of the 14th October 1850, the clerk of court shall take a copy within the term stated in Article 24 of the said decree; and he shall, within the same term, deliver the original process into the office of the secretary of state for the affairs of justice; if in the provinces, into the office of the secretary of the presidency, that it may be delivered, through that office, into that of the affairs of justice. The receipt of the original process shall be attached to its respective copy.

Art. 2. When the documents are delivered in at the office of the secretary of justice, the proper minister shall appoint one of the members of the section of justice of the Council of State, as reporter, to whom they shall be handed over.

Art. 3. The reporter shall present the same at the first conference, and in that conference the section of justice of the Council of State shall consider whether any steps are necessary for discovery of the truth or regularity of process; and having taken those steps, if they be necessary, or without them, if unnecessary, he shall direct cognisance thereof to be given to the captors and to the captured parties, to the curator of Africans, and to any other parties who are to be heard. The papers shall be delivered to the chief clerk in the office of the secretary of justice, who shall cause the notice giving cognisance to the parties to be published in the official newspaper for three consecutive days.

Art. 4. The advocates of the Council of State, who are empowered to act by the captors and captured parties, and the curator of Africans, shall be allowed to see the documents, if
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Appendix (A.)

BRAZIL.

No. 6.

they require it, within eight days, reckoning from the first notice; and in this case the papers shall be delivered to them, they signing a receipt in the register. The papers shall be returned after five days from delivery, to the attorneys of the captors or captured parties, and shall be delivered to the reporter, with the statements and documents presented, if any, or without them, if there be none. The parties who do not appoint an advocate of the Council of State, may examine the documents in the office, where they shall present their arguments and documents, if they have any, within the term mentioned.

Art. 5. In the first conference following, the reporter shall present a written statement; and having read the papers which he may think necessary, or which the councillors require, he shall pronounce his opinion; and the discussion being completed, the voting shall be proceeded with, precedence being given to any judicial questions which may have been raised.

Art. 6. The reporter shall write the judgment in the form of a discussion and sentence, mentioning also the opinion of the minority, if any.

Art. 7. This adjudication shall be of no effect until after the determination of the executive power, who shall order it to be published, whereby it shall be understood that it is confirmed, and that the sentence is to be fully executed.

Art. 8. When the executive power is of opinion that the whole Council of State ought to be heard, before publishing the opinion of the section, he shall direct the council to be summoned, and the reporter shall make his statement and read all the documents in presence of the council; and having taken the votes, the secretary shall draw out the sentence in the established form, mentioning all the opinions; and those which shall be confirmed by the imperial determination shall have the effect of a decision.

Art. 9. The imperial determination taken upon the opinion of the section, or upon the deliberation of the Council of State, cannot be stayed unless in the following cases:—

1. When the adjudication appears obscure or equivocal.

2. When the cause shall have been determined in the absence of the owners of the ship or cargo, and they present themselves within the term stated in the advertisements, by article 8 of the decree, No. 708, of the 14th October 1850, as in this case only are they allowed this relief. But this favour cannot be claimed by persons who suffered judgment to go by default, if they were present in the place at the time of the capture, or of the trial in the first or second instance.

In cases of arrest of judgment, the same process is to be followed as in the appeals treated of in the preceding articles.

Art. 10. Appeals entered by the maritime judge in the terms of Art. 26, of the Decree, No. 708, and those entered by the parties in the case of a true bill found, shall be tried by the form of Articles 32 and 33, of the Regulation of Tribunals, of the 3d January 1833.

Appeals shall be tried in the form of Articles 28, 29, and 30 of the aforesaid regulation.

Eusebio de Queiroz Coutinho Mattoso Camara, of my Council, Minister and Secretary of State of the Affairs of Justice, is to understand so, and to cause it to be carried into effect.

Palace of Rio de Janeiro, 14th November 1850, twenty-ninth of Independence and of Empire.

(With the signature of his Majesty the Emperor.)

(signed) *Eusebio de Queiroz Coutinho Mattoso Camara.*

No. 7.

No. 7.

DECREE of the REGENCY for carrying into effect the LAW Prohibiting the Importation of Slaves into *Brazil*.—Rio de Janeiro, 12 April 1852.

DECREE.

(Translation.)

THE REGENCY, in the name of the Emperor Dom Pedro II., in conformity with Article 102, paragraph 12, of the Constitution, and in order to regulate the execution of the law of the 7th November last, decrees that:

1st. Every vessel shall be visited by the police immediately on her arrival and immediately preceding her departure, the visiting officer shall write on her passport the word "Visited," with the date and his signature, without which formality no vessel shall be despatched.

2d. In

2d. In the ports where there is no visiting police, a justice of the peace, or his delegate, shall visit the vessel in the Custom-house boat, or, there not being one, in any other boat; where there is more than one justice of the peace, the Governor shall appoint the one to be charged with this duty.

3d. The visiting officer shall inform himself, from the ship's papers (which he must demand) from what port the vessel comes; for what purpose; her cargo and destination; who is the owner or master; and the number of days on the voyage. He shall also examine her water-casks, and any property of the vessel likely to fit her for carrying slaves: all which circumstances must be mentioned in the minute of visit, signed by the judge or delegate, his clerk, and two witnesses, if at hand.

4th. If during the visit any blacks are found, the officers shall proceed, in conformity with Article 2 of the above-mentioned law; declaring, in the passport, the names, birth-places, description of person, and any particular mark of each, by which they may be known at the visit preceding their departure.

5th. In case of there being found or taken any blacks coming under the provisions of the law, whether slaves or free, they shall immediately be placed in deposit, and the importers be obliged to deposit the sum that may be judged necessary for their re-exportation; and, on their refusal, an embargo shall be laid upon their property; and further, they shall be imprisoned as *in flagrante delicto*, and shall be proceeded against, awaiting the decision of the justice of peace, or superintendent of police, and then sent to the competent criminal judge, or, where there is more than one, to the *Ouvidor da Comarca*, who, when the process is finished, shall inform the Government, in order that proper steps may be taken for their re-exportation.

6th. If the visiting officer should find any indication of the vessel having carried blacks, he shall make the necessary inquiries to inform himself of the fact, and shall proceed according to the above-mentioned law.

7th. During the visit the officer must observe the number and condition of the crew, or passengers, and shall remark the number, if any, that are not civilised, or the number exceeding what is necessary for the management of the vessel; the free men shall not be allowed to disembark, and the slaves shall be placed in deposit, and further proceeded with according to law.

8th. The consignees and owners of vessels shall not be allowed to prove the death of any black, except by the inspection of the dead body by the authority who may have taken down the description of his person, or by comparing the report which was taken on the vessel's arrival.

9th. If the superintendents of police, or any justice of the peace, or criminal judge, should receive information of any person buying or selling any new negro, shall order the black to their presence, and examine if he understands the Brazilian language; if he was in Brazil previously to the cessation of the slave trade; and informing himself, by means of an interpreter, when the said black arrived from Africa; in what vessel; where he disembarked; through what places he has passed; and through how many persons' hands he has gone, &c. Should it appear that he arrived after the cessation of the slave trade, he shall have him placed in deposit, and proceed according to the law; and in all cases the parties interested shall be instantly heard, avoiding all superfluous delays.

10th. Should any black, at any time, represent to the justice of the peace that he came to Brazil after the cessation of the slave trade, the judge shall interrogate upon every circumstance that may elicit the truth, and officially proceed by every means to assure himself of it, obliging the owner of the black to explain all doubts that may arise on this head. Should there appear strong presumption that the black is free, the judge shall place him in deposit, and proceed according to the other provisions of the law.

11th. The authorities charged with the execution of the present decree shall inform the Provincial Government of everything that may happen with regard to it, and the latter shall inform the General or Supreme Government.

(signed) *Francisco de Lima e Silva.*
Joze da Costa Carvalho.
Joao Braulto Moniz.

Diogo Antonio Feijo.

Palace at Rio de Janeiro,
12th April 1832.

Appendix (A.)

No. 8.

BRAZIL.

No. 8.

Consul *Hesketh* to Viscount *Palmerston*.

My Lord,

Rio de Janeiro, 8 February 1851.

I HAVE the honour to report as follows on the African slave trade in the district of this Consulate during the year 1850.

From the Custom House Returns in that period, it appears that departures to the coast of Africa were—

Under the Brazilian flag	-	-	-	-	-	-	-	-	-	1
„ Portuguese „	-	-	-	-	-	-	-	-	-	11
„ French „	-	-	-	-	-	-	-	-	-	3
„ Sardinian „	-	-	-	-	-	-	-	-	-	7
„ America „	-	-	-	-	-	-	-	-	-	1
										<hr/>
										TOTAL - - - - 23
										<hr/>

Their cargoes mainly consisted of different articles of provisions, and of Brazilian rum, and of trifling portions of European merchandise; articles known as slave equipment, on board some of these vessels, having been embarked under false denominations, with the facility and security so long established and so frequently alluded to.

As heretofore, many vessels have also left this harbour in ballast, proceeding to different outports, from whence they sailed for Africa, after being fully equipped for transporting a cargo of slaves; several others cleared for the River Plate with lawful cargoes, going thence in ballast to Paranaguá or to St. Catharine's, where their slave equipments were embarked, and they proceeded to Africa.

By the official return of arrivals from the coast of Africa during 1850, it would appear that they consisted of—

1 vessel under the Brazilian flag.

4 „ Portuguese „

5 „ Sardinian „

3 „ French „

2 „ American „

 15

However, the enclosed list gives the particulars of 25 vessels arriving from Africa during the last year, not at this harbour, where alone they could be legally admitted, but at various small outports, where no custom-houses exist, and where the local authorities connived at the landing of 18,372 slaves.

So far, therefore, the long-established and outrageous acts of slave-dealers along the neighbouring line of coast were in full play, protected and assisted by every one of the Brazilian authorities whose office made them aware of such illegal arrivals at their different stations, and, in fact, whose complicity in such wholesale slave trade was too notorious not to be well known also to the supreme authorities at this capital.

And yet these outrages continued without repression, or even notice, on the part of the Brazilian Government, precisely as in former years, until the close of the first six months of 1850, when a very different course was suddenly adopted by the executive, in consequence of the capture of several vessels employed in slave trade within the port of Paranaguá, by Her Majesty's steamer "Cormorant."

The facility with which, after the coercive occurrence at Paranaguá, the Brazilian Government passed through legislative chambers the recent stringent law against slave trade

trade, proves that the present administration did not meet any opposition to such a measure, and induces the conclusion that all the evils already felt and still to come from the hideous extent of slave importation during late years, under a system the most pernicious to Brazil, were not occasioned by the want of power on the part of the executive to suppress that lawless importation, but by a reluctance to do so; and it still remains to be seen whether this reluctance may not continue, and require active watching to prevent the late Anti-Slave Trade Law from falling into the same disgraceful disuse as that of 1831.

From the Enclosure, No. 1, it will be seen, that up to 30th June 1850, from 14 vessels 8,012 slaves were landed. Six of these vessels no doubt returned to Africa for fresh victims; of the remaining eight, with the exception of one sold by the slave importers, all were either seized or destroyed.

On the other hand, during the last six months, of the 11 vessels from which 5,360 slaves were landed, none returned to Africa, four having been seized and seven destroyed. So that, in the course of 1850, and especially during the last six months, the importation of slaves was checked to a considerable extent, as will be more clearly shown by the following comparative statement of slave importations during the last four years:

	Slaves.
Average number landed during 1847, 1848 and 1849 - - - - -	40,660 annually.
Total landed in 1850 - - - - -	13,372

Had not the reluctance above alluded to impeded the honest execution of the late law, the axe would have been put direct to the root of this evil, by seizing the 5,000 and odd slaves landed after the 1st of August; a point which the executive could have easily achieved, by punishing the local authorities and the well-known owners of the slaves, for which the Government was fully authorised by the then still existing old laws and police regulations.

There is, however, great cause for satisfaction at the late measures against African slave trade, in consequence of the decided step within the harbour of Paranaguá.

The recent laws and regulations against slave importation are well adapted to accomplish their professed object, and those engaged in that illicit trade now feel the force of their opponents in this country.

The fitting out of slave vessels in this harbour is now attended with so much risk of seizure, that it is for the present suspended.

At this date there are three vessels notoriously destined to bring slaves over from Africa, but the owners dare not embark the equipments.

It is now seen that both sides of the press, one paid by the slave dealers, the other against them, are unanimous in lamenting the existence of slave trade, and in declaring it to be a great evil.

But notwithstanding this general condemnation of slave importation, and the recent stringent law, the Brazilian Government has not yet in any instance followed up the zeal of their cruisers by punishing the well-known slave merchants owning the vessels that have been seized after the slaves were landed, nor the local authorities implicated.

That part of the press which is in the pay of the slave dealers, and which is also unhappily in the interest of the actual Government, while admitting the obligations contracted with Great Britain for the extinction of African slave trade, inculcates that such obligations are fulfilled by promulgating the late law against the traffic, and that the continued watchfulness of British cruisers on this coast is not so much for its suppression as for other objects.

But this last struggle or attempt to enlist national sympathies on the side of designing slave-trading Portuguese capitalists, and render unpopular the acts of British cruisers on this service, will prove impotent with the anti-slave party, whose influence is still increasing, who from experience full well know how to mistrust the anti-slavery professions of every late administration, and who justly appreciate the assistance their cause has received from the co-operation of Her Majesty's ships, frankly and truly acknowledging that had it not been for the determination to seize slavers in Brazilian ports, the actual ministers would never have sanctioned the recent law against African slave trade.

During the course of last year a sound opinion as to the true interests of Brazil has gained ground, proved by the universal admission that the slave trade is a great evil.

But the law so recently promulgated, in accordance with that opinion, was wrung from the present administration, and requires to be upheld by the co-operation of Her Majesty's navy, otherwise the persevering and unprincipled machinations of the Portuguese slave-trading

Appendix (A.)

BRAZIL.

No. 8.

trading portion of the population, whose political allies still hold the reins of government, will impede the action of that valuable law.

The day is perhaps not far distant when Brazil may be freed from a strong and deep root of corruption by deporting those capitalists whose avidity for slave trade appears unconquerable, and who are not Brazilians.

Two of these notorious characters, one a brother of the well-known Manoel Pinto da Fonseca, the other an Italian, named Pareto, have been ordered to leave the country, but it does not appear that this order has been yet enforced.

The well-timed blow given last year to African slave trade at such an important and well-protected slave haunt as Paranaguá, has naturally greatly increased the price of a newly-imported slave.

At the commencement of 1850 an adult healthy and well-formed male slave was sold for cash at about 44 *l.*; the price advanced gradually, and at the close of the year for a similar slave above 100 *l.* was demanded, with cash payment; while for a lot, consisting of both sexes and different ages, the price was from 87 *l.* to 95 *l.* per head; and if not paid for in cash, which the slave importers were most desirous to obtain, the premium was from one to two per cent. per month.

Even at these high prices planters have purchased, also slave dealers, for the purpose of reselling the slaves in the interior, a portion being also bought for household and handicraft occupations.

These high prices must, however, greatly curtail the number of purchasers.

Of the 18 captures made on this coast by the British cruisers during the last year, only one had Africans on board.

In consequence of orders from the Imperial Government, Brazilian cruisers have seized three vessels in the act of landing slaves, and one at sea with a cargo of Africans; and it is stated that about 1,200 slaves have been so captured, besides four empty slave vessels, all within the last four months, and at the different outports between Macahé and Paranaguá.

That number of slaves is therefore deducted from those landed and kept by the importers.

The master of the French barque "Tourville" is under process at law for slave trading, four newly-imported Africans having been detected on board on her arrival from Africa by the guarda mor of this custom-house, Senhor Leopoldo da Camera Lima.

To the preceding report of the important changes which have taken place in the illicit importation of slave labour, I have to add the following return of free colonists landed at Rio de Janeiro during the last two years:—

In 1849	-	-	-	-	-	-	-	-	-	3,990
In 1850	-	-	-	-	-	-	-	-	-	4,050
										<u>8,040</u>

The customary return of the value of exports, the produce of slave labour, during the year 1850, must form a supplement to this report by next mail, as it is not possible to collect in time for the present conveyance the information requisite to make up that return, and I have the instruction of Her Majesty's Minister at this Court to transmit this report without delay.

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

P. S.—February 9, 1851.—I beg leave to add that the Italian, Pareto, above alluded to, was forced yesterday by the police to take his passage on board the steam-packet "Esk," departing to-day for the River Plate.

Enclosure in No. 8.

PARTICULARS of the Landing of SLAVES from the Coast of Africa at the different Outports to the Northward and Southward of Rio de Janeiro, during the Year 1850.

Rig.	Name of Vessel.	From Whence.	Date.	Place of Landing.	Number of Slaves Landed.	Destination or Fate of Vessels after Landing.	Names of Owners.
Brig	Sereia	Ambriz	January	Perreque, near Santos	740	Burnt	Thomas de Costa Ramos.
Schooner	Astro	River Congo	January	ditto	623	Captured	Manoel Pinto da Fonseca.
Ship	Resoluçam	Gallinas	February	Sombrio	600	Sailed for Paranaguá	ditto.
Ditto	Huñibal	Quillimane	February	ditto	700	Sold	ditto.
Brig	Lionhida	Cabenda	March	Mangaratiba	560	Captured	Carvalho Rocha.
Patacho	Mariona	Benguela	March	Macahé	628	Remained there	Antonia Souza Netto.
Barque	Revona	Quillimane	March	Sombrio and Guarapari	400	Sailed for Paranaguá	Manoel Pinto da Fonseca.
Ditto	Flor do Douro	Ibo	March	Marica Islands	499	ditto	Manoel Jose d'Ararajo Costa.
Schooner	Condor	River Congo	April	Dois Rios	550	Captured	Manoel Pinto da Fonseca.
Ditto	Tres Amigos	Benguela	April	Macahé	612	Remained there	Amaral and Bastos.
Ditto	Rival	River Congo	May	Rio das Ostras	620	Entered Rio de Janeiro	Manoel Pinto da Fonseca.
Ditto	Velha do Dio	ditto	June	ditto	480	ditto	Josquin Pinto da Fonseca.
Ditto	Esmeralda	Cabenda	June	Mangaratiba	500	Captured	Reveiroza.
Ditto	Rival	Benguela	June	Macahé	500	Burnt	Amaral and Bastos.
Schooner	Norma	Ambriz	July	Rio das Ostras	300	Seized by Brazilian Government	Pareto.
Brig	Sagaz	Cabenda	August	Cape Frio	700	Burnt	Manoel Pinto da Fonseca.
Ditto	Catao	Ambriz	August	Campos	800	Seized by Brazilian Government	Thomas da Costa Ramos.
Barque	Santa Cruz	Quillimane	September	Sombrio	700	Destroyed	Francisco da Costa Ramos.
Ditto	Astrea	Ambriz	September	Campos	750	Captured	Manoel Pinto da Fonseca.
Brig	Tres Amigos	Benguela	September	Macahé	750	Seized by Brazilian Government	Amaral and Bastos.
Patacho	Sardinian flag, name unknown	Cabenda	October	Campos	400	Burnt	ditto.
Schooner	Astro	ditto	October	ditto	660	Sunk	Manoel Pinto da Fonseca.
Ditto	Elenor	ditto	November	Mambucaba	400	ditto	Reveiroza.
Barque	Idelmunda	Ibo	November	Marambaia	600	Seized by Brazilian Government	Francisco da Costa Ramos.
Schooner	Ventura	Benguela	November	Mangaratiba	500	Sunk	Sampaio Guimaraes.

Number of Slaves landed first six months - - 8,012
 Ditto - - ditto - second six months - 5,360
 Ditto - - seized by Brazilian cruisers - 1,200

 13,372 Slaves.

(signed) Robert Hesteth, Consul.

Appendix (A.)

No. 9.

BRAZIL.

Acting Consul *Westwood* to Earl *Granville*.

No. 9.

My Lord,

Rio de Janeiro, 21 February 1852.

I HAVE the honour to make the following report on the state of the slave trade within the district of this consulate during the past year.

From the official returns, it appears that 10 vessels, under the Portuguese flag, sailed from this port for Africa, and that the arrivals from that coast were eight vessels under the Portuguese flag, one Brazilian, and one Sardinian.

It does not, however, appear that any of these vessels brought slaves; indeed, the stringent measures adopted by the Brazilian Government against slave traders throughout the past year rendered it too hazardous for these unprincipled smugglers to prepare their vessels or carry on their illegal proceedings in this port as in former years; and it is a source of great satisfaction, that even in most of the neighbouring outports and harbours (where slave-dealers have so long been unmolested) the authorities have put in force the laws of the country against slave trade; in fact, such a change has taken place in the conduct of the different Brazilian authorities, and such vigilance has been evinced both by the Brazilian cruisers and by the officials on shore, that, from the best information obtainable, I can confidently state that I do not believe the number of slaves safely landed and carried off by the slave traders amounted during the year 1851 to 2,000.

I enclose a return, showing the number of slaves landed during the respective quarters of last year, by which it appears that 1,394 human beings were reduced to bondage.

The Return, No. 2, shows the number of vessels seized or destroyed during the year, and their estimated values, and consequent loss to the slave dealers.

Among other measures adopted by the legislature during the last year against slave trade, the expulsion from the country of some of the noted slave traders was a most wholesome and beneficial example, and a step that deterred many, by the fear of personal punishment, from engaging in an illegal and gambling traffic, into which they would have willingly entered had the only risk been the loss of their capital.

The Enclosure, No. 3, is a statement of the quantity and value of the staple production of slave labour exported during the last year, by which your Lordship will observe that the growth of coffee continues to increase, the last year's crop having amounted to above 2,000,000 bags.

I have, &c.
(signed) *Jno. J. C. Westwood.*

Enclosure 1, in No. 9.

RETURN of SLAVES Landed between *Macahe* and *Santos* during the Year 1851.

For Quarters ending	Number of Slaves Landed.	Number of Slaves Seized on Shore.	Number of Slaves Carried off.
31 March - - -	110	110	—
30 June - - -	965	137	828
30 September - - -	1,077	511	566
31 December - - -	400	400	—
Number of Africans reduced to bondage - - -			1,394

(signed) *Jno. J. C. Westwood*, Acting Consul.

Enclosure 2, in No. 9.

BRAZIL.

No. 9.

RETURN of the Number and Value of SLAVERS Captured or Destroyed on the Coast of Brazil by the British and Brazilian Cruisers during the Year 1851.

NAMES.	Estimated Value in Brazilian Currency.		REMARKS.
	Rs.	\$	
Indigena - - - -	14,000	000	Taken with 66 Africans. -- Steamer, sunk by H.M.S. "Cormorant."
Felicidade - - - -	14,000	000	
Flor do Mar - - - -	15,000	000	
Piratinim - - - -	49,000	000	
Valaroza - - - -	37,000	000	
Sarah - - - -	20,000	000	Sunk.
Thereza - - - -	9,000	000	
Tentativa - - - -	41,000	000	
Amelia - - - -	12,000	000	
Sylphide - - - -	32,000	000	
Pilot Boat - - - -	8,000	000	
Sagaz - - - -	30,000	000	
Carne Secca - - - -	15,000	000	
Ioven Maria - - - -	10,000	000	
Three Launches - - - -	5,000	000	
Edelmunda - - - -	30,000	000	
Natividade - - - -	10,000	000	
Popa Redonda - - - -	18,000	000	
Penha - - - -	17,000	000	
Triumphante - - - -	8,000	000	
Relampago - - - -	250,000	000	Full cargo of Slaves.
Rs.	644,000	000	Or about 72,000 l.

(signed) Jno. J. C. Westwood, Acting Consul.

Enclosure 3, in No. 9.

STATEMENT of the Amount and Value of EXPORTS of the Staple Productions of Rio de Janeiro, the result of Slave Labour, during the Year 1851.

Description of Produce.	Quantity.	Sterling Value, including Shipping Charges and Duties.			TOTAL.	
		£.	s.	d.	£.	s. d.
Coffee - - - -	2,037,305 bags -	4,756,094	-	-	5,073,074 - -	
Sugar - - - -	12,832 cases -	234,980	-	-		
Rosewood - - - -	36,813 planks	82,000	-	-		
In addition to the above, other articles of produce, such as hides, horns, rice, tobacco, tapioca, rum, &c., were exported, the value of which may be estimated at - - - -					264,000	- -
TOTAL Value of Produce shipped in 1851 - - - £.					5,337,074	- -

(signed) Jno. J. C. Westwood, Acting Consul.

No. 10.

Appendix (A.)

BRAZIL.

No. 10.

Consul *Westwood* to Lord *John Russell*.

My Lord,

Rio de Janeiro, 24 February 1853.

IN my report, dated 21st February 1852, on the state of the slave trade within the district of this consulate for the year 1851, I had the satisfaction of making known, that owing to the very stringent measures adopted by the Brazilian Government, the landing of slaves in this neighbourhood had been almost entirely stopped; and it is now with great pleasure that I have to acquaint your Lordship that, in consequence of the continued energetic measures employed by the Government, and of the vigilance of the Imperial cruisers and authorities at the outports, the plans and schemes of the slave traders have been frustrated during the past year.

From the custom-house returns of arrivals and departures, it appears that the intercourse between this port and the coast of Africa consisted of the following vessels:

Arrivals:

Eight vessels under the Portuguese flag.

Departures:

Seven vessels under the Portuguese flag.

One vessel under the American flag.

But I am not aware that any of these vessels were employed in slave-trading transactions; and from the best information I can obtain, I believe that with the exception of the late landing at Braculry of 500 (about 40 of whom have up to this date been recaptured), the only slaves imported into this neighbourhood were between 200 and 300 to the northward, which will give a total of about 800 Africans introduced into this province direct from Africa during the year 1852.

This does not include the landing of a cargo that took place at Rio Grande do Sul.

I forward herewith a statement of the quantity and value of the staple productions of slave labour exported during the last year.

I have, &c.
(signed) *Jno. J. C. Westwood,*

H. B. M. Consul.

Enclosure in No. 10.

STATEMENT of the Amount and Value of EXPORTS of the Staple Productions of
Rio de Janeiro, the result of Slave Labour, during the Year 1852.

Description of Produce.	Quantity.	Sterling Value, including Shipping Charges and Duties.			TOTAL.		
		£.	s.	d.	£.	s.	d.
Coffee - - -	1,906,336 bags -	4,265,800	-	-	4,480,800	-	-
Sugar - - -	13,960 cases -	160,000	-	-		-	-
Rosewood - - -	25,500 planks	55,000	-	-		-	-
The value of the other articles of produce, such as hides, horns, rice, tobacco, tapioca, rum, ipecacuanha, &c., exported during the past year, cannot be correctly ascertained, but may be estimated at about					290,000	-	-
TOTAL Value of Produce shipped in 1852 - - - £.					4,770,800	-	-

Rio de Janeiro, 24 February 1853.

(signed) *Jno. J. C. Westwood,*
H. B. M. Consul.

No. 11.

Appendix (A.)

BRAZIL.

No. 11.

EXTRACT from the Speech of Senor *Eusebio de Quiroz* in the Assembly.

“LET us be frank ; the traffic in Brazil was connected with the interests, or rather the presumed interests of our agriculturists ; and, in a country in which agriculture has such power, it was natural that public opinion should manifest itself in favour of the traffic, public opinion which has such influence, not only in representative Governments, but even in real absolute monarchies.

“What, then, is there to wonder at, that our political men should bend before that law of necessity ? What, then, is there to wonder at, that all of us, friends or enemies of the traffic, bend before that necessity ? Gentlemen, if this were a crime, it would be a crime general in Brazil ; but I maintain, that when in a nation, all political parties occupy power, when all its political men have been called to exercise it, and all are agreed in one policy, it is certain that this policy must be based on very strong reasons ; it is impossible that it can be a crime, and there would be temerity in calling it an error.

“Mr. President, I was saying that the traffic in the years 1846, 1847, and 1848 had increased, had trebled ; but the excess of evil very often brings its own remedy, or at least, causes the necessity of a remedy to be felt, and this was what happened to us. When Brazil imported annually from 50,000 to 60,000 slaves—the importation of slaves excludes, as it is known, the importation of free labour—it necessarily happened that, even without their knowing the statistical tables of that importation, our cultivators, our political men, in a word, the inhabitants of Brazil, who could not possibly be ignorant of the increasing progress of the traffic, must have been struck by the consideration of the want of equilibrium which it was producing between the two classes of slaves and freemen, and by the fear of the very great dangers to which this want of equilibrium exposed us.

“Then even those who considered the cessation of the traffic as an evil for the finances of the country, by its diminishing the means of production, and consequently the national prosperity, began to acknowledge that its continuance would bring greater dangers, and that in the collision of two evils they ought not to hesitate to decide for the cessation of the traffic.

“To this came to join itself the interest of our agriculturists. At first, believing that in the purchase of the greatest number of slaves consisted the increase of their profits, our planters, without being sensible of the danger which threatened the country, thought only of the acquisition of more hands, purchasing them on credit, to be paid for in three or four years, with very heavy interest.

“Now it is known that the greater part of these unfortunates die in the first years by the pitiful state to which they are reduced through the bad treatment during the voyage, and by the change of climate, of food, and of all the habits of life.

“So the slaves died ; but the debts remained, and with them, the lands made over to the speculators who had bought the Africans from the traders to sell them again to the agriculturists. Thus, our territorial property was passing from the hands of our cultivators into those of speculators and slave dealers. That experience awakened our agriculturists and made them see that they had found their ruin where they were seeking their prosperity, and the traffic from that moment was completely condemned. Its days were numbered, and our only merit was having known and profited with energy of the opportunity to put it down ; but with the change operated in the ideas, in the public opinion of the country one day more or less, whatever might be the politics, whatever might be the Ministry, it was necessary to be sincere repressors of the traffic, as we have been.

“But, Mr. President, if the opinion favourable to the putting down the traffic produced in the country that revolution, it was necessary that an opportunity of revealing it should present itself. Some events, or rather symptoms of a serious nature, which became manifest in Campos, in Espirito Santo, and in some other places, produced a terror which I shall call salutary, because it gave occasion to the development and manifestation of the opinion adverse to the traffic. Every one who happened at that time to be in Rio Janeiro, and had given attention to the matter, will acknowledge that at that epoch those same cultivators, who until then had proclaimed the necessity of the traffic, were the first to confess that the moment for repressing it had arrived.”

Appendix (A)

No. 12.

BRAZIL.

No. 12.

LETTER from the Under Secretary of State to the Secretary of the Admiralty, authorising Capture of Slavers within the Waters of *Brazil*.

Sir,

Foreign Office, 22 April 1850.

I HAVE laid before Viscount Palmerston your letter of the 6th instant, enclosing a copy of a letter from Rear-Admiral Reynolds, containing a report of the proceedings of Commander Schomberg, of Her Majesty's Ship "Cormorant," in the capture and destruction of the slave barque "Santa Cruz;" and I am in reply to request that, in reference to the concluding passage in the letter of Admiral Reynolds, in which he states that he had considered it necessary to caution Commander Schomberg relative to a strict observance of the existing laws and treaties, you will state to the Lords Commissioners of the Admiralty, that the Acts of Parliament of 1839 and of 1845, under which Admiral Reynolds is acting, contain no restrictions as to the limits within which the search, detention, and capture of slave-traders under the Brazilian flag, or without any nationality, are to take place, and therefore such proceedings may be had at any place within the Brazilian waters, as well as on the high seas.

It will, however, of course be proper that such proceedings should not take place, except in cases in which there can be no likelihood of successful resistance.

But Her Majesty's Government would not feel any greater difficulty in replying to representations from the Brazilian Government against captures of slavers made in Brazilian waters or ports, than they would in replying to representations against such captures made on the high seas.

I am, &c.
(signed) *Eddisbury.*

No. 13.

No. 13.

LETTER from the Earl of *Malmesbury* to Mr. *Southern*, announcing Suspension of the Order authorising British Cruisers to seize Slavers within the Waters of *Brazil*.

Sir,

Foreign Office, 27 April 1852.

I TRANSMIT herewith a copy of a letter which I have caused to be addressed to the Admiralty, directing that the proceedings of Her Majesty's cruisers under the Acts of Parliament of August 1839, and August 1845, are now to be carried on only upon the high seas, and not within the territorial limits of the Brazilian empire.

You will communicate to the Brazilian Minister for Foreign Affairs, the reasons, as stated in the enclosed letter, which have induced Her Majesty's Government to suspend the orders which were issued in 1850, authorising Her Majesty's cruisers to make captures within the Brazilian waters; but you will state at the same time that the execution of those orders can be suspended only so long as the Brazilian slave trade shall be effectually kept down; and that they must be again put in force if the slave-traders should be allowed to renew the scandalous violations of the treaty of 1826 and of Brazilian law, which obliged Her Majesty's Government to issue the orders in question.

Her Majesty's Government have received with real satisfaction the despatches in which you prove the great diminution of the slave trade, and state that the Brazilian Government have used sincere and effectual exertions for its suppression; and you will express to the Brazilian Government this feeling on the part of Her Majesty's Government, who look upon it as an earnest of its resolution to carry out for the future the treaty of 1826.

I am, &c.
(signed) *Malmesbury.*

No. 14.

No. 14.

Mr. *Addington* to the Secretary of the Admiralty.

Sir,

Foreign Office, 27 April 1852.

WITH reference to Lord Eddisbury's letter to you of the 22d of April 1850, authorising Her Majesty's cruisers to make captures of slave-vessels in Brazilian waters or ports, as well as on the high seas near the coast of Brazil, I am directed by the Earl of Malmesbury to request that you will state to the Lords Commissioners of the Admiralty, that in consequence of the earnest representations of the Brazilian Government, Her Majesty's Government has determined to suspend the orders which were issued by the Board of Admiralty, in conformity with the above-mentioned letter from this office.

Her Majesty's Government has been encouraged and induced to take this step by the contents of despatches received from Mr. Southern, Her Majesty's Minister in Brazil, who states that the Brazilian Government has made every possible exertion in order to suppress the Slave Trade, and that the importation of Africans into Brazil has greatly diminished during the year 1851.

Appendix (B.)

BRAZIL.

No. 14.

I am accordingly to desire that you will move the Lords of the Admiralty to send instructions to the Commander-in-Chief of Her Majesty's ships on the south-east coast of America, directing that the proceedings of Her Majesty's cruisers under the Acts of Parliament of the 24th of August 1839, and of the 8th of August 1845, should for the present be confined to the high seas, and should not, until further orders, be carried out within the territorial limits of the Brazilian empire.

I am to add, that Mr. Southern will be instructed to inform the Brazilian Government that the execution of the orders of April 1850, will be suspended only so long as the Brazilian slave trade shall be effectually kept down; and that those orders must be instantly renewed if the slave-traders should be allowed to resume the scandalous violations of the treaty of 1826 and of Brazilian law, which obliged Her Majesty's Government to issue the orders in question.

Her Majesty's cruisers will of course maintain the same activity as ever without the bounds prescribed.

I am, &c.
(signed) H. U. Addington.

No. 15.

No. 15.

(Translation.)

EXTRACT of the SPEECH of the Emperor of *Brazil* on Opening the Session of 1853.

"A RESPECT for treaties, as well as a regard for our own interests, urgently demand, not only that the African slave trade should completely cease, but that its revival should become impossible. My ministers will point out to you the means which appear still to be requisite in order to accomplish these two objects.

"It becomes more and more important that the immigration of foreigners should be encouraged, in order to counteract the effects of the scarcity of labourers.

"This is an object to which we ought to devote our constant and careful exertions."

No. 16.

LIST of BRAZILIAN CRUISERS which were employed in the Repression of the SLAVE TRADE, since March 1852, with the Points to which they were destined, and Dates on which they Sailed from the Port of *Rio Janeiro*, and their Returns.

CLASS of VESSELS.	NAMES.	DESTINATION.	Dates on which they Sailed.	Dates on which they Returned.	OBSERVATIONS.
Yacht - - -	Parahybano - - -	-- Between the town of St. Sebastian and Monte do Trigo.	11 Mar. 1852	8 July 1852	-- From there, went to St. Catherine.
Steamer - - -	Thetis - - -	For the Province of St. Catherine - - -	31 Mar. -	10 April -	
Ditto - - -	Ditto - - -	For Marambaia - - -	13 April -	17 April -	
Brig Schooner - - -	Fidelidade - - -	-- Between Cape Frio and the Province of Espirito Santo.	16 April -	17 May -	
Brig - - -	Cearense - - -	-- Between the town of St. Francisco and Cananea.	2 May -	2 June -	
Patacho - - -	Desterro - - -	-- Ditto - - - ditto - - -	2 May -	2 June -	
Steamer - - -	Recife - - -	For the Province of Espirito Santo - - -	20 May -	3 June -	-- With instructions to visit different points suspected.
Ditto - - -	Golfinho - - -	For the South Coast of Rio Janeiro - - -	28 May -	9 June -	
Ditto - - -	Recife - - -	For the Province of St. Catherine - - -	10 June -	8 July -	-- Ditto.
Ditto - - -	Thetis - - -	On the South Coast, till Santos - - -	18 June -	3 July -	
Ditto - - -	Golfinho - - -	For the Province of Maranam - - -	20 June -	22 Sept. -	-- With instructions to visit suspected vessels.
Ditto - - -	Amazonas - - -	For the Province of Bahia - - -	24 June -	18 July -	-- Ditto.
Brig Schooner - - -	Fidelidade - - -	For St. Catherine, to cruise - - -	3 July -	16 Dec. -	
Steamer - - -	Thetis - - -	For the South Coast, till Santos - - -	22 July -	7 Aug. -	
Brig - - -	Cearense - - -	For the Province of Alagoas, to cruise - - -	31 July -	- - -	-- Remained; belonging to the station of Pernambuco.

APPENDIX TO REPORT FROM THE

CLASS of VESSELS.	NAMES.	DESTINATION.	Dates on which they Sailed.	Dates on which they Returned.	OBSERVATIONS.
Yacht	Parahybano	-- For the Coast of the Province of Espirito Santo, till Caravellas.	3 Aug. --	11 Sept. 1852	
Steamer	Recife	For Cape Frio	8 Aug. --	14 Aug. --	
Brig	Caliope	For the South Coast, till Santos	23 Aug. --	22 Sept. --	
Steamer	Recife	Between Campos and Cape St. Thomas	20 Sept. --	5 Oct. --	
Ditto	Thetis	For Ilha Grande	20 Sept. --	21 Sept. --	
Ditto	Ditto	-- Ditto	11 Oct. --	28 Oct. --	
Ditto	Amazonas	For the Province of Bahia	15 Oct. --	8 Nov. --	-- Had instructions to visit suspected vessels.
Yacht	Parahybano	For Paranagua	22 Oct. --	21 Jan. 1853	
Patacho	Thereza	Between Cape Joatinga and Acaia	30 Oct. --	-- --	Went to St. Catherine.
Steamer	Thetis	For Ilha Grande	30 Oct. --	25 Nov. 1852	
Ditto	Golfinho	For Ilha Grande, till Paraty	3 Nov. --	28 Nov. --	
Ditto	Recife	For Ilha Grande	12 Nov. --	14 Nov. --	
Ditto	Golfinho	For Sahy	4 Dec. --	7 Dec. --	
Ditto	Recife	For Jerumerim	17 Dec. --	11 Jan. 1853	
Ditto	Golfinho	For Angra dos Reis and Mangaratiba	24 Dec. --	25 Dec. 1852	
Ditto	Ditto	-- Ditto ditto	26 Dec. --	14 Jan. 1853	
Ditto	Pedro II.	For Santos	28 Dec. --	31 Jan. --	
Ditto	Thetis	Between Angra dos Reis and Mangaratiba	30 Dec. --	22 Jan. --	
Ditto	Afonso	-- From Cape Frio, till the Province of Espirito Santo.	8 Jan. 1853	-- --	-- Shipwrecked on the night of the 8th January.
Ditto	Paulistana	For Paranagua	11 Jan. --	2 Mar. 1853	
Ditto	Recife	For Cape Frio	12 Jan. --	16 Jan. --	
Ditto	Ditto	For the Province of St. Catherine	19 Jan. --	18 Feb. --	
Ditto	Thetis	For Cape Frio	24 Jan. --	28 Jan. --	
Ditto	Golfinho	For Ilha Grande	28 Jan. --	26 Feb. --	
Brig Schooner	Fidelidade	-- For the North Coast, till the limits of the Station.	31 Jan. --	23 Feb. --	
Canoneira	Activa	For the South Coast	4 Feb. --	8 Mar. --	
Steamer	Parahybuna	For St. Joao da Barra	4 Feb. --	9 Feb. --	
Ditto	Pedro II.	For Santos	10 Feb. --	13 Mar. --	
Ditto	Parahybuna	For Santos and Paranagua	14 Feb. --	14 Mar. --	
Ditto	Thetis	For the Southern Coast of this Province	17 Feb. --	25 Feb. --	
Ditto	Recife	-- Ditto ditto	22 Feb. --	23 Mar. --	
Yacht	Parahybano	-- For the Northern Coast, till the limit of this Station.	23 Feb. --	30 Mar. --	
Steamer	Thetis	For Cape Frio	28 Feb. --	2 Mar. --	
Brig Schooner	Fidelidade	For Ilha Grande, as far as St. Francisco	13 Mar. --	19 April --	
Canoneira	Activa	From this port, till St. Sebastian	19 Mar. --	8 April --	
Steamer	Parahybuna	From this port, till Santos	20 Mar. --	20 April --	
Ditto	Golfinho	-- Ditto ditto	24 Mar. --	27 April --	
Yacht	Parahybano	-- For the Northern Coast, till the limit of the Station.	7 April --	-- --	
Steamer	Pedro II.	For the Southern Coast of this Province	13 April --	17 April 1853	
Brig	Maranam	-- For the Northern Coast, till the limit of the Station.	15 April --	-- --	Must arrive at Bahia.
Steamer	Recife	For the Southern Coast of this Province	15 April --	-- --	
Ditto	Pedro II.	-- From this port, till the Province of St. Catherine.	26 April --	-- --	
Ditto	Parahybuna	-- For the Northern Coast, till the Province of Espirito Santo.	27 April --	-- --	
Brig Schooner	Fidelidade	-- From this port to Ilha Grande for 10 days, and afterwards for 25 to the Northern Coast, till the limit of the Station.	30 April --	-- --	

Besides the above-mentioned vessels, there have been, and there are constantly employed in the repression of the slave trade, five vessels on the naval station of Maranam, three on that of Pernambuco, and three on that of Bahia.

Head Quarters of the Navy, }
3 April 1853.

Joao Maria Pereira de Lacerda,
Captain, Adjutant, and Secretary.

Appendix (B).—SPAIN.

Appendix (B.)
SPAIN.

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No. 1.

No. 1.

The Earl of *Aberdeen* to Mr. *Bulwer*, Foreign Office, 31 December 1843.

[A printed copy of this despatch appears in Mr. Ward's evidence, question 1003.]

No. 2.

No. 2.

EXTRACT of a DESPATCH from the Earl of *Aberdeen* to Mr. *Bulwer*, dated Foreign Office, 2 May 1844.

THE bribes which the authorities of Cuba have for many years received for upholding the slave trade of that island have been well known, and have been pointed out to the Government of Spain, and they had been often urged to put a stop to these iniquities. The precise sum given for each slave, the officers among whom it was divided, and the proportion in which it was shared, were notorious.

The Spanish Government have not been able to deny those facts, although they have asserted that it has not been from any neglect of duty on the part of the authorities that the slave trade was kept up. But it has been proved, that when the Government of Her Catholic Majesty appointed a person of honour and integrity to be Governor of Cuba, and one who undertook the high functions entrusted to him with other views than those of enriching

Appendix (A.)

SPAIN.

No. 2.

enriching himself and his associates by a corrupt connivance at the crimes which he was appointed to repress, that trade speedily declined, and indeed had almost ceased to exist. A change, however, was made in the government of the island, and the iniquitous traffic is again in full vigour, notoriously encouraged and almost openly defended by the man to whom Her Catholic Majesty's Government have confided the interests and honour of the colony, and the duty of watching over the faithful discharge of an engagement solemnly entered into by the Crown of Spain.

It is for the Spanish Government alone to consider what may be the consequences of a perseverance in such conduct on the part of its colonial authorities, so far as the welfare of the colony is concerned. Were it the sole object of Her Majesty's Government to see the liberation of the slaves in Cuba accomplished, no matter by what means, or at what cost of blood and social order, they could hardly wish a more certain course to be pursued than that which during the past year the Government of Madrid have permitted, if not sanctioned, in those officers. It is, however, the earnest prayer of Her Majesty's Government that the fearful catastrophe with which Cuba is threatened may yet be averted.

But whatever measures with this view the Spanish Government may in its prudence adopt, the flagrant violations of the treaties with Great Britain, which are almost daily perpetrated in Cuba, and the equivocations and false statements with which the remonstrances of Her Majesty's servants have been met by the representative of the Spanish Crown, give Her Majesty's Government the right to require that effectual means shall be taken to put an end to these acts, and to prove that they are not committed under the authority of the Government at Madrid.

It is the conviction of Her Majesty's Government, that the honourable observance of the treaty of 1835 is impossible, unless the penal law prescribed by it shall be enacted and enforced, and unless General O'Donnell shall be recalled from the Government of Cuba.

You will address a note in the sense of this despatch to the Spanish Government.

No. 3.

No. 3.

PENAL LAW for the Suppression of the Slave Trade, *Madrid*, 2 March 1845.

(Translation.)

PENAL LAW FOR THE SUPPRESSION OF THE SLAVE TRADE.

DONNA ISABELLA II, by the Grace of God and the Constitution of the Spanish Monarchy, Queen of Spain, to all those who may see and understand the present, be it known, that the Cortes have decreed, and we have sanctioned the following :

TITLE I.—Penalties to which those who are engaged or take a part in the Illicit Traffic of Slaves are liable.

Article I. The masters, supercargoes, pilots, and boatswains of vessels with Bozal Negroes on board, proceeding from the continent of Africa, captured by the cruisers authorized to exercise the right of search, shall be condemned to the penalty of six years presidio (convict establishment), in case of their having made no resistance; to eight years of the same, if they have resisted, without any loss of lives or severe wounds arising from it; and should they occasion any of these, such penalty shall be inflicted on them as is fixed by the laws for crimes of that sort.

Art. 2. The sailors and other individuals forming the crew of the vessel captured with Bozal Negroes on board, proceeding from the continent of Africa, shall incur the penalty of four years' presidio, if they have made no resistance, and that of six years of the same in case of their having resisted, besides the penalties to which they may be liable for the loss of lives or wounds they may have occasioned.

Art. 3. The masters, pilots, supercargoes, and boatswains of a vessel fitted out for the slave trade, but on board of which no Negroes shall be found, shall incur the following penalties :

If the vessel be captured on the coasts of the African continent, while lying at anchor, or at a distance less than three miles from them, being engaged in the purchase of slaves, the penalty of six years' presidio shall be inflicted; that of four years should the vessel be captured on the high sea, and steering for that destination; and that of two years of the same, if the vessel were detained in the port of departure.

Art. 4. The sailors and other individuals of the crew of such vessel shall incur half the penalties assigned in the preceding article, according to the respective cases.

Art. 5. The owners of the vessel, the outfitters, the proprietors of the cargo, and those on whose account the expedition is made, shall be condemned to as many years' banishment, at a distance greater than 50 leagues from their place of residence, as those of presidio inflicted upon the master of the vessel.

Moreover

Moreover, a fine shall be exacted from them, which shall never be under 1,000 hard dollars, and may be increased up to 10,000 dollars, according to the gravity of the circumstances of the crime.

In cases of insolvency, the penalty of banishment shall be increased at the rate of one year for every 1,000 dollars. They will only be free from all responsibility if they prove that they were ignorant of the use which the master and crew have made of the vessel for that illicit traffic.

Art. 6. Besides the penalties established in the preceding article, the guilty parties shall incur the penalty of confiscation of the vessel, and of all the objects found on board of her; the vessel shall be cut to pieces, and sold by separate portions, according to the prescriptions of the Treaty of 1835.

Art. 7. The crimes committed in a vessel against the African Bozal Negroes embarked on her, shall be punished with the penalties marked by common law for such offences.

Art. 8. In case of a relapse, the penalties established in the preceding articles shall be increased from a third part to a half.

TITLE II.—Directions for the Trial of the Crimes alluded to in the present Law.

Art. 9. The superior authorities, tribunals, ordinary judges, and her Majesty's fiscals, can and must proceed, in their respective cases, against those who are engaged in this illicit traffic, either officially or by a denunciation or disposition made with the legal requisites, whenever they become aware that a maritime expedition of that kind is being prepared, or that it has arrived on the coast with a cargo of slaves proceeding from the continent of Africa; but in no case, and at no time, shall it be permitted to institute any proceedings against, nor molest in their possession, the proprietors of slaves, under the pretext of their origin or procedency.

Art. 10. The authorities and public servants residing in a place where a landing of Bozal Negroes, recently arrived from the African continent, has been carried into effect, if any complicity or connivance on their part by bribery should be proved, shall incur the penalty marked by the laws for that sort of crimes.

If it should appear from the trial that they have been negligent, or committed any omission, and should their fault be considered slight, they shall be dismissed from their posts; should the fault be a grave one, the aforesaid authorities shall incur the penalty of from six months' to four years' suspension from their charge.

Art. 11. The penalty of suspension from his charge, for from two to four years, shall be inflicted to the notary who should authorise a deed, or any other document in contravention of this law; and should he relapse, he shall be perpetually forbidden to exercise the said charge.

Art. 12. The mixed tribunals mentioned in the Treaty of 1835 shall transmit, the one established in the Antilles, to the governors and captains-general of the islands of Cuba and Porto Rico, and the other established at Sierra Leone, to the regente of the court of justice of the Canary Islands, all the documents relating to the trial, in case of any vessel having been declared to be a lawful prize, together with the persons seized on board of the same, in order that the proper tribunals may be enabled to institute the necessary trial for the investigation of the crime and infliction of the penalties established by this law.

In the formation of these proceedings, and in the examination of evidence respecting the crimes alluded in the present law, the prescriptions of the laws of the kingdom for common crimes shall be observed.

Art. 13. The competent tribunals for the institution and decision of these trials are:

In the Peninsula, the judges of first instance, with power to appeal to the territorial courts of justice; in the Canary Islands, the judge in first instance of the city of Las Palmas, with power to appeal to the territorial court of justice; and in the islands of Cuba and Porto Rico, their territorial courts of justice in first and second instance. Every fuero (privilege) is hereby derogated in all trials instituted upon the aforesaid crimes.

Art. 14. For the punctual fulfilment and execution of this law, the periods of one month for the Peninsula and the adjacent islands; of three months, for the provinces of America; and of six months for Africa, are hereby fixed, to be reckoned from the day of its promulgation.

We consequently command all tribunals, justices, officers, governors, and other authorities, as well civil and military as ecclesiastical, of whatever class and rank they may be, to fulfil the present law, and cause it to be fulfilled, observed, and executed in all its parts.

Given in the Palace, this 2nd day of March, 1845.

(signed) *Manu Regia.*
 (countersigned) *Francisco Martinez de la Rosa,*
 Minister of Foreign Affairs.

Appendix (B.)

SPAIN.

No. 3.

Appendix (B.)

No. 4.

SPAIN.

Her Majesty's Commissary Judge to Viscount *Palmerston*.

No. 4.

My Lord,

Havana, 1 January 1849.

I HAVE the honour to submit my Annual Report on the Slave Trade of this place during the past year, with the usual returns of vessels that I have heard of as having arrived here from the Coast of Africa during the year, and of those that sailed hence in it, and in the year preceding, suspected of being intended for slave trade.

These returns are certainly very vague and incomplete; but, as I believe, the main fact is correctly stated, of so many vessels, for instance, having sailed hence during the year for the Coast of Africa, the circumstance of our not being able to obtain fuller particulars of the expeditions, affords a proof of the depressed state of the trade, because the more contraband it becomes, the more secret must be the operations carried on. So long as any Captain-general condescended to receive fees for the introduction of newly imported Africans, the dealers cared little for the publicity attending their transactions. But as we have every reason to believe that the present Captain-general, Roncali Conde de Alcoy, refuses to accept these fees, the dealers have not the same security for carrying on their trade with impunity, and are therefore obliged to be so much the more reserved.

It is but justice to repeat this of the Conde de Alcoy as the general belief; accordingly, the general system of the Government is carried on in a manner above all imputation of former practices; but he is evidently indisposed to proceed against the trade or its abettors with that severity which would be the best means of effectually suppressing it. I refer here to the case of the two vessels which, upon my information, arrived in the neighbourhood in July last, when 130 newly introduced Africans were seized by the Lieutenant-governor of Mariel. I believe my information of two vessels having arrived is correct; yet the Captain-general declared, in no measured terms, that only one vessel had arrived; leaving the conclusion to be drawn, that he had allowed himself to receive as true some statement made to him to that effect, though a proper inquiry must, I think, have led to a different result.

But supposing only one had arrived, it was proved that it had met with a collusive reception from the local authorities at Cabanas, as was pointed out to his Excellency at the time; and no steps have been taken against those authorities, nor against the parties concerned in the adventure. The mate, who offered himself as an informer against the parties, was put into prison; but the captain, who could have given evidence of the owners, was allowed to go away in the steamer to New York, with the person, Zulueta, on whose account the negroes were said to have been brought, and a considerable number of the negroes were given up to this Zulueta, under the pretence of being assigned to him as emancipados.

It appears to me, therefore, that if the trade be, as I consider it, in a depressed state, the cause of this depression must be sought elsewhere than in the measures of the Government.

At the commencement of the past year it was indubitable that there was a great animation on the part of all persons interested in the trade, for its revival. A new Governor was expected, and it was hoped that he would favour it more than General O'Donnell lately had done. The latter was to the last a declared favourer of it; but his later measures had disconcerted its operations by proceedings against it, which, if they were owing to stricter orders from Spain, also answered his purpose, for, by seizing the negroes or exacting a larger fee, he gained so much the more, while, as he was at the close of his government, the consequences of future distrust could not affect him. It was hoped a new Governor would act on another policy; and vessels were prepared accordingly, to be sent as might be found advisable. Seven were sent during the first four months of the year, and four have sailed hence since; whereas in 1847, there were only three sent altogether, and in 1846 not one. After two such years, if any encouragement had been afforded the dealers, we might have expected a larger number to have been sent; and as so few have been sent, and as the new captain-general does not appear to be a decided enemy to its continuance, the conclusion seems to me to follow, that even as a contraband trade, it is not one offering advantages sufficient to induce an active prosecution of it.

Having paid much attention to the subject, I am induced to think that considerable overstatements have been made with respect to this trade; 1st, as to the numbers of Africans exported from Africa; and 2d, as to the profits of the dealers.

1st. It is almost impossible to obtain exact returns of the numbers exported; and many persons who have written respecting it, have taken the numbers known in some one month as an average for the year, when perhaps the numbers in that one month were so extraordinarily large, as to have made them noted it on that account only. In Havana, however, this difficulty did not exist, as the dealers were so sufficiently knotted together, that they had a particular place formerly of assembly, and books kept there, from which I was, in 1840, able to obtain the exact numbers that had been brought in that year, the one before General Valdes arrived, and when the trade was quite free so far as this Government could permit it. From those books I learned, that the exact number brought in that year to Havana and Matanzas, amounted to 11,756; and that perfectly agreed with the returns we had been able to obtain from other sources, on the arrivals of the vessels, as we reported to your Lordship at the time. (*See Slave Trade Papers for 1841, Class A, p. 167.*) As it was most convenient for the dealers to bring them here to the head-quarters, whence to supply the demand

demand, and as no difficulty whatever was put in their way in so doing, I feel warranted in saying, that this number may be safely taken as two-thirds certainly of all brought in that year to the whole island.

It may be that the supply was according to the demand, and therefore the next consideration arises as to the demand. If 20,000 were brought every year, and sold at only 50 *l.* each, the sum necessary to purchase them would be a drain to the island of one million sterling per annum. Such a sum might perhaps be raised in a year for some extraordinary purpose, for investment out of capital hoarded, but it would not be paid year after year, unless there were exports made concomitantly to compensate for such an outlay. But the whole exports of the island did not amount to five millions sterling, and the imports of lawful merchandise, as given by the custom-house returns, exceeded that sum; so that, even if we make every allowance, in supposing the value of imports over-stated, and of exports the contrary, still it will be impossible to come to any other conclusion than this,—that the number of Africans introduced was decreasing per annum from natural causes, of a sufficient number having been brought to supply the demand. To show how impossible it was for the island to bear such a drain, I inclose further a return of the amount of exports and imports during the last twenty years, which will present so even a balance, as to put it out of the question that so large a number could be introduced year after year, as by some persons has been supposed.

If 20,000 were introduced per annum for a few years, as for investment, it might be done by foreign capital, and the effects would be felt in an increase of production. This has been the fact; but meanwhile the price of the articles of production, sugar and coffee, have both fallen; so that sugar in price now is scarcely half of what it was formerly, and coffee planting has been found so unproductive as to be almost abandoned. I conceive, therefore, that the number of slaves had come to almost the utmost the island required, and that it would have been found continuing to decrease, even if General Valdes had not been appointed governor to arrest its progress, somewhat sooner than the course of events indicated. If the same number, say 20,000 per annum, had been continued to be brought, according to this supposition the price would have fallen, and then the question would be, could the dealers afford the slaves at lower prices? I think they could not; and this is the second inquiry I suggested.

2d. That the profits of the trade were much overstated. All persons are apt to boast much of their gains, but the slave-dealers more especially, as a triumph over the cruisers, and even the Government of England, as well as to console themselves for the discredit they could not but feel attached to their trade. Thus we hear of a few fortunate individuals who have formerly amassed fortunes in it, but of the many who have lost fortune and life in it we hear little or nothing; yet I am satisfied that there are many such, and that on the whole the trade here has not been latterly a productive one. One proof of this is, that the insurance offices lost so much on the policies of slave vessels, that it is nearly ten years since they resolved to take none on them on any terms whatever; but calculations may be safely made to show this from their own statements. The price of a slave on the coast may be only from five to twenty-five dollars; but the expenses of agencies and factories are necessarily great, besides those of bringing them. The more difficult is the embarkation, the more and better paid agents must be employed, and well paid to be kept faithful to their employers, when it would be so completely in their power, if they pleased to act dishonestly, to set them altogether at defiance. I have heard it said that each slave costs the dealer a hundred dollars, by the amount of these expenses, with those of bringing them. If half are captured, then each slave landed here may be said to have cost two hundred dollars, and the average price for the cargo round may not perhaps be obtained more than four hundred dollars per head. This would still be an immense profit, if no bad debts were incurred, as very often is the case; but if the dealers were further liable to these, and to have a third or a half of those brought seized by the Government, or 50 dollars per head charged for the fee to the Captain-general, then the remaining profit certainly would not compensate for the risk run of utter loss.

It seems to me, therefore, that the trade is in a most depressed state, because the profits have been so much reduced as to make it unadvisable for any to engage in it, except they were persons like Don Julian Zulueta, forming themselves new plantations, and desirous of obtaining slaves for themselves at the lowest rates, and not as speculators for sale. Even if they lost two-thirds of those they had bought on the coast, they would be thus obtaining the remainder at a less price than importers by trade could afford to sell them at, taking the usual brokerage and chances of repayment into consideration.

At present there is less demand for slaves than there was at this time of the last year. The newspapers have been full of advertisements for them to be sold or hired out in bodies for the season; whereas I have not seen one of any required, as was often the case last year, and even in the time of General Valdes. Neither has the price for slaves or for labour risen since the last year; and this and the other considerations before-mentioned, bring me to the conclusion that the slave trade is in a depressed state, not only on account of the blockade, but also on account of the dealers not being therefore able to afford slaves at such prices as to meet the wants of the planters at the present rates of produce. If the slave trade were again set free, and the planters could get them, as they then might, at one-third or one-fourth of the present prices, the numbers might be taken perhaps even 20,000 or 25,000 per annum, for some years, till the number was found sufficient to check further importations.

Appendix (B.)

SPAIN.

No. 4.

The high price then is, and must be, a check to the trade, and this high price is owing to the blockade of the coast.

In my last annual report, dated the 1st January 1848, and a former one, I informed your Lordship that, though lately a larger demand for slave labour had arisen, on account of the higher price of sugar, yet this demand had been met by a supply of negroes from abandoned coffee plantations, to the number then estimated of about 30,000. Since then I learn there has been a return made to this Government of the number so transferred to sugar estates, estimated at 38,000. This supply I should think sufficient for the necessities of some years to come. The extraordinary demand that arose last year, and the one preceding, for more labourers, was no doubt on the expectation of continued high prices; but with the present prospects it must abate. The calculations also formed last year of the quantity of sugar to be made under particular circumstances, have in many cases proved erroneous, and the gains, therefore have been less than what was expected.

In the year now concluded very little rain has fallen in the island, so that the canes have proved of inferior quality, and it is supposed by many that the exports of this year (1849) will fall even 30 per cent. below those of the past. Such being the case, as there are several estates on which they do not grind at all this season, and all from 20 to 30 per cent. less than before, the requirement of labour is so much less, and the quantity that sufficed for the last will be quite sufficient for the present. Thus, then, the fact may be accounted for, that there is less demand even now for labour than there was a year since, and perhaps no great demand will arise for years to come for the same reason.

As far as can be judged, the best informed merchants seem to think that the price of sugar will not again materially rise, and that this island has already attained the utmost that under present circumstances it is likely to produce. With the present prices, the planters cannot afford to give large sums for labour, and they must economise with what they have. In this they have also another supply, beyond what the abandoned coffee estates afforded, namely, from the numbers formerly employed in the manufacture of tobacco and cigars. Much as has been the falling off in respect of remuneration for sugar, the fall in the tobacco trade is as remarkable. Of 20,000 persons estimated to have been employed in this city in the manufacture of cigars, it is said, that half are now out of employment; and this circumstance, if it be true, and if it continue, must lower the rate of prices for labour generally, and give, if required, perhaps several thousand labourers for the estates.

The exports from Havana and Matanzas, which in 1847 amounted to 1,006,767 boxes of sugar, and 106,904 quintals of coffee, in the past year have amounted to 1,000,341 boxes of sugar, and 31,673 quintals of coffee, there being five boxes of sugar and 22½ quintals of coffee to the ton. In 1847 there were exported from Havana 19,368 quintals of leaf tobacco, which was less than half the quantity exported in 1846. But in the past year the exports have fallen still further, to 13,508 quintals.

Of cigars, in 1847, were exported hence 198,268 bundles of 1,000 each, which was one-fifth more than in former years. But during the last year the exports have fallen to their former average, 150,729 bundles, with the prospect of this depression continuing.

I conclude from these facts that there is not that incentive for an increase of slave trade existing in the higher price and call for slave labour, which would cause it to be continued, against the risk of losses felt in late years. If the blockade were abandoned, and slaves procured at a quarter, a third, or even one-half the present prices, it would be renewed, unquestionably, to as frightful an extent as ever.

From my knowledge of this community, I feel myself warranted in saying that no other than coercive measures will suffice to keep the trade suppressed. They think much of gain, but only of present gain, and they have not the slightest scruples of carrying it on. There are a few advocates for the suppression of the trade, and a few even for the suppression of slavery itself. But these are very few indeed, and it may be doubted whether they would hold true to their opinions in case the alternative were offered them. The great body of the people have not the slightest sense of any injustice perpetrated in the trade. It seems to me, therefore, idle to think for a moment of its being ever put down by other means.

In addition to the return of the exports and imports during the last 20 years, I also submit to your Lordship an account of the revenue of the island, as affording means to judge of its capabilities, and to gather the prospects of increase, of production, and inducements to carry on the slave trade, if the planters should find it worth their while to extend their cultivation, either by a rise in the price of sugar, or what is the same thing, a lowering of the price of labour, which would follow on the slave trade being opened to them again, so that they could produce sugar at a greater profit.

In the despatch of 1847, dated the 9th March of that year, I gave your Lordship an account of a new estate formed by Don Julian Zulueta, which was expected to produce 10,000 boxes of sugar during the year. Of this estate I am enabled now to give the following further particulars. It is named the Alava, situated in the neighbourhood of Cardenas; it is formed of 60 caballerias (2,000 acres) of land, of which 33 caballerias are laid out in cane, 17 unopened, three arid, and seven occupied in buildings and roads. It has three mills, each of which gives 50 pails of syrup per day, at a heat, in January, of eight and a half, and in March and April, of 10½, 11. Each caballeria gives 1,500 loads of cane; and in the last year, 1848, the produce exported was of boxes of sugar 5,000 white, 3,000 yellow, 312 encuracho, 600 muscovado, and 134 small cases, total 9,046, the number of loaves being at the rate of 2,000 to the caballeria. For these there are 28 caballerias of cane ground, and this year 1849, they have of molasses 1,500 hogsheads.

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The body of labourers is represented to consist of 380 utiles or slaves, 35 Asiatics, and 200 creoles of 10 years and under. The last number is evidently false, and to be understood of the later introduction of slaves in July last, the cargo then brought being well known to have principally consisted of children. There are said to be on the average 25 sick in the infirmary. On the estate are 90 carts, and 170 yokes of oxen, and the buildings are on the best scale. The whole lighted with gas, sufficient for 5,000 lights, but in general they use 60. The apparatus, in England, cost 240 *l.*, and the bringing and placing it 600 *l.* It has 20 feet of diameter, 12 of height, three retorts, and corresponding condenser and purifier.

I have been led to give these details, because the former account referred to has been pronounced fabulous by one of the monthly publications of London. But it is to be observed that there are several others in the island as colossal; one, for instance, belonging to the Conde de Penalver, another to the Condesa de Reunion, one to Don F. Diego and others. The Conde de Fernandina has lately formed one, the Agiua, which, it is said, will be the largest in the island, as the works are on the most improved scale, and the annual produce calculated at 14,000 boxes of sugar.

The Alava of Don Julian Zulueta this season, is only calculated to produce 6,000 boxes, on account of the drought of last year, but in general years 10,000 boxes, which, at 15 dollars a box, would be 150,000 dollars, or 30,000 *l.* sterling per annum.

As a general computation, it is stated here in the last number of the Memoirs of the Royal Economic Society of Havana, that an estate with 150 negroes, to putting it in a state to produce 2,000 boxes of sugar, may have cost its proprietor 140,000 dollars, and thereupon gaining a value of 40,000 dollars to that crop; and considering that, with proper management, 15,000 dollars will suffice for the expenses, a net surplus remains of 25,000 dollars, which is about 18 per cent. Could the slaves be bought at reduced prices, the profit would be accordingly greater.

From these considerations, the inference seems to me, that the least relaxation of the present system of prevention of slave trade, would be eagerly taken advantage of for the prosecution of those gains of which I have given these details.

The planters are actively intent on the promotion of their interests. They are proceeding with unremitting assiduity to obtain the best machinery, and carry on their business under the best systems they can learn. Meanwhile the Government is also aiding them, by going on with equal pace in promoting the prosperity of the island. Coals are not only admitted free of duty, but the vessels bringing them are admitted at a reduced tonnage duty. Public works on all sides are wisely carried on. New roads and bridges are in course of construction in every direction, and railroad companies encouraged and supported. Harbours are improved and opened to trade, so that both internal and coasting communications are facilitated. Three lighthouses on the coasts are now building. Public instruction is much attended to, especially a branch lately established for engineers. Better municipal regulations are also formed for public convenience; but, above all, the administration of the Government under the Conde de Alcoy, the present Captain-general, influencing, of course, every tribunal and subordinate authority, is placed in a remarkable manner on a footing, which, if it be continued so for a few years, cannot fail to give this island the fullest means of developing all the advantages it possesses.

If the slave trade were opened to them again, the people here would enter into it with an unscrupulousness in which the English colonies could not compete with them, and the ruin therefore of the latter would be complete and immediate.

I have, &c.
(signed) *J. Kennedy.*

No. 5.

No. 5.

ANNUAL REPORT ON SLAVE TRADE AT THE HAVANA.

Her Majesty's Commissary Judge, Mr. *Kennedy*, to Viscount *Palmerston*.

My Lord,

Havana, 1 January 1850.

I HAVE the honour to submit to your Lordship my annual report on the state of slave trade at this place during the past year, enclosing the usual returns of slave vessels reported to have arrived during the year, and of those that have sailed in it, and in the year preceding, as far as I could learn, suspected of being despatched for slave trade.

From these I regret to have to state that the trade is certainly more vigorously prosecuted than it has been for some years past. In 1848 I could only estimate the arrivals to have been, as I believed, five vessels, and the slaves brought about 1,500 in number. In 1849, it is I fear beyond doubt that at least 20 vessels have arrived with cargoes, which, according to the numbers reported of each, have brought 6,575 slaves. Adding one-third to these numbers for vessels that have come to distant parts of the island, information of which never reached us, I calculate the probable amount of importation to have been 8,700 slaves. These I have to state, on trustworthy information, were sold, the best lots of adults at as much as 28 doubloons, or 496 dollars per head, say 100 *l.* sterling. The inferior ones

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at 22 doubloons, or 394 dollars per head. Women and children at less, according to their respective values. Of children there has been a large proportion brought, which appears to me a proof of the low state of the market on the coast of Africa, as the dealers would not have brought them if they could have obtained others on the coast of a better quality.

In addition to the 3,700 slaves estimated above, I think should be enumerated 330 Indians brought from Yucatan by the steam-ship "Cetro," which is registered the property of Don Antonio Juan Parejo, the person now considered most extensively engaged in slave trading in this place. Those Indians were sold by the Yucatan Government to him, at 25 dollars per head, being prisoners taken in the miserable war going on in that country, and in which the American volunteers who entered that service, and for the most part left in disgust, declared that the atrocities committed on the Indians exceeded those of which the latter could be accused. At any rate, the prisoners were sold and brought here in chains, and are now worked in gangs exactly like other slaves, subject to the same treatment. It is true that there was a form of contract drawn out for hire, but this hypocritical proceeding was intended, I believe, more to meet foreign objections than their own scruples. The total number of persons then brought into slavery may be stated in round numbers to be 9,000 for the year.

I have been induced to dwell a little more on this new phase in the course of slave trade on account of the correspondence I felt it my duty to take on the first importations of those unfortunate people. And I wish to call your Lordship's attention to my despatch particularly of the 24th of March last, showing the connexion going on between that country and Señor Parejo, by means of his agents, to prosecute the slave trade. In Sir Charles Hotham's evidence before the Committee of the House of Lords in May 1849, Question 1711, it appears that two vessels had been lately captured and condemned, which had Yucatan papers, and were intended for Havana. Those vessels had been, no doubt, with perhaps others, provided with those papers by Señor Parejo's agents in their several visits to Yucatan, and in their negotiations with that Government for the prisoners they brought. If the vessels were actually sent thence, it is a proof of what straits the dealers are put to when they have recourse to such devices.

In submitting my opinions and statements to your Lordship, I have always endeavoured to confine myself to circumstances of local character, of which I could form my judgment satisfactorily, to enable your Lordship to form just conclusions; least of all have I ever presumed to offer any suggestions on the modes adopted by Her Majesty's Government and naval officers to suppress the slave trade, as considering it beyond my power to form correct opinions. The utmost I can venture to do is, to state my conviction that the efforts of Her Majesty's Government have not been in vain, and that the zeal and activity of the British cruisers have been rewarded with as much success as their numbers could have been reasonably expected to obtain. This I have shown by the new devices which are constantly sought by the dealers, by the inferior cargoes that are brought, and by the higher price of slaves (though not much), in spite of the reduced prices of sugar. Among the new devices is that of bringing slaves now from Brazil, instead of from Africa. Of such cargoes there have been three, if not four, during the year; and I observe that Mr. Consul Cowper's attention has been drawn to the fact, as he refers to it in his letter to your Lordship, dated Pernambuco, 10 July 1848, though the number given him was palpably erroneous (21), as that would not have paid the cost of bringing. The vessel being called "Paquete de Trinidad," shows the locality to which it came, and might have been one of those reported from Brazil in the beginning of the past year.

From the geographical position of Brazil, it clearly appears that slave trade may be much more easily carried on with that country than with Cuba. The distance is less, and the seas are smoother, so that smaller and worse vessels, with less hands, will suffice. Consequently, slaves may be sold at less price to the mines and plantations in Brazil than they can be in Cuba. But the voyage is long from Brazil to Cuba, averaging say 50 days, so that if the importers have to bring them with such additional expenses entailed, their profits must be very much diminished in the present state of demand. I have already given the prices at which the slaves have been sold the last year in lots, but I have the same authority for adding that they have not met with a ready sale. They have been much hawked about in offers by the brokers; a great number have long remained on hand, and it is even said that the 174 latterly seized, and others previously, were the refuse of the importations which had not been taken off to the estates, on which the better ones of the cargoes had been already placed. On this, surmises are freely expressed, implicating the local authorities, and even the Government, which are of a character not to be unnoticed.

So far back as October 1846 (*see* Slave Trade Papers for that year, Class A. p. 175), I informed your Lordship of the plan for obtaining from Brazil a supply of slaves being in contemplation, which was then put an end to by the hurricane of that year destroying the vessel intended to bring them. I have since several times adverted to this project, which is now carried into effect, and which may be continued, if found advantageous. The cost of bringing slaves from Brazil would not at the utmost exceed 10 £ per head, and the only question then would be the price there, if there were no risks of seizure on their passage, or on their arrival here.

If the dealers are obliged to have recourse to such a project, it is a sure sign that they have not found their trade otherwise so profitable as they would have the world to believe. But this they do not attempt in this place, nor could they, in the face of facts against them. There is not a single person in this city who has been latterly engaged in the trade, that

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can be pointed out as enriched by it. Those who became wealthy in it before the severer steps were taken against it, say 12 years since, have retired from it, and those who took their places are known here not to be wealthy. It would be manifestly improper in me to give the names of persons who are not known as insolvent, but there can be no reason for the same reserve in respect of the house of the great slave-dealers Blanco & Carvalho, whose names are so often mentioned in the Slave Trade Papers. That firm was dissolved a few years since, and the business was carried on in the name of Pedro Blanco & Co. The other partner, Carvalho, was supposed to be rich; but about a year since he went to Mexico, as it was reported, on business, and there he was found one day drowned, under suspicion of having committed suicide, his affairs then proving to be in a very embarrassed state. The house of Pedro Blanco & Co. failed about the same time, their liabilities being for about 500,000 dollars. Of this the blame was laid on a nephew, Villaverde, who was one of those with whom the gaoler fled to New Orleans, giving occasion to the recent proceedings against the Spanish consul in that city. Villaverde's defalcations have been made public, and they do not exceed 100,000 dollars, so that the house was insolvent even without them. The head of the house, Pedro Blanco, has, for private reasons, found it convenient for many years to live in Italy, and he has given his power of attorney, on the winding-up of his affairs, to no less a person than the Conde de Villanueva, Intendente-general of the Royal Treasury here, a person almost equal to the Captain-general, as he has the sole control of the revenue. The intendente has substituted General Quesada, who signs "in the place of his Excellency the Conde de Villanueva." This fact, showing the connexion between a great slave-dealer and so high a member of the Government, is a proof that the cause of the depressed state of the trade must be sought elsewhere than in the operation of events here. This, I have no hesitation in saying, is to be found in the proceedings of Her Majesty's Government and cruisers on the coast of Africa alone.

I have another proof to present of the efficiency of the system in force against the slave trade on the coast of Africa, in the difficulty which is now found to procure sailors to go there. Two of the vessels which have lately sailed hence were prevented sailing for some time for want of hands, and all that have gone in slave vessels are represented to be the most reckless and worthless of all nations. The Spaniards of the place have found out that though the wages generally are enormous, say 3*l.*, or 40 dollars per month, yet as being dependent for payment on their successful return, of which the chances are against them, it is not worth their while to run the risk of losing them as well as their health or life on the coast. Consequently, no good Spanish sailor will go in them, at a time when numbers can be easily obtained at 18 dollars a month for English ships to Europe, as I know, having entered many on the articles at that rate. On this head, too, I have conversed with many watermen in the harbour, who are generally old seamen, and they all coincide in saying that the service in slave ships is not to be sought, on account of the loss of wages in case of capture, as well as for its intrinsic evils. Many of the boatmen acknowledge having gone to the coast at different times of their lives, and they all confess that in the majority of cases they were taken, and so lost their wages. One of the men told me that he had gone eight voyages, and had been taken seven times; another thrice, and each time taken. The same loss then must have fallen on the fitters-out of the vessels, though they escaped the other evils which the poor men in their pay had to suffer.

It would be wrong in me if I were not to add the testimony which these men all bear to the efficiency of the squadron, and the honourable demeanour of the British officers. They all describe themselves to have received the fairest treatment; and with respect to Sierra Leone, declare the liberated Africans to live there in a state of remarkable civilisation. They also speak with much respect of the sailing properties of the cruisers, and their success; very different altogether from what some persons, who have peculiar views, would have us believe. I am therefore led fully to the conclusion, that though a few individuals may have benefited by the slave trade as latterly carried on, yet that, as a general business, it has been very unprofitable. It is a great error to suppose that if a cargo of slaves may be bought at, say 25 dollars per head on the coast, and sold again at 400 dollars per head, the intermediate sum is the real profit. There are many expenses, as well as many risks, of which I am satisfied that little is known, but which, the more they are examined, will the more fully show the exactness of my assertions.

Even in the last 10 years the trade has taken a different character to what it was formerly. In 1840, the year before General Valdes arrived here, there were six principal and several smaller barracoons within three miles of Havana, generally kept full of slaves to meet any demand. (See Letters by the late J. J. Gurney, describing a Winter in the West Indies, p. 160.) To those places people might resort just as freely as to any ordinary store of merchandise in this city, to choose what they wanted. This system was put an end to under General Valdes, the barracoons were put to other uses, and ever since the dealers have been obliged to bring their cargoes to certain distances, generally to be placed on particular estates for purchasers, thus enhancing the difficulty of purchase. The barracoons having been once given up, the system is too shameful to be resumed, and the dealers have not attempted it. If General Valdes had done nothing more, his memory would have been deserving of being honoured; but his whole measures were so discouraging to the trade, and so diverting it from prosecution, that the dealers, by having their plans frustrated, have never been able well to recover the lost ground, or renew their former associations, to carry it on with success, notwithstanding they have had opportunity and license since for so doing.

Those persons are very much mistaken who think that any fear is, or ever has been, in reality

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reality entertained by this Government on account of the increase of the slave population in this island. By the last census, in 1846, the whole number of whites was estimated at 425,767; the whole number of free persons of colour, 149,226; the whole number of slaves at 323,759; gross total of the population, 898,752, exclusive of the army, marine, and transients, estimated at 40,000 more. The numbers of the coloured to the white race then is only about nine to eight; and of the slaves to the whites, three to four. These slaves speak different languages, have often national differences, are kept far from each other, without any arms or resources; so that even if their number doubled or trebled, the whites could have no well-founded reason to fear their increase, being, as they are, well armed, and with a large number of troops in the island. As it has long been the policy of the dealers to bring few or no females, there are very few half-castes here, and none to form a class. Consequently the coloured people are without those leaders whom they have had in other countries to make any insurrection really to be dreaded, as of themselves, neither have they any union or intelligence to do more than temporary damage at the utmost.

If, then, this Government has at all discouraged the importation of slaves, it has been not influenced by the fear of an increase in the numbers of the negro race; and of that discouragement I consider the whole merit to be due to General Valdes, in his honourable fulfilment of the treaty engagements of Spain, breaking up the combinations of the dealers, so as to render it difficult for them to resume them. I trust it will not be out of my place here to notice the satisfactory appreciation of that excellent character shown by the Spanish Government, in naming one of their new corvettes, of 16 guns, built the last year, the "General Valdes;" proving that true worth will command respect, even from political opponents. Whatever his successors have done in following his steps, it certainly has not been done with the same good-will, nor in the same spirit. But by raising the impost per head, on allowing the introduction, General O'Donnell's cupidity had the same effect in discouraging the trade; and the present Captain-general seems to be following the same course. Though at first he professed a determination to prevent the introduction of slaves, it is certain now, either that his views have changed, or his rigour has been relaxed. It is impossible that such large introductions could have taken place without his knowledge; and the least dishonourable construction then that can be placed on his conduct must be, that he has been compelled to yield to the pressure of solicitations, perhaps even of directions from Spain, to favour particular cases.

Not only have the numbers brought the past year been so great, but, I regret to have to state, that they are expected in great numbers this year also.

As the vessels now are not generally sent directly from this place, it is impossible for us to learn particulars respecting them; but I am assured that three have lately gone, beyond those I have been able to refer to in my list. The cruisers therefore will have, apparently, to continue their course, as fresh adventurers spring up in the place of those who have been driven off, or who retire on account of finding the trade not so profitable as it had been in former years.

So long as slavery is allowed by law, I cannot imagine, from the character of this people, that they will look to any other means of obtaining labour voluntarily. Whether obtained from Africa, from China, or Yucatan, they must have it as slave-labour; and they feel the advantages of having it so that they can depend upon its continuance, not to have their crops lost by want of it at the necessary time.

Still, on every estate there is always, in good years, more cane than is made into sugar; and the capabilities, therefore, depend upon the labour of each estate; which again, in most cases, can be extended to as much as the labourers they have and machinery can work. If then the planters could buy two effective slaves for 400 dollars instead of one, it would be doubling their means of production at once for the small cost of maintaining an extra labourer, which the throwing open the slave trade would enable them to do.

In the past year, the previous season having been an unfavourable one for the growth of the cane, the exports of sugar from this place and Matanzas only amounted to 850,348 boxes, against 1,000,341 in 1848, and 1,006,767 in 1847. The last season is considered to have been extremely favourable, and the exports are expected to amount to 1,250,000 boxes for the present year.

The larger amount of exports is supposed to arise, however, from the greater quantity of land laid down in cane from the new estates which are coming into work over the years 1847 and 1848. As the slave trade must be considered certainly in relation with the demand for slaves, so long as it is connived at or permitted by this Government, I conclude with the following statistical account of the island, lately published, formed upon the data of the census in 1846. Counting by the local measurement of caballerias, each of which is computed at 33 English acres and a half, there are—

In cultivation in the island - - - -	65,677	caballerias.
In natural pastures - - - -	99,612	"
In artificial pastures - - - -	17,404	"
In uncleared ground - - - -	409,826	"
Arid land - - - -	130,265	"
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	731,784	

Sugar estates in the island were computed in 1827 as being only 510 in number, and now 1,442. Coffee estates have been reduced from 2,064 to 1,760; cattle farms in 1826 were 3,098

3,098, now 4,388. Other farms in 1827 were 13,947, now reckoned to be 25,292. Tobacco farms in 1827 were 5,534, now 9,102.

Of the sugar estates (1,442), it is said that 286 grind with steam-engines, three with water-power, and the remainder with animals.

I have, &c.
(signed) *J. Kennedy.*

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Enclosure 1, in No. 5.

RETURN of VESSELS which sailed in 1848, suspected of being intended for Slave Trade.

March.—AMERICAN schooner "Swiss Boy." About this time a vessel was reported to have sailed from the city of Trinidad, and two schooners from Santiago de Cuba.

April.—A vessel named the "Mariana" was despatched hence or the outports, and about the same time two others, named "Trueno" and "Jacinto;" all three formerly in the same trade.

May.—A vessel was sent from Cardenas, which had been formerly a light-ship in the harbour of New York, and sold as unserviceable.

July.—American brig "Lawrence," for Cabenda.—Condemned at Sierra Leone.

September.—A vessel, formerly the correo, or mail-packet ship, damaged in the hurricane of 1846, sailed the latter part of the month as the "Elvira."—Condemned at Sierra Leone.

October 1.—American brig "T. Street."—Condemned at Sierra Leone.

Enclosure 2, in No. 5.

RETURN of VESSELS reported to have arrived in 1849 from the Coast of Africa.

January.—A SMALL cargo of 50 was brought in a small smack of 10 tons, named "Pequeña Amelia."

February.—A cargo, reported to have been of about 420 slaves, was brought to the neighbourhood of Cabañas, of whom 85 were seized by the Lieutenant-governor of that district.

March and April.—Topsail schooner, under Spanish colours, brought 402 slaves to the Isle of Pines. Another vessel came to the neighbourhood of Cabañas with about 400 from Brazil. Another came about the same time to the neighbourhood of Cardenas with about 300. A fourth vessel came in April to Bahia Honda with 530 slaves of the best description, who were sold at 29 doubloons per head, or 493 dollars.—The vessel was burnt immediately and was unseaworthy.

May.—In this month 650 slaves were reported to have been landed from one vessel, and three others said to have arrived, of which no particulars reached us.

June.—Brazilian brig "Conda," brought 425 slaves to Trinidad de Cuba from Rio, which the Captain-general declared were ordered by him away; but, in fact, were only taken down the coast and sold. Another vessel came to the same neighbourhood with about 450 from Africa.

September.—Two vessels arrived, bringing together about 600 slaves.

November.—A vessel came to the Isle of Pines with about 400 slaves. Another to the neighbourhood of Batabano, on account of M. Forcade; number brought reported about 250.

December.—Two cargoes were brought to the neighbourhood of Cardenas, one about 600 and the other about 200. Of these 174 were seized by the Lieutenant-governor of Cardenas.

Total: 20 vessels reported to have arrived, with about 6,500 slaves.

Enclosure 3, in No. 5.

RETURN of VESSELS which sailed from the Island in 1849, suspected of being intended for Slave Trade.

THREE were reported to have sailed for the coast of Africa in the first half of the year from the neighbouring outports, of which no particulars reached us.

June.—Sailed from this port, Spanish brig "Amable Malagueño," for the coast of Africa.

October.—Spanish polacca "Mercedita," despatched ostensibly for San Tomas. Spanish brig "Joven Nonito," despatched ostensibly for Aguadilla in Porto Rico; both sailed 11th, in ballast.

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November.—

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November.—Spanish brig “Napoleon.” Spanish brig “Barcelo,” for Cape Verde Islands, said to have gone for salt.

December.—Spanish brig “Rayo.” Spanish polacca “Atrevida,” cleared ostensibly for San Tomas. Spanish brig “Salvadora,” ostensibly cleared for Santiago de Cuba.

No. 6.

No. 6.

Her Majesty's Commissary Judge, Mr. *Kennedy*, to Viscount *Palmerston*.

My Lord,

Havana, 1 January 1851.

I HAVE the honour to submit to your Lordship my annual report on the slave trade of this island for the past year, enclosing the usual returns of vessels reported to have arrived with slaves during the year, and of those despatched in it and in the year preceding, suspected of being intended for slave trade.

This is the fourteenth time I have had this duty devolving on me, the which I have found every year more difficult, as every year the trade has assumed a more clandestine character; when as, even 10 years since, previous to the governorship of General Valdes, the slave vessels were sent hence or returned with scarcely an attempt at concealment, under the direct permission of the authorities, their names and proceedings were sufficiently ascertainable to enable us to give what we might consider trustworthy accounts respecting them. But since General Valdes broke up that system of connivance, the vessels have been sent generally from other places, or the smaller ports of the island, under different names, and with falsely-declared destinations, so systematically as to make it almost impossible to give any report whatever of departures, while of the arrivals also there is so much more attempt at concealment, as to render very difficult any approximation to accuracy in the reports that are received. The only hope I entertain of approximate correctness is with regard to the number of slaves actually introduced, which being first gathered from public rumours, may be checked by other considerations, showing their credibility from other results. From these, then, I form a conclusion that, whereas in 1849 there arrived about 20 vessels with, as reported, 6,575 slaves, in the year 1850 there reached the island at least seven vessels with about 2,325 slaves. Adding one-third to this number as for those of which no accounts reached this place, according to my former computations, the which I think may now be more justly allowed than before, I conclude that not more than 3,100 have been brought during the year. One or two lots, not exceeding 100 altogether, have been brought from Porto Rico, who, I understand, were not actually Bozales, though, as appearing to resume a practice to which recourse was formerly had for direct slave trading, it may require renewed attention to prevent the recurrence of such evils. A great proportion of the slaves brought have, I believe, come intermediately from Brazil; and thus it is said that M. Forcade has been able to repair the losses he had formerly suffered on the vessels sent to the coast of Africa. I have not heard of any other labourers having been brought from Yucatan or elsewhere; so that altogether it appears the addition to the labouring population has been only about one-third of what I estimated it at for the year preceding.

To account for this diminution, I cannot help believing the principal cause must be the captures on the coast of Africa and elsewhere, of which we have reports of many, though as the vessels now in the trade do not generally belong to this port, the circumstances are less attended to. The demand for slaves continues as great as ever, or more, and would be still greater, only that the causes of demand form of themselves a drawback to prevent a supply. The first is the cholera, which prevailing during the year, the planters, though they saw their numbers decreasing, were afraid to buy other slaves, who, as recently introduced, might be apprehended, from former experience, more subject to the disease. Thus the cargoes brought last spring did not obtain such good prices during the fear entertained of that malady, and the importers, therefore, suffered great losses in consequence. One large landed proprietor, named Pedroso, bought a lot of 120 Lucumis of the finest class for about 50 £ a head only, whom he could now easily resell at double the purchase-money. Again, the planters having to buy, not in the usual course of their business, but often to supply great losses, were not in a condition to make cash payments, or give such security as the importers required; and thus those who had the means of ready payment obtained them at prices which the dealers would not have accepted, but for the fear of no payment at all on the risk of bills at long dates. Next, the expectation of profits from having the English market opened to the sugars of Cuba have not been realised, and the present prices do not seem to offer much inducement for extended cultivation.

In 1849 the exports of sugar from Havana and Mantanzas amounted to 850,348 boxes, of which five equal a ton, and of these as many as 63,242 boxes were sent to England. But in 1850, when the exports were 1,043,534 boxes, or nearly one-fifth more, the exports to England fell to 28,207 boxes, or less than one-half. Of coffee there were 3,481 quintals exported to England in 1849, but in the last year only three quintals. For the latter article there had been a greater demand latterly, and the preceding season gave a good crop, so that in 1849 the exports amounted to 142,974 quintals, but 1850 they have fallen to their former average, or 41,355 quintals. The cultivation, therefore, of coffee may still be considered as almost abandoned, and that of sugar as not presenting the appearance of much increase, though, as the fields of new cane planted a few years since are now come to full growth, the proceeds may be greater.

Thus

Thus it is said that the exports of this year may exceed those of the last by about 200,000 boxes. Still I learn that several old estates have been given up, and their labourers transferred to others, while some are left without sufficient hands to work them. Within the last month an estate has been advertised for sale, presenting great capabilities in every respect for soil, and vicinity to the sea for conveyance, but which the owner was obliged to give up, as unable to bear the expenses of hired labourers, being unable to procure others.

I judge, from these considerations, that as slaves may be so much required, the trade may be still prosecuted with activity, as soon as circumstances allow the speculators to see how they may proceed.

Though the English market does not appear so profitable as was expected, that of the United States, especially when the season in Louisiana has been bad, as it is about every third year, from frost, will give sufficient demand. Thus in 1849, the exports to the United States amounted to 112,156 boxes; but in 1850, they have been 251,281 boxes, or more than double.

This winter has been very severe already in the States; and we learn that the sugar crop was almost destroyed by frost, so that the demand will continue great.

If this island were annexed to the States, the sugar would be admitted free of duty, and thus an immense boon would accrue to the planters whose interests, therefore, would be benefited by that measure.

Having no doubt but that the slave trade will be continued, if offering any chance of profit, I venture to submit to your Lordship the opinions I have formed as to the best mode of suppression, which the experience of a long residence enables me to hope may be thought deserving of adoption.

First. As regards the means on the coast of Africa, beyond the present active system of cruising, I would humbly suggest the advisability of apportioning a severe punishment on persons who have been found repeated offenders, and especially that those should be determinedly pursued and punished who have offered resistance, and so killed or wounded any of Her Majesty's subjects in the fulfilment of their duties. The cases I refer to have been so numerous, that I believe they would appear even startling if collected together with the results. Such offenders as Eugenio Vignier, master of the "Brazil," who has his vessel well armed, and boasts of having three times beaten off British attempts to capture him, with more or less loss of life, should be followed and punished; and such summary punishment could not fail to operate beneficially on others inclined to follow the example. If allowed to pursue such courses with impunity, and if others in the trade, when captured, are to be treated with such lenity as at present, I submit that they will not be deterred so effectually as they would be by the fear of certain punishment.

Secondly. I would suggest that the proposition should be renewed, which your Lordship made so far back as 1838 (*see Slave Trade Papers for 1838, Class (B), pp. 86-100*), to give the Mixed Court additional powers to summon before it all persons engaged or interested in any vessel suspected of being intended for slave trade, or that is reported to have arrived with slaves. By these means, not only the facts in most cases might be clearly established, but the present collusive proceedings of the local authorities would be done away with.

In the last spring, the "Brazil" having arrived at Cardenas with 600 slaves, simultaneously with the invasion of Lopez, public attention was more particularly called to the circumstances, and the parties abandoned the vessel, which was found run on shore a few leagues down the coast. But the local authorities, who got her off, reported that they found on board no indications of illicit traffic, so that she was given up to the claimants, the owner being M. Forcade, and in August she was despatched again to the coast.

I feel assured that no opposition on the part of the community generally would be felt in this place to the exercise of such a power by the Mixed Court, if conducted discreetly. The people are far from being in favour of slave trade, though every one almost would be glad to buy slaves for his own advantage. The importer would find no favour in public opinion; and I believe rather the contrary, so that if the Court had the power, I have no doubt of its being able to carry it into full effect.

Third. As the trade has been driven in a great measure from Havana to the outports, I have found it latterly very difficult to obtain information on which to rely respecting arrivals. Of these often no doubts existed; but particulars were necessary for denunciation to call on an unwilling Government to proceed against the parties. When the Government saw we knew nothing certain of the matter, they boldly denied the facts altogether, and I believe the captures partially made were only in cases that were too publicly known to be denied.

To obtain this information, then, it appears to me advisable that consular agents be appointed at the principal places of the island, not for the purpose of intervening with the Government, but for the purpose of giving such information to the judge of the Mixed Court as would enable him to summon before the Court all parties engaged in slave-trading expeditions. The very liability to this could not fail to have a beneficial effect, inasmuch as from the publicity thence arising, and the loss of time to the parties, they would in some cases be deterred from entering on their projects, in others they might be defeated, and in some even punished.

My later annual reports have been translated into Spanish for this Government, and have been extensively made known. But they knew well that the statements repeated were substantially correct, and I trust the expositions will operate favourably in compelling the authorities to discontinue their connivances and participations, without which the trade could

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could not be effectually carried on. Publicity given in England to such conduct reflects even on this community, and the more that can be obtained, the more successfully I believe the trade may be combated.

I have, &c.
(signed) J. Kennedy.

No. 7.

No. 7.

ANNUAL REPORT ON SLAVE TRADE.

Acting Commissary Judge at *Havana*, Mr. *Crawford*, to Viscount *Palmerston*.

My Lord,

Havana, 1 January 1852.

I BEG leave most respectfully to submit to your Lordship's consideration my annual report on the state of the slave trade for the past year. I enclose herewith the returns of vessels reported to have arrived with slaves during that period; and also of those which were despatched in it and the preceding year suspected of being engaged in that illicit traffic.

I regret to be under the necessity of stating to your Lordship that slave trade has taken a new impulse.

In 1850, the arrivals were estimated to have been seven in number, and the Bozals introduced were taken at 3,100. During that year we find that only four vessels sailed from the island for the coast of Africa. Of these the "Tentativa," it is said, was captured at Cape Verde; another returned, her crew having refused to proceed on the voyage; and the "Semproniana" was brought back by the captain of the port of Havana, she having been seen near the coast outside the harbour taking in men and munitions; so that three of those expeditions were frustrated.

It was said that some 14 vessels had sailed during that year from different places in Spain, intending to bring slaves to Cuba.

The slave traders have certainly engaged in more active preparations for this inhuman traffic during the past year, most probably because they reckoned upon being able to introduce negroes with facility, either anticipating the removal of General Concha and the appointment of another Captain-general, who might be disposed to listen to their proposals and lend himself to their purposes, or that they counted upon his Excellency being instructed to wink at the infractions of the slave trade treaties, as heretofore; and I am induced to consider that this was their expectation, having understood that influential parties were engaged at Madrid to effect either or both of these objects.

In the past year we find the arrivals are estimated to have been seven vessels; the number of slaves introduced 3,687; adding one-third to that number, to make up for those of whom we have not been able to gain intelligence, I conclude that about 5,000 Bozal negroes have come to the island during the last 12 months.

Of two cargoes which came, the one belonging to Don Julian Zulueta, Don Pedro Forcade, and others, which landed near Cardenas, consisted of 617; the other, consisting of about 400, were disembarked by small craft on the south side, between Cuba and Trinidad. Of the former, 414, and of the latter, 96 were captured by the Government. The former vessel is stated to have escaped. I have every reason to believe that it was the famous brig under Spanish colours, the "Brazil" or "Brasileno," belonging to the notorious Forcade, who has so long been a slave trader; and the brig, I learn, is once more on her voyage to the eastern slave coast of Africa, to the northward of the Mozambique Channel, from whence she brought her last cargo. Of the vessel to which the 96 negroes captured at Trinidad belonged, I have not been able to learn such particulars as would guide me in forming an opinion as to whether she was the one which attempted to land her cargo at Juraguá, reported to your Lordship in my despatch of the 12th of November 1851, or that there were two slavers at that time on the south coast of this island; but I incline to believe that there were, and that the one which was at Juraguá safely landed her cargo and escaped, the other being the Brazilian barque, which was detained near Santa Cruz, and still under adjudication at Trinidad, there being no doubt that 400 negroes were landed from her in that neighbourhood.

The capture of these Africans was occasioned, as I understand, not from an inclination of the Spanish Government officers to the strict observance of the treaties, but was owing to some difference or dissatisfaction as to the amount of gratification proposed to be given. It is publicly known that about one-third of the number brought by the vessel to Cardenas were safely passed, they being the best, indeed the only portion of the unhappy victims who were marketable or well conditioned; whereas the 414 who were captured were in the most miserable state of emaciation from ship fever, scurvy and dysentery, of which a great number have since died; and yet we do not hear of any punishment having been inflicted upon the officers of the locality for their criminal negligence. Had these Spanish authorities done their duty, it would have been very easy for them to have arrested the master of the vessel, who was publicly about here in Havana. He could have been identified by the captured negroes, or by his own crew of the slaver, whose haunts are well known in this city; from a strict examination sufficient proofs might have been elucidated to convict all the parties concerned, and punishment could have been awarded them, with all the severity of the penal law of Spain.

It is universally believed here, amongst the slave dealers, that although no head-money is taken for the introduction of negroes from Africa, it is at the same time a principle that none shall be seized unless they are brought under circumstances of so great notoriety as to render it impossible for the Captain-general to pass over the infraction with impunity.

I have never heard it alleged that the present Captain-general has accepted the head-money which is said to have been taken by every other Governor (with the exception of General Valdes), as the price of their connivance at the infraction of the slave trade treaties.

But I am apprehensive that his Excellency, like all the rest, General Valdes included, considers the introduction of Bozals is necessary to the prosperity of the island, whether as a tie over the native population, upon General Tacon's policy, or in order to replace the waste of life amongst the slaves, and keep up a supply of labouring hands for the cultivation of the estates.

I consequently attach some credit to what I have stated above, as being the general belief here with regard to General Concha's sentiments upon this matter, that unless the infraction be so glaring that it is almost impossible to overlook it, notwithstanding the assurances he has given me, and the very stringent orders he informs me he has issued, I cannot help it that I have strong suspicions that it is not his Excellency's intention those orders should be obeyed so very punctually as to prevent positively the introduction of negro slaves, else how could it have been possible for the 203 of the recent cargo at Cardenas, or the 304 of the Brazilian vessel's cargo on the south coast, to have escaped?

Several slavers have been expected for a considerable time past, but I have not been able to get tidings of any of them, the greatest secrecy being observed upon the subject. It is very probable that they may have all succeeded; they now try the most out-of-the-way places to effect their purpose. One of them, I have been told, landed her cargo at Rio de los Puercos, on the south side of the island, inside of the Isle of Pines, but I have not been able to obtain information sufficiently sure as to enable me to address the Captain-general about it.

The slave-traders of St. Catherine's, in Brazil, finding that the measures adopted by that Government were effectual for the entire suppression of the traffic upon their coast, have determined to send their slavers to this island, as I did myself the honour of reporting to your Lordship in my despatch of the 12th of November last; there is therefore every reason to suppose that the last cargoes which came to the south side of Cuba were redestined from the Brazil coast, as they were in a most deplorable condition.

The Bozals captured at Cardenas, amounting to 414, have been assigned to various persons for certain periods, as usual, and (as it is officially put forth) in order to prepare them for the enjoyment of their freedom, after they have received their civil and religious instruction; but, my Lord, the day of their receiving their freedom is far, far off, if it ever does come. The slave may be manumitted by his master, he may purchase his freedom, as many do, by saving up all the moneys they get, but the emancipado can only be freed by the Government of the island; money constantly procures his reassignment for new periods of slavery and degradation, but it cannot purchase his freedom. The reassignment of the emancipados has been to those in authority here a source of wealth, and it is time to insist that all those of that class, over whom Her Majesty's Government has a right to watch, should be rescued from their distressed situation, and that all those who were captured by our cruisers should be given their free papers. As respects this class, I have considered it my duty to bring this urgent part of the humanity of Her Majesty's Government interference under your Lordship's notice, upon former occasions, with your Lordship's approbation, but the Captains-general of Cuba, one after the other, have failed to comply with the arrangement which was come to with General Valdes for the liberation of all the emancipados within a period long since elapsed. It seems that they are allowed by the Government of Spain to deny us the satisfaction we have a right to demand respecting these much-abused people, who are in the meantime groaning in all the miseries of slavery, from which we ought to rescue them without delay.

Your Lordship is no doubt aware that the emancipado, amongst other things, is exposed to be substituted for the slave, in which case he is reported as dead. This is practised to considerable extent, and money obtains the false certificates. It is said that the 96 Bozals seized at Trinidad have all been disposed of in this way; but in this instance they have so been disposed of by being substituted even before they were declared emancipados. I hear that they are all reported as dead; and as so long a time has passed since their capture, and there has been no official notice upon the subject sent by the Captain-general to the Mixed Court, I am disposed to think that what I have heard is true.

There is no doubt that the slave trade is taking a fresh impetus; and although there have been several arrivals of colonists from Spain and the Canary Islands, and steps have been taken for the bringing of Asiatic and Yucatan labourers, I cannot but express my opinion, with great respect to your Lordship, that as there is hope of success, owing to the laxity of the Spanish Government officers and greater inducement to adventure, because of the increased price of negro slaves and want of labouring hands, there will not be wanting those amongst the Spaniards who will engage in new expeditions.

It seems to be clearly proved, that the prevention depends altogether upon the vigilance of our cruisers on the coast of Africa, and your Lordship may be assured that this will continue to be the case.

The additional remedy in the way of prevention which I would propose, is an efficient squadron, consisting of numerous cruisers around this island, and that in every case of capture the utmost pains should be taken, whether such capture takes place for adjudication in

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the Mixed Court here or at Sierra Leone, to lead proofs against the parties who engage here or in Spain in fitting out slavers and engaged in the slave trade, so as to bring them to trial under the penal law of Spain.

The most notorious slave traders here are men of wealth, which commands for them a certain influence and standing. Nothing would be easier, in the way I have ventured to suggest, than to bring them to trial for some one of their numerous and glaring offences, and if pains were taken to bring their guilt home to them, their punishment would necessarily follow, and the shame which would attach to them before the world, as well as the fear of punishment for a crime which it has until now been their belief could be committed with impunity, would, in my humble opinion, do more to put an end to the slave trade than all the losses which these wealthy and (to that extent) influential men sustain by the capture of their vessels, and occasional seizure of the negroes they introduce.

I have, &c.
(signed) *Jos. T. Crawford.*

No. 8.

ANNUAL REPORT ON SLAVE TRADE.

No. 8.

Acting Commissary Judge at *Havana*, Mr. *Crawford*, to the Earl of *Malmesbury*.

My Lord,

Havana, 1 January 1853.

IN doing myself the honour of submitting to your Lordship's consideration my annual report on the state of the slave trade, I beg most respectfully to enclose herewith the usual returns of vessels reported to have arrived with slaves during the past year, as well as of those which were despatched during that period and in the preceding year, suspected of being engaged in that illicit traffic.

In my last annual report, dated the 1st January 1852, I brought under your Lordship's notice the great impulse which had been given to the slave trade, and I regret to state that it has been much increased during the year just ended.

In the past year we find the arrivals are estimated to have been 10 vessels, the number of slaves introduced to be 5,943, adding, as customary, to that number one-third, to make up for those of whom we have not been able to gain any intelligence. I conclude that about 7,924 Bozal negroes were landed during last year; of these, only 25 were captured, in October last, near Ortigosa, who have been declared emancipated, being part of the cargo landed at that place on the 26th of September, and their capture was entirely owing to the circumstantial information I furnished to the Captain-general, and which was acted upon; this result I did myself the honour of reporting to your Lordship in my despatch dated the 22d of October last.

In 1851, the departures were estimated at 15 vessels for the coast of Africa. During the past year we find that upwards of 10 vessels were fitted out, suspected of being intended for that traffic; of these, three were seized by the Spanish Government upon my denouncements, and four have been captured by Captain Hamilton, of Her Majesty's frigate "Vestal," viz., the "Venus," "Carlota," "Cuatro Hermanos," and the Spanish brig "Arrogante Emilio," which last enumerated are now under adjudication before the Mixed Court. There can be no doubt, however, that the expeditions to the coast for the purpose of carrying on the slave trade have been many more than the number above stated from this island, and that from Spain there have been extensive outfits, as well as from the United States, where it is well known that several Spanish slave traders have gone to purchase fast-sailing vessels, and from thence have proceeded to the west coast of Africa and to the Mozambique, intending to return with slaves to this island.

The cholera having been raging here during the past year, has carried off vast numbers all over the country; some estates have consequently experienced great losses, which have been calculated at from 20 to 30 per cent. of their dotations; and therefore it is that although the introduction of slaves has been greater this year than it has been for some years past, there is still as great, if not greater demand for labour; so much so, that wages as high as 22 dollars per month are now currently paid, with maintenance and liability of the hirers in case of the death of the slaves during the period for which they are engaged; and they are nevertheless only to be had in small numbers on those terms.

Were there any disposition or good faith on the part of the Spanish authorities, the slave trade could not be carried on, as it is, almost openly, and with impunity. We know, from the almost total annihilation of this detestable traffic at various times, and especially during the latter part of General O'Donnell's and the early part of General Roncali's command, that it depends upon the Captains-general of Cuba to put a stop to the importation of slaves; because there is not a transaction passes in this island without their knowledge; such is the nature and vigilance of the police and coast guards.

I am not prepared to state that General Canedo receives any head-money, as former Captains-general have done, but it is most certain that he is a partisan of the slave traders, openly expressing his opinion that the island's prosperity requires additional slave labour. Consequently it seems useless to expect anything like good faith on the part of his Excellency

cellency in carrying out the treaty for the suppression of the slave trade. Could the Spanish Government be induced to make the first authority responsible, under pain of destitution, that there should be no violation of the treaty by connivance of those under his command, I am convinced the means would be very soon devised to ensure the vigilance and strict compliance of the subaltern authorities.

In the affair of the cargo of the "Imperatriz," which vessel landed at Camarioca 840 slaves, it was said the Governor of Matanzas was implicated; he was accordingly removed from his command by Captain-general Don José de la Concha. Those slaves belonged to the Company of Catalans at Matanzas, and Brigadier Pavia, there is no doubt, was promised a large sum for allowing them to be landed; it was afterwards stated in his defence, that he had not received anything from them, which perhaps may literally be true, although he well knew that it was safe to him in the end if the Catalans did not refuse to pay him, and which probably might have been the case had the destitution of General Concha been confirmed. I regret, however, to find that he, the Governor of Matanzas, Brigadier Pavia, has been reinstated by orders from Spain.

The ship or barque, "Duquesa de Victoria," also proceeded to the Mozambique; but before she was able to take her human cargo on board, she was fallen in with, and was there destroyed by Her Majesty's cruiser "Penguin."

The "Hanover" made a successful voyage, and landed 640 slaves at Sierra Morena.

All these infractions of the treaties were reported by me to the Captain-general in order as they occurred, in my despatches, dated the 13th of March, 20th and 26th of April last.

The owners of these vessels having successfully violated the existing treaties, lost no time in preparing them to proceed again to the coast. They were once more denounced as fitting out, and they were all three detained by the authorities of Sagua la Grande and Nuevitas, in consequence of orders sent from this by General Concha, but the result of the detention of these vessels has never been officially announced; and all I have been able to learn about them is, that the slave traders, their original owners, were endeavouring to repurchase them, no doubt for the purpose of continuing them in the trade, but whether they have succeeded or not I have not been able to ascertain; one of them, I have been informed, is still laying at Los Falcones, where she was seized, and all the crews have either escaped from prison, or have been set at liberty for want of proofs to convict them under the penal law.

Expeditions of vessels intended for the traffic are still going on; but as there is now a perfectly arranged system of carrying the equipments amongst the cays, where they are taken on board before they finally depart for the coast of Africa, it is thus rendered quite impossible to stop suspected ships in the ports and harbours, however strong the information may be that they are going to trade in human beings; because whilst they are here, or at any of the other principal ports, they have nothing on board that would warrant their being detained upon our denouncement.

In the manner above stated, the "Lady Suffolk" obtained her equipments, and her captain, the notorious Eugenio Vinas, left this port for Bahia Honda on board the coasting steamer "Sirena," which towed the "Lady Suffolk" to sea. This vessel sailed very strongly armed, with a crew consisting of 75 men, no doubt with a determination to resist our cruisers should she be fallen in with. And your Lordship will readily perceive in this transaction the influence which slave traders have attained. They are men of great wealth and standing, against whom there is neither disposition nor effort undertaken by this Government; but, on the contrary, a sort of passive acquiescence in their guilty and disgraceful slave-trading operations.

I have, &c.
(signed) *Jos. T. Crawford*, Acting Commissary Judge.

No. 9.

EXTRACT of a DESPATCH from Consul-General *Crawford* to Earl *Granville*.

No. 9.

Havana, 24 February 1852.

THE operations of the slave traders are becoming manifest, and the total disregard of the stringent orders issued by the Captain-general has been shown in many instances of late at several places in this island; thus proving that there is not virtue in the officers under his Excellency's command to resist the large bribes which the lucrative nature of the traffic enables those who are engaged in it to offer as the price of their dishonour.

The recent importations of negroes at and near to Trinidad, connived at by the local authorities, as well as the criminal introductions at Cardenas and elsewhere, must have satisfied General Concha that his officers are not incorruptible; but the last case, and the worst of all, took place on the 9th instant at Camarioca, where 840 Bozal negroes were landed from a brig, supposed to have been the "Hanover," denounced by me to the Captain-general in July last, which brought them from the Mozambique.

I lost no time in complaining to the Captain-general of this glaring infraction of the existing treaties, and his Excellency most promptly replied to my communication, transcribing in his answer the despatch which he had received from the Governor of Matanzas relative to the transaction, in which that functionary states, that being four o'clock in the

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afternoon of the 9th instant, he had just then received information of the disembarkation of a number of Bozal negroes at Camarioca, and that he was about to mount and proceed in person to the place, accompanied by one of the *alcaldes mayores*, or puisne judges, in order to carry out the most rigorous investigation, apprehend the guilty parties, &c. Such was the total want of conduct in an officer of the rank of Brigadier-general, and holding the high office of Governor of Matanzas, that he had been in the knowledge of the whole affair, and had connived with the parties whom it was his duty to have detected, had allowed the landing of the negroes to be safely effected, and, it is said, had received a very large sum in gold, the price of his crime and disobedience.

But the defection was too great, and the act altogether too bold and infamous to escape notice, and the Captain-general lost no time in directing the most scrupulous inquiry, which is still going on.

So far, it has resulted in the dismissal of Brigadier Pavia from the Government of Matanzas. I am in hopes it will not stop there, although his Excellency will most likely be defeated in bringing to justice the parties concerned, to as great an extent as it is desirable they should be dealt with, because every means of influence and money will be employed to screen them from the punishment they so richly deserve, and the working of the penal law is in the courts of the Royal Audiencia, where it will be difficult to adduce proofs to convict those who are well known (out of doors) to have been the authors of this expedition.

No. 10.

No. 10

EXTRACT of a DESPATCH from Her Majesty's Acting Commissary Judge to the Earl of *Malmesbury*, dated Havana, 10 November 1852.

I UNDERSTAND that General Pavia, whom Don José de la Concha suspended from the government of Matanzas, his Excellency being morally satisfied of his connivance with the slave traders at that place, has been reinstated by orders from Spain, as it is alleged his guilt was not proven judicially.

General Pavia is at present in the special command of a division of the Spanish army at Guanajay, some 10 leagues from this city, but he will return to his government of Matanzas, from whence a large vessel, which it is very strongly suspected is intended for the slave trade, was some short time ago despatched.

No. 11.

No. 11.

The Earl of *Malmesbury* to Lord *Howden*.

My Lord,

Foreign Office, 18 December 1852.

WITH reference to my despatch of the 20th of April last, and to subsequent correspondence, relating to the dismissal by Captain-general de la Concha of Brigadier Pavia from the post of Governor of Matanzas, on account of his misconduct with respect to a landing of a large cargo of slaves, which was effected at Camarioca on the 9th of February last, I now transmit to your Lordship a copy of a despatch which I have received from Her Majesty's Acting Commissary Judge at the Havana, stating that General Pavia has been reinstated in the Government of Matanzas by orders from Spain.

I have to instruct you to state to M. Bertran de Lis, that Her Majesty's Government have received with much regret the intelligence of the re-appointment to so high a post in the government of Cuba of a person who was proved to the satisfaction of his superior officer, from inquiry made upon the spot, to have been guilty of the most culpable negligence, if not of direct connivance, in the flagrant case of slave trading referred to.

I am, &c.
(signed) *Malmesbury*.

No. 12.

No. 12.

Lord *Howden* to Lord *John Russell*.

My Lord,

Madrid, 4 January 1853.

IN consequence of Lord *Malmesbury*'s despatch of the 18th ultimo, expressing the regret of Her Majesty's Government at the re-integration of General Pavia in his functions at the Havana, I addressed the accompanying note to the Count Alcoy, and I yesterday received the answer, translation of which I transmit.

I have, &c.
(signed) *Howden*.

Enclosure

Enclosure 1, in No. 12.

Lord *Howden* to the Count of *Alcoy*.

Madrid, 27 December 1852.

Sir,

WITH reference to my note to the Marquis of Miraflores of the 30th of April last, and to subsequent correspondence relating to the dismissal by the then Captain-general of the Havana, Don José de la Concha, of Brigadier Pavia from the post of Governor of Matanzas, on account of his misconduct with respect to a landing of a large cargo of slaves, which was effected at Camarioca on the 9th of February last, I have now the honour to inform your Excellency that Lord Malmesbury has learnt from Mr. Crawford, Her Britannic Majesty's Acting Commissary Judge at the Havana, that Brigadier Pavia has been reinstated in the government of Matanzas by orders from Madrid.

I have consequently been instructed to state to your Excellency, that my Government have received with much regret the intelligence of the reappointment to so high a post in the government of Cuba of a person who was proved to the satisfaction of his superior officer, from inquiry made on the spot, to have been guilty of the most culpable negligence, if not of direct connivance, in the flagrant case of slave trading referred to.

As it is evident that the inhabitants of the Havana must be greatly influenced in their opinions and acts as to slave importing and slave dealing by the opinions and acts of the mother country connected with that traffic, it is equally evident that a reinstatement, such as that which Her Britannic Majesty's Government regret, is a practical encouragement to those connected with slave dealing, and a severe moral blow to those who honestly and courageously are endeavouring to suppress it.

I avail, &c.
(signed) *Howden*.

Enclosure 2, in No. 12.

The Count of *Alcoy* to Lord *Howden*.

(Translation.)

My Lord,

Madrid, 30 December 1852.

I HAVE received your Lordship's note of the 27th instant, in which you state the regret with which the British Cabinet has learnt the reinstatement of Brigadier Pavia in the political and military Governorship of Matanzas.

In reply to the aforesaid note, I have the honour to state to your Lordship, that when General Concha suspended Brigadier Pavia from his functions, he did so as a proof of his loyalty in the fulfilment of his duty, in consequence of the suspicions he entertained that, in the case of a landing of negroes which had taken place, the aforesaid functionary had not acted with due activity and energy; but that the conduct of Brigadier Pavia was submitted to the examination and decision of the Royal and Pretorial Superior Court of Justice, which is the proper tribunal before which such cases are to be tried, and that the decision of this tribunal having been favourable to that functionary, Her Majesty's Government has done only what it could not abstain from doing, namely, to respect the aforesaid decision, and order the reinstatement of Brigadier Pavia.

I avail, &c.
(signed) *El Conde de Alcoy*.

No. 13.

Consul-General *Crawford* to Lord *John Russell*.

No. 13.

My Lord,

Havana, 28 February 1853.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch, dated the 31st ultimo, transmitting for my information copy of a despatch from Lord Howden, Her Majesty's Minister at Madrid, enclosing a copy of a letter which he had received from the Spanish Minister for Foreign Affairs, in answer to a remonstrance which was addressed to the Spanish Government against the reappointment of the Brigadier Pavia to the post of Governor of Matanzas.

The proceedings which were instituted with regard to Brigadier Pavia's conduct (for which he was suspended by Captain-general Don José de la Concha) in the Royal Audiencia, could scarcely have had any other result than that which is stated in the Conde de Alcoy's letter to Lord Howden, of the 30th of December, considering that General Concha's government was disapproved, and that the displacement of Brigadier Pavia was one of the acts by which the General had manifested his determination to put an end to the slave trade.

I have, &c.
(signed) *Jos. T. Crawford*.

Appendix (B.)

SPAIN.

No. 14.

No. 14.

EXTRACT of a DESPATCH from Lord *John Russell* to Lord *Howden*,
dated Foreign Office, 25 January 1853.

I TRANSMIT to your Lordship herewith, for your information, copies of a despatch and of its enclosures, which have been received from Her Majesty's Consul-general at the Havana, reporting the capture by Her Majesty's ship "Vestal" of four vessels which had sailed from the Havana for the coast of Africa, suspected of being intended for slave trade.

P. S.—I shall shortly address your Lordship on this subject.

Enclosure in No. 14.

Consul-General *Crawford* to the Earl of *Malmesbury*.

My Lord,

Havana, 28 December 1852.

HER Majesty's frigate "Vestal" arrived in this port on the 19th instant, with the Spanish schooners "Carlota," "Venus," and "Cuatro Hermanos," detained for breach of the treaty of the 28th of June 1835, for suppression of the slave trade.

The circumstances are fully detailed in a letter which has been addressed to me by Captain Hamilton, copy of which, and of a postscript letter of subsequent date, I have the honour of enclosing herewith to your Lordship.

These cases are before the Mixed Court, and I shall in the meantime abstain from remarking upon their merits; they are all, however, justifiable detentions, if not subject to condemnation as prizes, and Captain Hamilton's great vigilance and activity will have a salutary effect in checking the ardour of the slave traders.

But what will your Lordship and Her Majesty's Government think? And what excuse can the Government of Spain offer to the flagrant nature of the offence described in Captain Hamilton's letter?

A slaver, the "Venus," fitted out in this harbour, under the eyes of the Spanish authorities, notoriously a sea-going vessel, and prepared for the slave trade, had attracted my notice, as I did myself the honour of reporting to your Lordship; I recommended her movements to the vigilance of Captain Hamilton, and she was closely watched.

Contrary to the port regulations, the "Venus" was allowed to leave the port in the night; she was allowed to clear out as a coaster; the slave captain had a passport under an assumed name as a passenger, he being quite a notorious character in the slave trade, who (it appears by letters found in his possession) had been in the hands of these very authorities on a charge of slave trading, as the master of another vessel, but had made his escape from gaol, and the vessel had on board a part of the slave crew she was to have carried to the coast of Africa, to the extent of seven or eight persons, who were seen from the "Vestal" to make their escape in the schooner's boat.

And then comes the disgrace to the Spanish authorities, that one of Her Majesty's ships, after watching this vessel till she had been permitted to depart in the manner I have just described, sails after her from this same harbour, and brings her back; detecting all the villany of the affair, and leaving scarcely a doubt of connivance on the part of those whose duty it was to have frustrated such a glaring attempt to violate the existing treaties.

But, my Lord, I have to add to what I have said respecting the "Venus," by reporting to your Lordship, that having also brought under Captain Hamilton's notice the Spanish brig "Arrogante Emilio," that vessel sailed from this port on the 22d instant, and was followed by the "Vestal." She was brought back the same day, and is also before the Mixed Court for infraction of the treaty.

The "Arrogante Emilio" cleared out from Havana for Buenos Ayres, *viâ* the Cape Verd Islands, in ballast; some money in gold has been found on board, and an entire slave-deck, so that there can be little doubt as to the ulterior destination and purpose of this vessel.

In the former part of this despatch I omitted to notice that on board the schooner "Carlota," the coppers, plank, and beams for a slave-deck, shackles, and other unequivocal signs, with upwards of 100 water-casks, most of them filled with fresh water, have been found, showing that she was conveying these slave equipments and supplies to a vessel ready to start for the coast of Africa, which the patron of the "Carlota" says he was to meet near to Gibara, but the name, he says, he does not know.

The fact of this vessel's being fallen in with accidentally by the "Vestal," when in chase of the "Venus," the "Carlota" having been despatched from "Matanzas," will be an additional proof to your Lordship as to the extent and number of the preparations for slave trading which have been made from all parts of the island.

I have, &c.
(signed) *Jos. T. Crawford.*

(Enclosure.)

Captain *Hamilton* to Consul-General *Crawford*.

Sir,

"Vestal," Havana, 21 December 1852.

HAVING received official information that the schooner "Venus" was fitting in the harbour of Havana as a piratical slaver for the coast of Africa, on the 15th December 1852, I observed her preparing for sailing with all haste; had previously observed that this vessel was hove down and newly coppered; observed also carpenters cutting larger hatchways, her old masts had been taken out, new and taunt ones put in, new sails and rigging being fitted with the utmost despatch; also received information that the "Venus" would probably call off the Cays, Cayo Blanco or Cruz del Padre, where another vessel would bring her the larger proportion of her leaguers, slave-deck, and other fittings, and that she would there change her crew.

At 10 p. m., on the 15th December, this vessel still moored to the wharf, inside the Casa Blanca.

Half-an-hour before daylight on Thursday morning the 16th December, discovered with a night glass that the schooner "Venus" was gone.

At daylight examined the tiers of shipping, and satisfied myself that she had left the harbour during the night. Pulled outside the harbour in my gig, and seeing three schooners on the horizon beating to windward in the direction of the Cays of the Cruz del Padre, pulled on board the "Vestal" instantly, slipped her cable, sent the boats ahead to tow, and bent sails. Finding it calm, and every minute being of importance, hired a small steam-tug to tow us clear of the canal; got a light breeze outside, and gave chase to three schooners.

I now consider it my duty to protest against the acts of the Spanish authorities for openly breaking the treaty with Great Britain, for aiding and abetting the fitting-out and escape of the "Venus," notorious and remarkable as fitting as a slaver, that had attracted the attention of every boatman and vessel in the harbour; yet this slaver was fitted out under the guns of the Spanish Admiral and the Moro castle, and permitted to break the most stringent port regulations by sailing in the night. It will be idle for the Spanish authorities to say they were ignorant of the character and destination of the "Venus," for so stringent are their port regulations, and so effective their marine police, that nothing can occur in the harbour without their knowledge. It is, therefore, high time that the British Government should be plainly informed that the treaty for the suppression of the slave trade is a dead letter with the Spanish authorities.

At sunset of the 16th, found the "Vestal" gained upon the schooners. At dark, schooners made into the shore; lost sight of them; continued to work up close in shore during the night.

At daybreak on the 17th December, seven miles off the Cayo Piedras, observed the schooners working in for the shoals about the Cayo Blanco. Observed the schooner "Venus" signaling to the schooner "Carlota," which signals were answered. "Venus" then shortened sail; hoisted out a boat full of men, which went on board the "Carlota." "Venus," after working to windward till her people got on board the "Carlota," made sail and bore up. The "Carlota," after taking on board boat and men, made all sail and worked up for the shoals. Sent boats in chase of vessels; fired, and brought to "Venus;" boarded and detained her, and proceeded in chase of other vessels with ship and boats; fired to bring to chase. Observed "Carlota" signalise to schooner "Cuatro Hermanos;" also observed "Carlota" throwing overboard leaguers and other gear, and breaking up casks. The schooner "Cuatro Hermanos" then anchored. Boats continued in chase of "Carlota." Finding the ship among the shoals and in less than four fathoms water, anchored, dispatching all boats in chase. Observed the "Carlota" run behind the Mangle Cay, when it fell calm. Observed by "Carlota's" mast-heads over Mangle Cay, that she had anchored close into the bush. Boats boarded her at 11:20 a. m., and found the "Carlota's" crew busy throwing overboard large leaguers, and destroying others; found on her upper deck, ready for transhipment, materials for a complete slave-deck, slave-coppers new and ready for transhipping, and a quantity of the largest size leaguers; found that the persons transhipped from the "Venus" into the "Carlota" had landed in the bush; found articles of new clothing dropped in the bush, and traced footsteps into the swamp immediately opposite where the "Carlota" had anchored. Finding it not possible to follow people in the swamp and jungle, weighed in the "Carlota," and took her alongside the "Vestal." In the meantime, finding the schooner "Cuatro Hermanos," which had been signalled by the suspicious vessels, had on board 16 water-casks or leaguers, with no manifest, and a crew of four men, detained her for the same. 5:40 p. m., weighed in Her Majesty's ship "Vestal," with the detained schooners; stood into deeper water outside the Cayo Piedras. Anchored at 7 p. m. for the night with the three schooners.

Saturday, 18th December 1852: At daybreak employed further examining the schooners "Venus" and "Carlota." Found articles and fittings on board each of them fully authorising me in detaining them; not able to ascertain which was the captain of the "Venus," as the crew themselves have differed on that point, and the person apparently the captain reported himself a passenger on board. 12:10 p. m., weighed and made sail in company with prizes for Havana.

On further examining the "Carlota," found in her nearly every article required to equip; water and provisions for a very large number of persons beyond a ship's crew, slave
irons,

Appendix (B.)

SPAIN.

No. 14.

irons, slave coppers, slave clothing, a complete slave deck in pieces ready to tranship, a large quantity of bayonets, pouches, and ball cartridge.

It is therefore evident, beyond any further doubt, from the private signals and communication, and the meeting at the expected place, and the extra crew smuggled into the "Carlota," that she is the tender or consort to the "Venus," to put on board her the remaining slave equipment. In fact, the captain of the "Carlota," in the presence of myself and officers, confessed he had on board a slave equipment, and was waiting to tranship his cargo into a sea-going slaver. The name of the slaver he refuses to tell. It is equally evident that the "Carlota" could not possibly herself make an ocean voyage, her sails and gear being rotten, and almost falling to pieces, and her foremast sprung. The captain of the "Carlota" also confessed that six or seven men escaped from the "Venus" to him, but refused to state where they landed.

The above evidence alone would condemn the "Venus;" but in further searching her we find more than sufficient evidence, even without her implication with her consort, the "Carlota." The "Venus" has more than the necessary quantity of pipes for holding water requisite to condemn her. An immense hatchway has just been cut, the combings of the old hatchway being in the hold. Iron bars are cut to form a grating over the hatchways, such as are always used in slavers to admit the air below. Twenty large ship's sweeps, 24 feet in length, all bran new. We found, under all, in the hold, 400 suits of slave clothing. She has also on board a second suit of new sails complete, and all sailing gear for a long sea voyage; also a chronometer, barometer, a night and day telescope, showing clearly she was not intended for a coasting vessel. The ship's sweeps are down in the manifest as "boat's oars," whereas the largest boat in the world could not use them. Amongst other things thrown overboard from the "Venus," when chased, I picked up a new cask with the head out, that had not been many minutes in the water. The man calling himself a passenger in the "Venus," has marked on his clothes José de Riguer, but his passport describes him as Antonio Gutierrez.

The "Cuatro Hermanos" is condemnable from the circumstance stated in my declaration regarding her.

I have further to add, that the person I suspect to be the real master of the "Venus," and who is proved by his own correspondence to have been captain of slave vessels, is under a false name and passport, as shown by marks on his linen, and his letters.

I beg to add the statement of Mr. Lemon, warrant officer and master carpenter of Her Majesty's ship "Vestal:"

"I find she has very recently had a fore and main hatchway, which has been done away with, and one large hatchway substituted; one beam has been cut, and the other left there entire. It is therefore evident that this hatchway has not been enlarged for the purpose of striking down cargo, otherwise the beam would not have been left across. The iron bars on board are cut so as to form an iron air-grating over this large hatchway, such as are commonly used in slave vessels. These hatchways have been so recently cut, that the chips are still lying there, and the combings of the old hatchways are in the hold. The spars and sails, which we saw placed on board her, are of such a size as are not to be found in legal traders. It is also remarkable that such new and taunt masts, &c., should have been substituted for others in an old vessel. She has two entire suits of sails, a chronometer, a barometer, and other gear, showing she is not a coaster, as stated in the papers; also 20 new sweeps, 24 feet and 22 feet in length, such as could not be used in any launch or boat, nor by any legal trader, as nothing but a piratical vessel or man-of-war could have a crew to man such sweeps.

(signed) "Charles Lemon,
"Carpenter, H. M. S. 'Vestal.'"

Also the statement of Mr. Henry Loney, assistant-surgeon of Her Majesty's ship "Vestal:"

"I find on board the Spanish schooner 'Venus' a very large medicine-chest, completely fitted and furnished with medicine and surgical instruments, sufficient for a long voyage for a great number of persons. There are also bags of sarsaparilla, which are not at all likely to be required in a coasting vessel. I have been several years on the coast of Africa, serving in the blockading squadron, and, from my knowledge of the fittings of slave vessels, I consider the hatchways recently cut on board the 'Venus,' are fitted in the usual manner for a vessel intended to carry slaves; and, moreover, that she is evidently not a coaster, as stated in her papers.

(signed) "Henry Loney,
"Assistant-Surgeon, H. M. S. 'Vestal.'"

To conclude, however, the proofs of the piratical nature of the "Venus" and "Carlota," the papers seized on board the "Venus," found in the possession of the man calling himself the passenger, but supposed to be the captain, are one and all relating to the slave trade and the shipment of negroes. He even has alluded to the great profit he hopes to make by the slave trade, which, he adds, is most lucrative, but dreads capture by the English cruisers. Lists are there of the articles to be smuggled into him by a consort, including arms, guns, slave-irons, &c.; in short, the whole occupation of the man is clearly set forth in these papers.

Since writing the above, there have been discovered on board the "Venus" 16 beautiful foreign

foreign charts, chiefly both sides of the coast of Africa, and for the Atlantic passage, some of them having tracks to the most notorious slave ports of the west coast of Africa, amongst others, the Gallinas, Lagos, and the River Congo, showing how absurd to say she was intended for a coaster.

I have, &c.
(signed) *C. B. Hamilton.*

Appendix (B.)

SPAIN.

No. 15.

Her Majesty's Ship "Vestal," Havana,
26 December 1852.

Since addressing you a letter on the 21st instant, on the subject of the capture of the "Venus" and "Carlota" slavers, I would beg to add the following, as an addition or postscript to that letter:—

First, I would beg to represent to you, that not only is it proved, by the numerous papers seized in the "Venus," that the port authorities connived at the escape of a well-known piratical slaver, but that the port officers have given her such documents as enabled her to assume a false character to aid in her escape.

For instance, the "Venus," being entirely fitted out and found for an ocean voyage, and in many respects as a pirate or man-of-war, is officially made out to be a coaster; moreover, they gave false passports and documents to her well-known slave-captain, José de Riquera, who it appears by his own letters, found in his trunk and amongst his clothing, has lately landed slaves in this neighbourhood, and, as is invariably the case with all slavers, giving him the real captain or pilot's false documents as a passport.

I would therefore respectfully observe, that as the Spanish authorities in Cuba have openly thrown aside the treaty with Great Britain, and betaken themselves one and all to the slave trade, it may now become a question for the British Government what steps it may be necessary to take; as also, whether it will not be too great a farce to hand over our captured slave ships for their adjudication, or our emancipados to their keeping; for it certainly seems an absurdity to submit a prize case for trial before a Spanish president and arbitrator, where the Spanish authorities have given false documents to the slave ships to assist them in evading the treaty.

I have, &c.
(signed) *C. B. Hamilton.*

No. 15.

No. 15.

COPIES or EXTRACTS of CORRESPONDENCE respecting the SLAVE TRADE
on the *Cuban Coast.*

Admiralty, 19 July 1853.

THE Secretary of the Admiralty presents his compliments to Mr. Hume, and begs to transmit to him, as Chairman of the Slave Trade Committee of the House of Commons, copies or extracts of the Correspondence respecting the Slave Trade on the Cuban coast, taken from Captain Hamilton's book, as requested by Mr. Hume's letter of the 15th instant.

Joseph Hume, Esq., M.P.

Enclosure No. 1, in Captain *C. B. Hamilton's* Letter, No. 3, to Vice-Admiral
Sir G. F. Seymour, K.C.B., G.C.H.

For Captain Hamilton's letters of 21 December 1852 and 26 December 1852, see pages 187 and 189.

EXTRACT from Captain *C. B. Hamilton's* Charges made against the detained Spanish Schooner, "Venus," before the Mixed Commission Court at Havana, dated 21 December 1852. (signed) *C. B. Hamilton*, Captain of Her Majesty's Ship "Vestal."

"10thly. It appearing that the supposed captain, calling himself a passenger, is under an assumed name, from letters found, and names marked on his linen. Also, that a number of letters are found with him, which will be laid before the Court, relating to the slave trade and the shipment of negroes. These showing him to have been some years a slave captain; among other things that the slave trade is most lucrative, but that he dreads capture by the English cruisers. I would more particularly refer the Court to a careful perusal of these letters, for not only do they distinctly refer to this expedition, but there is a letter addressed 'to the pilot on board,' requiring him to land the people in a boat on being chased by a ship. These letters also clearly show the extent to which the slave trade has lately been carried on in Havana, showing that the steamers have been engaged landing the negroes."

Appendix (B.)

SPAIN.

No. 15.

DECLARATION.

THE undersigned, C. Baillie Hamilton, Esquire, holding the rank of Captain in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Vestal," duly authorized by the Treaty between Great Britain and Spain, dated the 23rd of June 1835, for the suppression of the slave trade, do hereby declare, that on the 23^d day of December 1852, being in latitude 23° 16' 30" N., and longitude 82° 22' 45" W. of Greenwich, I seized the Spanish brig "Arrogante Emilio," whereof José Costa is master, for having violated the said treaty, and I further declare that the vessel had on board, at the time of seizure, a crew of 12 persons and one passenger, but no slaves. And I do also declare, that I found this vessel in the following state, and under the following circumstances, viz.; On the 2^d December received an official notice that the above brig was about to sail for the coast of Africa, intended for the slave trade, and that an account of her and the "Venus" had been forwarded to the Foreign Office, that the English cruisers on the coast of Africa might look out for them. This notice further stated, that the "Arrogante Emilio" would be made to appear to be going to Buenos Ayres, but was really for the coast of Africa. On the 23^d December saw the said brig proceed to sea; after allowing her to get into the offing, slipped the cable and made sail after her, a strong breeze and heavy sea outside; detained, and went on board her with Lieut. Harvey, to search, but found it impossible to do that effectually outside, from the heavy sea, but found sufficient fittings for a slave deck to detain her. My first conversation on boarding was to ask the man calling himself the second piloto where he was bound, he answered, Coast of Africa; the second piloto and I were on deck; on hearing this the man calling himself the Captain, who was below, tried to rush on deck, in a furious rage, abusing the piloto for telling me that, and telling him to hold his tongue at his peril. The Captain showed me letters and papers, tending to show he was going to Buenos Ayres. Took the "Arrogante Emilio" into Havana; next day continued search. On lifting an immense quantity of stone ballast, found concealed underneath the beams and plank, for a complete slave deck, two four-pounders, long guns, carriages and coins for the same. Found in Captain's cabin, round shot and grape shot, in proper bags for loading; also brass and iron slugs, muskets and pistols. On examining Captain's trunk, found ingeniously-contrived false sides to it, with a sliding frame to hold papers; found concealed amongst his clothes 419 ounces, or doubloons, for which he could produce no document or paper whatever, nor any Custom-house pass, neither could he produce any manifest. Put the ounces under the charge of the paymaster, and gave Captain of the "Arrogante Emilio" a receipt for them. Found his track chart, with previous track in pencil to the Bights of Benin. During a long personal experience in capturing slave ships, and from official data on the subject, it appears that the working or actual captain, or piloto of the ship, is ever a passenger, hence we never find a seagoing slaver without a passenger, and on the coast the captain is usually said to be dead. It appears that the passenger, "Don Manuel dias di los Santos" is a noted slave Captain, or Piloto, who has made several successful trips to the coast; on being first detained, he declared to me he had never been at sea, and was a passenger unaccustomed to it. He has since admitted he has been all his life at sea, and on the coast.

The plank and beams found concealed in the hold, required but a quarter of an hour to form a perfect slave deck, as they now remain on board.

Dated on board Her Majesty's ship "Vestal," the 23^d day of December 1852.

(signed) C. B. Hamilton, Captain.

PROTEST.

I, C. Baillie Hamilton, Esquire, Captain of Her Britannic Majesty's ship "Vestal," do hereby certify and declare, that the slave deck, which was laid by the carpenter of Her Majesty's ship under my command, was composed of the beams found concealed under the stone ballast, and of the boards and planks also found partly concealed on board the Spanish brig "Arrogante Emilio," and that the deck was laid by my order, with the view of ascertaining whether the materials found on board were sufficient for the purpose for which they were so evidently intended; and I do further certify that the deck was complete with the beams, plank, &c., so found on board the said brig, for which there was a sufficiency, and neither more nor less.

Dated on board Her Majesty's ship "Vestal," in the harbour of Havana, the 13th day of January 1853.

"We the undersigned, officers of Her Majesty's ship 'Vestal,' do declare and certify to the truth and correctness of the above statement.

(signed) "Frederick Harvey, Lieutenant.
Richard Harington, Midshipman.
Charles Lemon, Carpenter."

Sub-Enclosure 2 to Enclosure 1 to No. 26 of 1853.

Appendix (B.)

SPAIN.

No. 15.

H. M. Ship "Vestal," Havana,

4 January 1853.

Sir,

It being publicly given out that the Spanish portion of the mixed Commission Court (they being, indeed, all Spaniards, save Mr. Crawford, the Consul-general), have determined not to condemn the "Arrogante Emilio" slaver, no matter what evidence is on board; and they having given unequivocal signs of that determination, and having stated my intention, in the accompanying letter, of requesting you to bring the case before the British Government, in the hope of other steps being taken, or a more just tribunal being found, even if it should be requisite to revise the treaty, might I ask you to inform me whether I should, under these circumstances deliver up, if I should be asked, the 419 ounces or doubloons, found concealed in the said brig, without any Custom-house pass or document whatever?

I might add, that the President of the Court is still the celebrated Marquis de las Delicias, or Estinas, the most noted slave merchant in Spain, and that Lord Palmerston, in his letter to Mr. Bulwer at the Court of Madrid, of the 16th March 1846, protests against such a person being at the head of the Court.

I should earnestly beg you to put before the British Government, if it is not too great a farce to bring slave ships for condemnation before such a tribunal, in a country where all the authorities are engaged in the slave trade, and in that part of the globe which is the focus of this trade.

I have seized a mass of correspondence in the noted slaver "Venus," bringing to light the extent to which persons are here engaged in the slave trade, and showing that their mail steam ships are engaged to meet the homeward-bound slavers, and tranship the slaves to avoid our cruisers. Indeed, the royal mail steam ship, "Isabel," has just landed a cargo of slaves, and I dispatched the "Geyser" to capture her, if she fell in with her.

I have, &c.

(signed) C. B. Hamilton, Captain.

Commodore P. M'Quhae,
&c. &c. &c., Jamaica.

Sub-enclosure 1 to Enclosure 1 to No. 26 of 1853.

To the President of the Mixed Commission Court of Justice, Havana.

THE Solemn Declaration and Protest of *Cospatrick Baillie Hamilton, Esq.*, Captain of Her Britannic Majesty's Ship "Vestal."

I, the undersigned, Captain of Her Britannic Majesty's Ship "Vestal," do declare and certify that the "Arrogante Emilio" was yesterday morning taken possession of by a party of Spanish soldiers, and that she was so taken possession of without any official communication having been made to me; and which was indispensably necessary, even as a matter of courtesy, but much more so, my officer and men being in charge of said vessel, as is customary pending the trial of the case, the captor's right to the custody of vessels being indisputable.

I further certify, that when the "Arrogante Emilio" was thus taken possession of, all her hatches were battened down and secured; and that nothing had been taken out of her, save the documents delivered to the Court, and 419 Mexican ounces or doubloons found concealed on board, without any Custom-house pass or document to account for them, which circumstance is reported by me in writing to the Commander-in-Chief and Mixed Court of Justice.

I further certify, that when the said brig was taken possession of by the Spanish soldiery, the slave deck was in its place, perfect and complete fore and aft, resting on proper beams, which beams were found concealed under a very large quantity of stone ballast, which stone ballast could not have been moved or the beams detected, but for a close search in a harbour.

I further declare that the said deck was a perfect slave or second deck, such as is used in slavers, and that there was just plank enough on board to complete it, neither more nor less.

I further certify that, after the said brig was taken possession of, the Spanish soldiers and crew broke open the hatches, and went below, without any witnesses on the part of the Court or captors being present, and have continued going into the hold; and that therefore all responsibility having thus been taken from me, and that the vessel has been taken out of my hands previous to any trial, I hereby declare that I do not hold myself responsible for the said brig, or anything she may contain, or may have contained; and that it is my intention, in the performance of my duty, to submit this most extraordinary case for the opinion of the Commander-in-Chief and that of the British Government.

Dated on board Her Majesty's Ship "Vestal," in Havana, 3 January 1853.

(signed) C. B. Hamilton, Captain.

I wish to add to my declaration and protest of yesterday's date, that on bringing into this port the "Arrogante Emilio," as being intended for a slaver, according to the usages in such cases, I applied to the Captain-general to take charge of the crew. That he refused to take charge of them, as he had done with the others, and only consented many days afterwards, in consequence of the repeated remonstrances of the Consul-general and of the

Mixed

Appendix (B.)

SPAIN.

No. 15.

Mixed Court, and I have specially to protest that, when at last His Excellency granted the order for their custody at the instance of the Mixed Court, instead of placing the crew in a proper place, they were taken to their own vessel, which has thus been virtually and actually given up to them; and they are now preparing her for sea before trial, and I have reason to believe that the said crew have so altered things in the hold, as to assist the Spanish authorities in the influence in which it is but too apparent is being most unwarrantably exercised to bias the President of the Mixed Court in the cases under adjudication.

I also hereby declare that the vessel was taken possession of and is retained in the manner I have described against my protest and remonstrance, before the first lieutenant and other officers, and that the subaltern officers in command of the Spanish soldiers refused to withdraw them till I could communicate with the Court.

I do therefore solemnly protest against the proceedings of the Spanish authorities of having brought things to a crisis, refusing the assistance I demanded and had a right to expect from them, in furtherance of the provisions of the treaty, thereby to a certain extent rendering it null and void.

I do declare, that it is my conviction that such obstacles as I have encountered in the trials of the slavers which I have detained, and which are now before the Mixed Court at this place for trial, constitute the open exercise of the influence of the Spanish government authorities, to obstruct the detection and punishment of those who are engaged in the slave trade; that since it is public and notorious any number of slaves may be landed on their own shores with impunity, and that they are carried in their steam vessels from place to place, whilst the island is so surrounded by Spanish cruisers and coast guards, that nothing in the semblance of a Filibustero nor anything else can approach their coasts without their knowledge; but which the slavers constantly do in the sight of their ships of war without interruption, and run their cargoes where they please, with connivance of the Spanish officers on shore. I can have no hesitation, therefore, in accusing to my Government, the Spanish authorities, who, conniving at the carrying on of the slave trade, have interfered so as to frustrate me in the execution of my duty. I feel assured that the impartiality of the President of the Mixed Court is affected by the high influence of the first authority in this island, who, if he does not protect the slave dealers, connives (or permits his subaltern officers to do so) at their operations, so that I consider it would be quite useless my bringing into this port any more slave ships for adjudication, until I have communicated with the Commander-in-Chief and the British Government, and bringing under their notice all these circumstances, the barefaced and insulting infringements of the treaty by the disembarkation of negroes, so frequent within the last four weeks. It will be my duty also to refer to another species of the audacious violations, such as that of the "Lady Suffolk;" numerous other cases of the outfit for the slave trade, besides the cases of the "Venus," "Carlota," and "Arrogante Emilio," some of them, indeed, involving a criminality of the subaltern officers at various ports unheard of, but which criminal connivance, although public and notorious, has not been punished by the superior authorities.

Given under my hand, on board Her Majesty's Ship "Vestal," in the harbour of Havana, this 4th day of January 1853.

(signed) C. B. Hamilton, Captain.

"We, the undersigned officers of Her Majesty's Ship 'Vestal,' subscribe our names to these documents, declaring our belief in the truth and accuracy of the statements therein contained.

"And furthermore strongly protest against the proceedings of the Spanish authorities, in virtually placing the vessel ('Arrogante Emilio') in possession of her crew, before the Court of Mixed Commission has adjudicated in the matter.

(signed) "A. R. Henry, Senior Lieutenant.
H. J. Grant, Lieutenant.
Fred^k Harvey, do.
T. W. Sullivan, Master.
H. Parminter, Chaplain.
H. J. Turnbull, Surgeon.
Fred^k Gilbert, Paymaster.
Theo. Vaughton, 1st Lieut. R. M.
H^s Loney, Assistant Surgeon.
Rich^d Harrington, Midshipman.
Cha. Lemon, Carpenter."

(True Copy.)

(signed) C. B. Hamilton,
Captain, Her Majesty's Ship "Vestal."

Her Majesty's Ship "Vestal," Havana,
20 January 1853, 7 A. M.

Sir,

THE conduct of the Spanish authorities in this port, as regards the "Arrogante Emilio," first, by taking violent possession of her when in the custody of an officer, a petty officer, and three men belonging to the ship under my command, and, secondly, in permitting the slave deck to be made away with or removed, while the said vessel was under their custody, thereby

thereby destroying the only evidence by which she could be condemned, I hold to be sufficient proof that it is the determination of the aforesaid authorities not to condemn the "Arrogante Emilio." It is not my province to dilate upon the flagrant violation of justice and contravention of treaties, beyond entering my solemn protest against such conduct, which you are aware I have already done; but, sir, it is my province as the British officer in command here, for the suppression of the slave trade, to use every means in my power to secure the condemnation of vessels taken in this piratical traffic.

Having, in accordance with your memorandum of 3d instant, handed the "Arrogante Emilio" over to the authorities of the Mixed Court, you must be aware I can exercise no further power for her retention without instructions from you; I therefore beg you will inform me whether, in case the before-named court should set at liberty the said vessel, it is your desire I should forcibly detain her until you have communicated either with the Home Government or Commander-in-Chief, as you think most expedient.

Jos. T. Crawford, Esq.,
Her Britannic Majesty's Consul-General
in Cuba.

I have, &c.
(signed) *C. Baillie Hamilton,*
Captain.

Appendix (B.)

SPAIN.

No. 15.

Her Britannic Majesty's ship "Vestal," 22 January 1853,
At Havana.

Sir,

HAVING been present at the examination of the slave deck on board the "Arrogante Emilio," held this day, I at once enter my protest to the incomplete evidence that must necessarily emanate from the appearance of that deck, as it is at present. The fact of allowing the slave captain and crew to have possession of the brig before the Court thought proper to order any examination of the deck, and before any evidence was taken, only proves that my suspicions, hinted at in my protest of the 3d and 4th inst., were well founded; for not only has a considerable portion of the deck been removed, but the appearance of that remaining has been so artfully altered and disguised, as to present a totally different aspect to its former state, but with all the disguise, and all the artifice, the fact of the plank having been in the brig, and the beams having been concealed beneath the stone ballast, carefully laid each side of the keelson, remains as incontrovertible evidence.

The deck of the brig, at the time of her being taken out of my possession, was in every way complete fore and aft, and much more perfect than any previously seen by my officers, and I am prepared to give incontestable evidence of that fact to my Government; it therefore is convincing to me, that the intention on the part of the authorities of giving the brig up to her former crew, was to give them the opportunity of altering matters so as to render any evidence that might be taken doubtful, or in favour of the accused party. It is nothing more or less than, as placing stolen goods in the hands of the culprit, with the sole intention of giving him every opportunity of destroying identity, defying detection, and consequently defeating the ends of justice; and this has been the case with respect to the said brig. I strongly enter my protest to the whole proceedings, as unjust and showing partiality, on the part of those who are bound by treaty to co-operate for the detection, instead of aiding and abetting in the pursuit of a disgraceful traffic.

I have, &c.
(signed) *C. Baillie Hamilton,* Captain.

His Excellency the President of
Mixed Commission Court.

Her Majesty's Ship "Vestal," Havana,
1 February 1853.

Sir,

HAVING attended, as I was requested to do, at the Mixed Court this forenoon, and certain interrogatories, which were contained in a sealed paper put in by Mr. Carrera for the defence of the Spanish brig "Arrogante Emilio," having been proposed for me to answer, I requested the Court would allow me a copy of the said interrogatories, in order that I might be enabled to consider them with the same deliberation as, it would appear, had been used in drawing them up by Mr. Carrera's legal adviser.

And the Court having informed me that such copy should not be allowed to me previous to answering the said interrogatories, I have to state that, with a due regard to what I understand to be the practice of other Mixed Courts, established under the treaties with Great Britain, for the suppression of the slave trade, I beg leave to repeat to the Court, that I should require the copy which I have applied for, previously to answering the interrogatories in question.

I am, &c.
(signed) *C. B. Hamilton,* Captain.

His Excellency the President of
the Mixed Commission Court, Havana.

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Her Majesty's Ship, "Vestal,"

Havana, 9 February 1853.

SPAIN.

No. 15.

Sir,

I BEG to acknowledge the receipt of your letters from Jamaica of the 1st instant.

2. I have this day again represented to the Mixed Commission Court, that I am required to go to sea, and that I have been detained more than seven weeks in this port. They have at last stated that they do not wish to detain me above another day or two.

3. I know not how long it will be before sentence is passed on the "Arrogante Emilio," but I herewith transmit copies of the correspondence relative to the capture of the other slavers "Venus" and "Carlota," which are condemned, and "Quatro Hermanos," which vessel's detention (although she was acquitted) was declared justifiable.

4. In the case of the "Arrogante Emilio," it is requisite that I should receive their sentence before I can complete my own papers in a shape fit to put before you, which I shall do at the earliest opportunity.

5. I have made application to have access to and take extracts from the correspondence found in the "Venus," but I do not think you would approve of my remaining in port or detaining the "Persian" until I obtain it, for such is the experience I have had of their vexatious delays, that I must reckon on 20 days to receive an answer to a note; anything being required is to be put in writing. I was required by the Court immediately to deliver up all the papers found in the "Venus," and if they have not destroyed them, I doubt not but Mr. Crawford will be able to get at them.

They would not allow me even to obtain certain track charts I found with the captains of the slavers, which I wished to have forwarded to you, showing where slaves have lately been shipped on the African coast, and landed in Cuba. I assure you it has been the remark and observations of my officers, who have attended the Court, that in these proceedings their anger has led them to forget that I appeared there as an authorized captain and prosecutor, and that I have rather been treated as the criminal; but of this I shall have more to say in my next correspondence.

If these papers found in the "Venus" should not be forthcoming, fortunately the Consul-general and myself recollect quite enough of portions of their contents to enable us to make a declaration which may answer all purposes.

The doubloons or ounces found concealed in the "Arrogante Emilio," are in the custody of the Consul-general (in case of my going to sea), at the disposition of the Court, whenever they may please to pass sentence on the vessel and her contents.

I beg to state that I have forwarded a copy of this letter, and its enclosures to the Secretary of the Admiralty and Commodore M'Quhae.

His Excellency the President of
the Mixed Commission Court, Havana.

I have, &c.
(signed) C. B. Hamilton,
Captain.

P. S.—My Enclosure to this letter, marked 2, dated 26th of December, addressed to Mr. Crawford, was drawn up with reference to the "Arrogante Emilio," as well as the other vessels.

C. B. H.

H. M. S. "Vestal," Lat. 23° 41' N., Long. 64° 39' N.,
14 March 1853.

Sir,

ON taking time for reflection, I consider it my duty officially to inform you in answer to the statement that Mr. Crawford, the Consul-general in Cuba, did not quite approve of my protests in regard to the "Arrogante Emilio," and that he had requested me to withdraw them, that I feel Mr. Crawford must be under some mistake as to the protest that actually went forward, as those that did were drawn up by him in his own handwriting, as you have seen; and that those I drew up, and which he certainly did request me to withdraw, I did punctually cancel, and I herewith enclose copies of them; you have already seen in Mr. Crawford's handwriting, the rough sketches of the protests that went forward, which are exact copies without the alteration of one word.

At the same time that I feel it my duty to justify myself from a remark of Mr. Crawford's that he may have made without due consideration, and that was hard upon me, yet it would be ungenerous in me not to observe that, from the absence of the proper officers of the Court, Mr. Crawford unexpectedly found himself in the different situations of my informer as regarded the slaves, and my gratuitous legal adviser during the trial, where he had to preside as judge, I would therefore beg that, at the same time, I ask you to forward this representation to the Government that you will also show in what a difficult position Mr. Crawford was placed, whose kindness and support I acknowledge with gratitude, although, in the instance above alluded to, he has, I believe, laboured under a mistake.

In conclusion, I have only to refer you to Mr. Crawford's sentence as judge in the case of the "Arrogante Emilio," wherein he entirely bears out my statements in the protests; if anything more were wanting, the evidence of my officers can be taken.

I have, &c.
(signed) C. B. Hamilton, Captain.

Sir G. F. Seymour, K. C. B.
Commander-in-Chief.

No. 16.

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SPAIN.

No. 16.

EXTRACT of a DESPATCH from Lord *John Russell* to Lord *Howden*,
dated Foreign Office, 31 January 1853.

YOUR Lordship ought to be fully aware of the strong feeling which prevails in this country on the subject of the Cuban slave trade; nor is this unnatural, for since the year 1806, England has been earnest, constant, profuse of money, liberal in sacrifices of property, in order to destroy the slave trade.

In 1817, Spain signed a treaty, by which she engaged that the slave trade should be entirely abolished in 1820, and under the same treaty a large sum of money was paid by England by way of indemnity for the losses which Spanish subjects might suffer in consequence of the abolition of a traffic which was in its character disgraceful and degrading to Spain.

In 1853, slave trade is flourishing in Cuba, and I have the pain of receiving the repetition of vain excuses and empty promises which are transmitted to you by the Government of Spain.

Your Lordship may be assured, that however friendly the Councils of Her Majesty may be to Spain, whatever may be the interest of this country not to see Cuba in the hands of any other power than Spain, yet in the eyes of the people of this country the destruction of a trade which conveys the natives of Africa to become slaves in Cuba, will furnish a large compensation for such a transfer. For such an exhibition of public feeling, the Government of Spain should be prepared.

Indeed, fairly speaking, it is impossible to believe that the Government of Spain has been sincere in its efforts to abolish slave trade.

In 1814, France made a treaty with us, by which she engaged that the slave trade should be abolished in five years.

In 1820, the United States declared the slave trade piracy.

For very many years the African slave trade has, with regard to these two States, ceased to exist.

I must instruct your Lordship therefore to express, courteously but decidedly, the entire disbelief of Her Majesty's Government that the destruction of the African slave trade is beyond the power of the Government of Spain.

No. 17.

No. 17.

EXTRACT of a DESPATCH from Lord *Howden* to Lord *John Russell*,
dated Madrid, 10 February 1853.

I HAVE the honour to transmit to your Lordship by post a translation of the answer of the Spanish Government to the last note which I addressed to them on the subject of the continued importation of slaves into the island of Cuba. I have only just received it, and therefore could not forward it by the opportunity afforded yesterday.

In that note I embodied the substance of your Lordship's despatch of the 31st ultimo, and as I was obliged to add to it a sort of preamble, to give it the form of a note, I took the liberty of stating that "Her Majesty's Government had contracted a moral engagement with the people of England to extinguish the slave trade, and that they were determined to put down, by all justifiable means in their power, that abominable traffic."

Enclosure in No. 17.

The Count of *Alcoy* to Lord *Howden*.

My Lord,

Madrid, 9 February 1853.

I HAVE received your Lordship's note of the 7th instant, in which, in pursuance of instructions from your Government, you call my attention to the considerable increase which the slave trade is supposed to have taken in Cuba, and you infer from this fact, consequences which are not favourable to the loyalty and good faith with which the treaties, whereby the aforesaid traffic was declared to be abolished, are fulfilled on the part of Her Majesty's Government.

In reply to the above-mentioned note, I have the honour to state to your Lordship, that the information which Her Majesty's Government has received on the subject is completely at variance with that which has been communicated to the Government of Her Britannic Majesty; the reports which are transmitted to the latter cannot but have their origin in a wicked intention of taking avail of the noble feelings by which England is prompted to persecute everywhere those who deal with the blood of their brethren, for the purpose of sowing discord between the two Governments. Her Majesty's Government solemnly protests against so perfidious an intention, and will spare no efforts to baffle it.

The Spanish Government is very far from assuring that the traffic in slaves has completely disappeared from its dominions. Unfortunately, this is not dependent on its will; and when it is seen that the Government's efforts are not always sufficient to prevent the importation of contraband goods into the Peninsula, whereby the interests of the revenue are

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are seriously injured, how can it be pretended that the efforts of the authorities in Cuba should always succeed in preventing there the contraband traffic of a different kind, which offers such strong inducements to speculation and covetousness?

But what Her Majesty's Government assures is, that the slave trade is repressed and persecuted as much as possible; that there is no truth in the supposed increase of that traffic, as represented in the reports that have been communicated to the English Government, and which there are reasons for believing have no other foundation than the vague rumours which are publicly spread about; and that, so far from such being the case, we have some motives for believing that the slave trade is decreasing, and that it will further diminish, and become completely extinguished, if possible, by virtue of the recent and peremptory orders which have been communicated, and are repeatedly enjoined to the authorities in Cuba.

Her Majesty's Government has seen with deep regret the hint made by your Lordship as to the effect which the supposed increase of the slave trade is likely to produce on the opinion of England, with regard to the manner of viewing the fact of the island of Cuba being taken possession of by another power; and I assure your Lordship that what, on this subject, is particularly painful to Her Majesty's Government, and even more regrettable than any considerations affecting the immediate interests of Spain, is the melancholy reflection that the change of opinion in England, which your Lordship anticipates, would be a triumph for the partisans of force, and a defeat for the upholders of right; because from the moment in which it should be declared that, for more or less plausible reasons, although not connected with the question of right, it is lawful to look with indifference at the spoliation of one nation by another nation, the subversion of all principles, and the oblivion of the law of nations, on which the peace of the world is resting, would then be sanctioned.

Her Majesty's Government entertains too high an opinion of the morality of the British Government to fear that it will not concur in the correctness of the above observation.

At all events, the Government, who knows the loyalty and the noble feelings of the Spanish nation, is well aware that, should the case arrive for it to defend her rights, this nation will do her duty, as she has done on former occasions, without counting the elements of resistance, and relying only on God, on the sanctity of her cause, and on her constancy and valour.

I avail, &c.
(signed) *El Conde De Alcoy.*

No. 18.

No. 18.

The Earl of Clarendon to Lord Howden.

My Lord,

Foreign Office, 16 March 1853.

WITH reference to Lord John Russell's despatch to you, dated the 26th of January last, enclosing for your information copies of two letters, in which Captain Hamilton, of Her Majesty's ship "Vestal," reported to Mr. Crawford, Her Majesty's Consul-general at Havana, the circumstances under which he had captured four Spanish vessels equipped for the slave trade,

I have to instruct your Lordship to address a note to the Spanish Minister for Foreign Affairs, calling his particular attention to the following passage in Captain Hamilton's letter to Mr. Crawford of the 26th of December last: "I would beg to represent to you that not only is it proved, by the numerous papers seized in the 'Venus,' that the port authorities connived at the escape of a well-known piratical slaver, but that the port officers have given her such documents as enabled her to assume a false character to aid in her escape; for instance, the 'Venus' being entirely fitted and found for an ocean voyage, and in many respects as a pirate or man-of-war, is officially made out to be a coaster; moreover, they gave false passports and documents to her well-known slave captain, José de Rigner, who it appears by his own letters has lately landed slaves in this neighbourhood, and as is invariably the case with all slavers, giving him the real captain or pilot's false documents as a passport."

Your Lordship will state to the Spanish minister, that for a long time past Her Majesty's Government have had too much reason to believe that this inhuman traffic was encouraged, and the treaty between England and Spain violated, by the connivance of the local authorities in Cuba; but now with such indisputable evidence of the fact, Her Majesty's Government appeals to the honour of the Spanish Government at once to take those measures which are quite within its reach, effectually to put a stop to a system which, for the sordid gain of a few individuals, compromises the good faith of Spain, and by giving rise to constantly recurring remonstrances, endangers the friendly relations between the two countries.

I am, &c.
(signed) *Clarendon.*

No. 19.

EXTRACT from a DESPATCH from Mr. *Crawford*, Her Majesty's Consul-General at the Havana, to the Earl of *Clarendon*, dated 21 June 1853.

I HAVE to report to your Lordship that the notorious slaver Don Julian Zulueta was arrested last night at 11 o'clock, and is now confined in the fort Cabanas, opposite the city. As Zulueta's arrest is supposed to be owing to his being connected with the slave trade, and especially as being the principal owner of the "Lady Suffolk," the whole gang of the slave traders have been thrown into the greatest state of alarm and consternation.

I must presume that his Excellency the Captain-general did not imprison a man of M. Zulueta's wealth and consequence in this community without good and sufficient grounds, and if the prosecution against him is followed out in such a manner as to leave no room for any suspicion of arrangement to defeat the ends of justice, General Cañedo will have given the strongest possible proof that there is a determination to cause the obligations of Spain under the treaty for suppression of the slave trade to be faithfully observed in future.

No. 20.

No. 20.

EXTRACT from a DESPATCH from Mr. *Crawford*, Her Majesty's Consul-General at the Havana, to the Earl of *Clarendon*, dated the 25th of June 1853.

I HAVE the greatest satisfaction in stating to your Lordship that there is, within the last month or so, a manifest difference in the measures adopted by the Government of this island to check the alarming extent of the slave trade.

I rejoice to see that there is now an undoubted disposition to carry out the surest means of putting an end to the slave trade.

I am happy to acquaint your Lordship that General Cañedo is following out his measures, and that some hundreds of Bozals have been brought in to the depôt within the last few days; besides which, the arrest and imprisonment of some persons of note, wealth, and estate, supposed to be charged with carrying on the slave trade, are proofs that General Cañedo is in earnest, and that he will be supported by the Government of Spain.

No. 21.

No. 21.

RETURN of CARGOES of SLAVES landed in *Cuba* in the Years 1850, 1851, and 1852, and up to the date of the latest Accounts in 1853, so far as can be made out from Documents in the possession of the Foreign Office.

MR. KENNEDY, Her Majesty's Commissary Judge at Havana, says, in his Annual Report for 1850:—

"1850: During the first four months of this year there were several arrivals, of which no further particulars reached us than that there were three, which brought about 800 slaves to the south side of the island; one of these was supposed to be the Spanish brig 'Rayo,' and another the Brazilian ship 'Tentativa.' A large importation was had from Brazil, respecting the proceeds of which it is said that there were some differences between the owner, S^{re} Fonseca, of Brazil, and the consignee here, M. Forcade.

"May. A cargo of 600 slaves brought to Cardenas in the brig 'Brazil,' formerly under the American flag. The companion vessel, 'Clementina,' with 360 slaves on board, was captured off the Isle of Pines by Her Majesty's sloop 'Bermuda,' and sent to Jamaica.

"July. A schooner, reported to have brought 360 to the neighbourhood of Cardenas.

"October. A cargo of about 400 was said to have been brought to Sagua. Another cargo of 167, brought the same month to St. Jago de Cuba, was the subject of correspondence with the Government."

1851:

- 600 At Punta de Tejas, 14th February.
- 300 At Gibara, 14th February.
- 500 At Mariel, 10th April.
- 1,000 At Trinidad, some time in May.
- 400 At Trinidad, the beginning of September.
- 617 At Cardenas, in November.
- 200 At Ensenada de los Cochinos, in December.

1852:

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1852 :

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No. 21.

500 Near Santa Cruz, 21st January.
 500 Ensenada de los Cochinos, 21st January.
 800 Camarioca, 11th February.
 640 SierraMorena, 24th February.
 350 Cayo Frances, 2d June.
 540 Ortigosa, 22d July.
 390 Trinidad Rio Zarza, 25th September.
 400 Ortigosa, 4th October.
 150 Between Mariel and Cabañas, 19th November.
 273 Trinidad Rio Zarza, 23d December.
 600 Cabañas, 23d December.
 800 Near Havana, about 23d December.

1853 :

500 Between Sagua and Cardenas, about 4th March.
 1,150 Between Matanzas and Cardenas, 12th March.
 340 Bailen, the end of May.
 684 Cayo Frances, 24th May.
 300 Mariel - - - - } Towards the end of May.
 1,283 Ensenada de los Cochinos }
 640 Ditto - - - - }
 600 Isle of Pines, a few days before the 30th of June.

Foreign Office, 1 August 1853.

No. 22.

RETURN of the Names of Her Majesty's COMMISSIONERS and ARBITRATORS in the Mixed Courts established abroad under TREATIES between Great Britain and Foreign Powers, for the Suppression of the Slave Trade; showing the Dates of their several Appointments, and the Periods for which they have had Leave of Absence.

NAME.	STATION.	RANK.	DATE of APPOINTMENT.	PERIODS of LEAVE OF ABSENCE.
Thomas C. Weston, Esq. -	Sierra Leone -	Arbitrator -	1850 : 30 September	- - Arrived in England on leave of absence, July 1853.
James Kennedy, Esq. -	Havana -	Commissioner -	1837 : February 10 -	- - Left the Havana 11 May 1847, returned December 1847; left again 2 August 1851; retired from the service on the 22d of December 1852.
George C. Backhouse, Esq. -	Ditto -	Ditto -	1852 : 24 December -	No absence.
George Frere, Esq. -	Cape of G. Hope	Ditto -	1843 : 26 January -	No absence.
Frederic R. Surtees, Esq. -	Ditto -	Arbitrator -	Ditto -	No absence.
George Jackson, Sir, K.C.H. -	Loanda -	Commissioner -	1845 : 17 December -	No absence.
Edmund Gabriel, Esq. -	Ditto -	Arbitrator -	1844 : 14 December -	- - From 31 March 1850 to 27 January 1852.

Foreign Office, 29 July 1853.

Appendix (C.)—PORTUGAL AND THE MOZAMBIQUE.

Appendix (C.)
PORTUGAL
and the
MOZAMBIQUE.

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- No. 2.—Decree of the Queen of Portugal for the Suppression of Slave Trade, 10 December 1836 p. 199
- No. 3.—Correspondence with the Foreign Office relating to the Slave Trade in Portugal, from June 1849 to October 1850 p. 204
- No. 4.—Protocol of a Conference held at the Foreign Office, on 19 November 1850, between the Plenipotentiaries of Great Britain and of Portugal p. 206
- No. 5.—The British Commissioners at the Cape of Good Hope, 2 January 1851. Report on Slave Trade during 1850 p. 206
- No. 6.—The British Commissioners at the Cape of Good Hope, 20 February 1852. Report on Slave Trade during 1851 p. 206
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No. 1.

No. 1.

PREAMBLE and ARTICLES 1 and 2 of the CONVENTION between *Great Britain* and *Portugal*, signed at *Vienna* on the 21st of January 1815.

HIS BRITANNIC MAJESTY and his ROYAL HIGHNESS the Prince Regent of Portugal, being equally desirous to terminate amicably all the doubts which have arisen relative to the ports of the coast of Africa with which the subjects of the Crown of Portugal, under the laws of that kingdom and the treaty subsisting with his Britannic Majesty, may lawfully carry on a trade in slaves: and whereas several ships, the property of the said subjects of Portugal, have been detained and condemned, upon the alleged ground of being engaged in an illicit traffic in slaves: and whereas his Britannic Majesty, in order to give to his intimate and faithful ally, the Prince Regent of Portugal, the most unequivocal proof of his friendship, and of the regard he pays to his Royal Highness' reclamations, and in consideration of regulations to be made by the Prince Regent of Portugal for avoiding hereafter such doubts, is desirous to adopt the most speedy and effectual measures, and without the delays incident to the ordinary forms of law, to provide a liberal indemnity for the parties whose property may have been so detained under the doubts as aforesaid; in furtherance of the said object, the high contracting parties have appointed as their plenipotentiaries, &c.

Article 1. That the sum of 300,000*l.* be paid in London, to such person as the Prince Regent of Portugal may appoint to receive the same; which sum shall constitute a fund to be employed under such regulations, and in such manner as the said Prince Regent of Portugal may direct, in discharge of claims for Portuguese ships detained by British cruisers previous to the 1st of June 1814, upon the alleged ground of carrying on an illicit traffic in slaves.

Art. 2. That the said sum shall be considered to be in full discharge of all claims arising out of captures made previous to the 1st of June 1814, his Britannic Majesty renouncing any interference whatever in the disposal of this money.

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No. 2.

DECREE of the Queen of *Portugal* for the Suppression of Slave Trade, 10 December 1836.

(Translation.)

REPORT OF THE SECRETARIES OF STATE.

Madam,

THE civilisation of Africa has been, during these latter times, the favourite idea of philanthropists, and an object of assiduous attention to the principal Governments, who, both in the old and the new world, lead the advancement and promote the amelioration of the human

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human race, while Portugal, who had laboured for centuries in this great work, now, instead of promoting it, throws obstacles in its way.

The first title which our great kings, your Majesty's ancestors, added to that of King of Portugal, was that of Lords of Guinea and of the countries beyond the seas, in Africa. Borne by the hands of our navigators, directed by the daring science of our astronomers, the Portuguese flag waved successively over the seas of Ceuta, the fertile regions bathed by the Senegal and Gambia, and the eastern coast of Africa, where we founded factories, built fortresses, and conquered nations.

In our deeds of arms in Africa, modern historians have calumniously represented us as trafficking, sword in hand, with the lives and possessions of the nations we discovered; but there is not one document extant which does not prove that the principal and almost only aim of the Portuguese Government was their civilisation by means of the Gospel; trade was but a secondary object, although likewise a means of civilisation, and dominion was a necessary consequence, and not an object.

The errors of religious doctrine and the defects of political measures were imputable to the age, not to the men.

India, in the first instance, and the Brazils next, made us abandon Africa, the most natural field for our labours; but the colonisation of the Brazils and the exploration of its mines, and, soon afterwards, the interest which all other nations took in America, were the greatest enemies to the civilisation of Africa, which we alone had begun at so great a sacrifice of our lives and property.

The infamous slave traffic is certainly an indelible stain upon the history of modern nations, but we were neither the only, the principal, nor the most guilty. Those of our accomplices, who afterwards reproached us so severely, were deeper in guilt than ourselves.

To repair, therefore, the evil done, to prevent its repetition, are duties binding upon the honour of the Portuguese nation, and conducive to the interests of your Majesty's crown; for the dominions which we yet possess in that part of the world are as yet the most extensive, the most important, and the most valuable possessed by any European nation in Southern Africa.

In order to appreciate their value, we are to consider not only what they are, but what they are susceptible of. Their present state is owing not only to the misrule of the mother country, but to the latter's having given her almost exclusive attention to the Brazils.

The natives of Africa were captured and conveyed across the Atlantic to enrich a country whose inhabitants refused to exert themselves for its civilisation.

We read in an ancient record that there were formerly 17 sugar-mills on the island of St. Thomas, which the Government of Portugal caused to be destroyed, in order not to injure the cultivation of the sugar-cane, which they were then promoting in the Brazils.

Our African provinces contain rich mines of gold, copper, iron, and precious stones. We can there cultivate all that is cultivated in America. We possess lands of the greatest fertility in the Cape de Verd Islands, in Guinea, Angola, and Mozambique; great and navigable rivers fertilise some of our provinces, and facilitate their commerce. In those vast regions we can cultivate largely the sugar-cane, rice, indigo, coffee, cotton, and cocoa; in short, all those articles commonly called colonial, as well as all the spice plants of the Moluccas and Ceylon, in such abundance as not only to suffice for the consumption of Portugal, but for exportation in very large quantities to the other markets of Europe, and at a less price than those of America; since the African cultivator would not be obliged to seek for and purchase labourers, and then transport them across the Atlantic, while the high price paid by the Brazilian for the slaves he employs is further increased by the risks attendant upon the contraband traffic by which he obtains them.

Let us promote in Africa the colonisation of Europeans, the development of its industry, the employment of its capital, and in a few years we shall again derive the same benefits that we formerly did. But for this purpose a thorough reform in our colonial laws is necessary.

If any system of legislation can be judged of by its results, none can be worse than that by which our colonies have been ruled. Centuries have passed away since first they came under our dominion, and they are but little more civilised than they were when we conquered them; while, as a contrast, the neighbouring colony of the Cape of Good Hope has, within much less time, increased rapidly in white population and in wealth.

The glory of continuing the great undertaking commenced by King John the Second was reserved for your Majesty. The civilisation of Africa, of which so many powerful nations have despaired, is more feasible to the Queen of Portugal, who holds in her hands the key of the principal gates at which it can enter, and whose authority is obeyed in various parts of that vast continent, at distances of more than 200 leagues from the sea; and as it was possible for the former sovereigns of Portugal to open roads for civilisation, a step which no other prince had ventured upon, so it will be possible to make that beneficial plant thrive and flourish in those regions.

As an indispensable preliminary to any measures which, for this great purpose, your Majesty, in accordance with the General Cortes, may take, your Secretaries of State have the honour to propose the following project of a decree for the entire and complete abolition of the slave trade in your dominions.

Foreign Office, 10 December 1836.

(Signed by all the Ministers.)

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TAKING into consideration the reports of the Secretaries of State of the different departments, I hereby issue the following decree:

Article 1. That the exportation of slaves be henceforth prohibited, both by sea and land, in the Portuguese dominions, as well to the north as to the south of the equator, from the day on which the present decree shall be published in the different capitals of the said dominions.

Art. 2. The importation of slaves by sea is also strictly prohibited under any pretext whatever.

Sect. 1. Due notification must be given of any slaves that may be brought by land into any of the Portuguese territories.

Art. 3. Any planter, whether native or foreigner, who, from any part of the Portuguese dominions in Africa, may establish himself in any other part of the said dominions, on the continent or islands on the coast of Africa, is exempted from the rules laid down in the first and second Article relating to the exportation and importation of slaves.

Sect. 1. The same exemption from the rule established in Article 2 also extends to the importation of slaves by sea made by any planter, whether native or foreigner, who, from any port not subject to my power, may establish himself in any of my dominions in Africa.

Art. 4. The powers granted by the preceding Article of this decree shall be regulated as follows:

Sect. 1. The number of slaves exported or imported under the exceptions treated of in the said third Article can never exceed 10.

Sect. 2. Previous to the exportation of slaves, the owner of the same shall make a declaration before the chief authorities of the custom-house of the port of embarkation, of the number intended to be shipped, giving substantial bond equal to double the value of the slaves to be shipped, and also that they shall be actually landed at the place of their declared destination.

Sect. 3. The object of the foregoing clause being complied with, the transaction shall be registered in a book, to be kept for that purpose at the custom-house, with the addition of the declaration made by the owner of the slaves, and the conditions of the security given.

Sect. 4. The chief authority of the custom-house, wherein the documents referred to in the foregoing clause shall be registered, shall transmit an authentic copy of the same, under the official seal, to the chief authority of the custom-house of the port, declared by the owner of the slaves to be their destination.

Sect. 5. The owner of slaves may, by virtue of the certificate of their delivery, given by the chief authority of the custom-house of the port of their declared destination, demand the cancelling of the bond given at the port of their shipment, and it shall be immediately granted.

Sect. 6. Should the owner of the slaves not appear personally with them within six months from the date of the Act treated of in the third section, before the superior authority of the port of the declared destination, the latter shall make an official communication to the superior authority of the custom-house where the transaction was registered, in order that proper measures may be taken to give effect to the bond.

Sect. 7. The bondsman shall be released from his bond on proof of shipwreck, or of the death of the person for whom he stood bound.

Sect. 8. On proof of the death of the whole or part of the slaves declared in the manifest, the bondsman shall also be released from the whole or corresponding amount of his bond.

Art. 5. For every slave exported, according to the mode prescribed in the beginning of the third Article, the same duties shall be levied as were paid when the exportation of slaves was permitted.

Sect. 1. The same duties shall be paid for each slave imported in the cases allowed by the clause to the third Article.

Sect. 2. The same duties shall be paid for each slave imported by land.

Art. 6. Passports shall not be given to merchant vessels for any part of Africa to the south of the 20th degree of north latitude, unless the owner or master shall first have signed a bond not to receive on board any slaves but those the exportation of whom is permitted by the third Article of this decree.

Art. 7. Vessels, whether Portuguese or foreign, fitting out in the ports of this kingdom, and its adjacent islands, and in the other ports of the monarchy, to navigate to Africa, to the south of the 20th degree of north latitude, shall be searched on the day of their departure by the civil authority of the port, accompanied by one of the chief functionaries of the
o.88. custom-house

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custom-house, or in his absence by some trusty officer, who on their own responsibility shall, with the most scrupulous care, search the vessel, and, not finding anything to excite suspicion, shall allow her to depart freely.

Sect. 1. If, however, any articles indicative of her destination to the slave trade be found, they shall be seized as contraband, and the owners, captains, mate and shippers shall incur the penalties specified in the 17th Article below.

Sect. 2. After the search nothing can be received on board the ship.

Sect. 3. In the event of the vessels not being condemned, but cause of suspicion still existing that she is intended for the slave trade, the competent authority may expect sufficient security that the parties interested in her will not employ her in that trade.

Sect. 4. If within 18 months there be no charge preferred against the party for whom bail is given, or if within that space of time he shall have been prosecuted and acquitted, the bond of security shall become cancelled.

Art. 8. The articles considered to indicate the design of employing the vessel in the slave trade are mentioned in the list annexed to this decree, and which constitutes part thereof; this list was signed this day by the Secretary of State for Foreign Affairs, who presides over the Council of Ministers.

Art. 9. In the passports granted to merchant vessels for the before-mentioned African territories a clause shall always be inserted, that if found contravening this decree by Portuguese ships-of-war they may be seized by them.

Art. 10. On arrival at any of the ports of the said territories, the master of each vessel shall be obliged as soon as he casts anchor to send the passport of his vessel to the chief authorities of the custom-house, who shall retain it till the day of her departure.

Sect. 1. On the day of her sailing the said authority shall deliver the passport to an officer of the custom-house, for whom he shall be responsible, and who having proceeded on board and ascertained, upon strict search, that she has no slaves on board, such as are alluded to in the third Article, nor any of the articles enumerated in the list annexed to this decree, shall deliver the passport to the captain, but not till he has weighed anchor and is in the act of sailing; and in proof of his having so done, the said officer shall furnish a written document to the chief of the custom-house, who shall deposit it in the archives.

Sect. 2. Should the officer, however, find on board slaves whose exportation is prohibited by this decree, or any of the articles enumerated in the list annexed, he shall report the case by writing to the chief of the custom-house, in order for the latter to proceed in conformity with this decree.

Art. 11. Each transgression of this decree shall be punished with the forfeiture of the slaves who formed the subject matter of the offence.

Sect. 1. Every slave so forfeited shall immediately become free, and the competent authority shall furnish him with a certificate of manumission, on pain of suspension for non-fulfilment of this duty.

Sect. 2. The public authority is the legitimate guardian and trustee of those who have thus become freedmen, and it shall apprentice them by public auction to artisans, who shall enter into an undertaking to instruct them in their trades.

Art. 12. If in such cases in which, according to the preceding Articles, forfeiture of slaves takes place, the whole or any part of them be not found in the act of seizure, a sequestration shall be laid on the goods of the owners, buyers, sellers, or conductors, all of whom shall be rendered responsible, *in solidum*, for the value of the slaves missing.

Sect. 1. The value of the slaves missing shall always be computed by the market price for the best slaves at the time of sequestration.

Sect. 2. The sequestration shall be made in such manner as to ensure the fullest extent of responsibility, in case the value of the slaves missing should require to be multiplied, conformably with the the penalties imposed on smugglers.

Art. 13. Non-compliance with the provisions of the clause to second Article shall be punished, over and above the forfeiture of the slaves, with the other penalties imposed upon contraband traffic, which shall be applied in their different degrees, according to the importance of the circumstances.

Art. 14. In all cases of omission or incorrectness in the fulfilment of the fourth Article, the chief of the custom-house shall incur such penalty as may be awarded against him, according to the gravity of his offence.

Sect. 1. The minimum of penalty shall be a mulct of 400 milreis.

Sect. 2. The maximum shall be a mulct of 1,200 milreis, with loss of office and inability to hold any other.

Art. 15. Every master or captain of a vessel met to the southward of the 20th degree of north latitude, and at less than 200 miles distance from the continent of Africa, without a passport

passport in the form prescribed by the sixth Article, or convicted of having performed that navigation without such passport, shall be punished with three years' confinement in the galleys; and the owners, captain or master of such vessel shall be liable, *in solidum*, to a mulct equal to half the value of the vessel.

Art. 16. The omission or negligence on the part of the civil authority, or of the functionary or officer referred to in Article 7, shall be punished with a mulct of 600 milreis, payable by every one of them.

Sect. 1. This mulct shall be trebled, with forfeiture of their offices and disqualification for all others, in case that any connivance on their part be proved.

Art. 17. The penalties imposed for smuggling are to be applied to the transgressors against the provisions contained in the first and second clauses of the seventh Article.

In the case provided for by this Article, an embargo shall immediately be laid upon the ship and her cargo, as a security for the mulcts which the captain or master, the mate, owner or shipper may have incurred, and for which they will have to answer *in solidum*.

Art. 18. Every custom-house officer who, in the case specified in the first clause of the tenth Article, gives in a false report shall lose his office, become disqualified for every other, and pay a mulct of 400 milreis.

Sect. 1. The chief authority at the custom-house, who employed the officer by whom the false report was given in, shall likewise pay a mulct of 600,000 reis, if there should have been any negligence on his own part; which mulct shall be trebled, with forfeiture of office, and disqualification for all other, should there be proof of his having been guilty of connivance.

Art. 19. The governors, or principal authorities acting for them, in any part of the Portuguese dominions, where it may be proved that owing to their remissness or negligence any exportation or importation of slaves, other than that permitted by the third Article of this decree, has taken place, shall forfeit their respective offices, and be rendered during five years incapable of exercising any others. Should there, however, be proof of connivance on their part too, they shall moreover be condemned to five years' transportation to some of the settlements in the interior of Africa, besides a mulct of 2,000 milreis each.

Sect. 1. The captains or masters and mates of slaving vessels, as well as the persons charged with the purchase or sale of the slaves, or their conveyance on board such vessels, shall be confined in the galleys during a period of from two to five years, and pay a mulct of from 500 to 2,000 milreis each, and *in solidum*.

Sect. 2. All other individuals found on board vessels employed in the said traffic, not comprised in the foregoing clause, shall be condemned to serve from two to four years on board national ships-of-war, without pay, and in the rating awarded to them by their sentence, according to the importance of the circumstances.

Art. 20. All contravention of the provisions of this decree is hereby declared to be a public crime; and its prosecution becomes a special duty of the Procuradores Regios (Crown Attorneys) and their delegates, on pain of suspension. Any person, however, shall be competent to give information of such contravention.

Art. 21. With regard to the transgressions against this decree, no prescriptions shall prevent the taking cognizance of, or imposing penalties for them.

Art. 22. The magistrates of the several districts are the competent persons to take cognizance of offences against this decree, but their decisions may always be appealed from to the supreme tribunal of commerce.

Sect. 1. The magistrates, as well as the said tribunal, shall apportion the penalties, as may be just, and within the limits prescribed by this decree.

Art. 23. The consuls and vice-consuls of Portugal, at any ports frequented by Portuguese vessels, are charged with the execution of the present decree, and may, on learning any transgressions of it, require of the competent authorities of the country the detention of the vessel and the arrest of the criminal parties, whereupon they shall send the ship, her cargo, and the prisoners to the ministry of marine, in order that cognizance may be taken of the case by the competent authority.

Sect. 1. Any consul or vice-consul convicted of remissness in the execution of this article, shall be punished with the forfeiture of his office and disqualification for any other.

Sect. 2. In case of connivance, he shall, in addition to incurring the penalties mentioned in the preceding clause, pay a mulct of from 2,000 to 5,000 milreis.

Art. 24. Of the sums arising from all the penalties imposed and bonds unredeemed, one half shall go to the Treasury, and the other half to a fund from which the wants of the freedmen, who by virtue of this decree are to obtain their manumission, shall be supplied.

Sect. 1. The municipal chamber of each district shall administer this fund, and render an account of its administration to the competent authority.

Sect. 2. In case of information being given, the amount of the penalty shall be divided

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divided into three portions, one to go to the treasury, another to the freedmen's fund, and the third to the informer.

Sect. 3. In case of apprehension effected on land or in port, the sum which legally belongs to the apprehenders shall be set apart before the division stated in the preceding clause is proceeded to.

Sect. 4. In cases of capture at sea, the dispositions of the anterior laws and regulations shall be followed in the division of the prize.

Art 25. The present decree shall be published in the usual form by the governors of the ultramarine dominions, as soon as received by them; and they shall, moreover, give a copy of it to each of the municipal chambers, to the respective custom-houses, and to the juizes de direito (magistrates).

Sect. 1. Copies of this decree shall be sent from the Foreign Office to the Portuguese legations and consulates in every foreign country.

The Secretaries of state of the several departments shall so understand it, and cause it to be carried into effect.

Palace of Necessidades,
 10 December 1836.

(signed) By the QUEEN and Countersigned,
 by all Her Majesty's Ministers.

DECREE of The QUEEN of *Portugal* for the Suppression of Slave Trade;
 10 December 1836.

List of Articles which, being found on board of any vessel, must be considered as indications of her being intended for the slave trade, and to subject her to the provisions of the decree of the 10th of December 1836, of which this list constitutes a part:—

1. Hatchways with open gratings, instead of being closed, according to the practice of merchant vessels.
2. A flush-deck, or a greater number of compartments than is usual or necessary on board fair traders.
3. Planks ready fitted to form a second deck, as used by slavers.
4. Collars, manacles, thumb-screws, or chains.
5. A greater quantity of water in casks or tanks than is necessary for the crew of a merchant vessel.
6. An extraordinary number of pipes or casks to contain liquids, should the captain not be able to present a certificate from the Custom-house from which he cleared out, showing that the owners of the vessel gave bond for them, and that they are intended to receive palm or fish oil, or for any other purpose of licit commerce.
7. A greater number of buckets, tubs, or mess-trays than necessary for the crew of a merchant vessel.
8. A boiler of larger dimensions than usual, and than would be required for the use of the crew; or several boilers in greater number than would be necessary for that purpose.
9. An extraordinary quantity of rice, beans, salt meat, and fish, Mandioca maize, wheaten or any other flour, beyond that required for the use of the crew, unless such articles should form part of the cargo, and be duly manifested.

Foreign Office, 10 December 1836.

(signed) *Visconde de Sa Bandeira.*

No. 3.

No. 3.

NOTES ON SLAVE TRADE.

PORTUGAL.

Sir *H. Seymour* to Viscount *Palmerston.*

(Extract.)

Lisbon, 4 June 1849.

"THE facilities afforded by the colonial officers of the Portuguese Crown to the practice of slave-dealing, of which Her Majesty's Government complains, are mainly referable, like very many of the evils brought under my official notice, to the miserable state of the finances, and to the extreme irregularity with which diminished salaries are doled out to the employes of all classes, the most distant faring habitually the worst.

"So long as the cause exists, so long I am convinced will one of its effects be, the colonial servants will seek in illicit gains those means of subsistence which are in some measure dried up in their legitimate sources.

Another

“Another cause of the flourishing state of the trade in human beings is, I apprehend, to be found in the well-calculated liberality of the captains of slaving vessels. The system now pursued is, that a certain number of the sailors of a slaver are interested in the safe landing of the human cargo, by being promised a share in the venture. These men accordingly devote themselves to the care of the slaves during their passage, and are rewarded for their unremitting exertions by the bonus of a slave apiece, or a slave every two or three men, if the slaves are brought ashore in good health and condition.”

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No. 3.

Captain *Rancier* to Captain *Smith*.

(Extract.)

“Montrose,” at Sea, 6 March 1850.

“I HAVE the honour to report to you for the information of my Lords Commissioners of the Admiralty, that several very fine vessels have lately fitted out for the slave trade in the Tagus.”

Class (B.)
Presented 1851.
Page 563.

The Hon. *H. G. Howard* to Viscount *Palmerston*.

(Extract.)

“Lisbon, 9 April 1850.

“YOUR Lordship is aware that many fast-sailing vessels have been lately built at Oporto, which, although they may not be immediately sent to the coast of Africa, are undoubtedly built in such a manner as to cause well-founded suspicion that they were eventually destined for the slave trade.”

Class (B.)
Presented 1851.
Page 563.

The Hon. *H. G. Howard* to Viscount *Palmerston*.

(Extract.)

“Lisbon, 7 June 1850.

“THERE is one fact, however, of Governor Cordeiro’s report, to which it is right I should call your Lordship’s attention, and that is the opinion which he gives, that were it not for American vessels (which he states to be the most numerous in carrying on the trade), its entire abolition would have been long since effected. As a proof of this being the case, he mentions that an American slaver remained for 25 days in sight of the English and Portuguese cruisers, but being outside the line of demarcation, they were unable to capture her.”

Class (B.)
Presented 1851.
Page 570.

The Hon. *H. G. Howard* to Viscount *Palmerston*.

(Extract.)

“Cintra, 28 August 1850.

“UNFORTUNATELY these criminal practices (slave speculations) are not viewed in this country in the same light in which they are regarded in England. I have been credibly informed that almost every Portuguese Governor on the east and west coast of Africa, is more or less interested in the continuance of slave trade. Few, if any of them, can resist the temptations to which they are exposed. Inadequately paid, they are enabled almost without risk to acquire a considerable fortune in the course of a few years.

“Fast-sailing vessels, destined for the slave trade, continue to be built at Oporto, Villa de Conde, and at Porto Brandão. Before proceeding, however, to the coast of Africa, they are generally sent to Bahia, or Rio de Janeiro, where the necessary equipments are completed.”

Class (B.)
Presented 1851.
Page 592.

Lord *Palmerston* to the Hon. *H. G. Howard*.

(Extract.)

“Foreign Office, 11 October 1850.

“THE facts which Her Majesty’s Government wished to bring under the consideration of the Portuguese Government are, that from one end to the other of the Portuguese possessions in Africa, both on the eastern and western coast, slave trade is carried on to a great extent; and that a great part of the negroes who are every year stolen in Africa, and shipped off to be made slaves in Brazil, are collected in and embarked from places within the Portuguese dominions; and that it is well known, moreover, that this infamous traffic is carried on almost exclusively by Portuguese, the exporters in Africa, and the importers in Brazil, being almost all of them subjects of the Queen of Portugal.”

We find Lord Palmerston on the 30th October 1850, instructing the Hon. H. G. Howard (then at Lisbon) to remonstrate with the Portuguese Government, upon their having appointed Senhor Francisco Tavares de Almeida to be governor of Benguela, as he is “a person whose conduct with relation to slave trading transactions has been liable to much suspicion, and to serious imputations.”

Class (B.)
Presented 1851.
Page 598.

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Presented 1850.
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PROTOCOL of a Conference relating to SLAVE TRADE on the East Coast of *Africa*, held at the Foreign Office, on the 19th of November 1850.

No. 4.

PROTOCOL of a Conference held at the Foreign Office, on the 19th November 1850, between the Plenipotentiaries of *Great Britain* and of *Portugal*.

WHEREAS by the protocol of a conference between the Plenipotentiaries of Great Britain and of Portugal, held at the Foreign Office on the 12th of August 1847, the Government of Her Most Faithful Majesty consented to grant, for the period of three years from that date, permission for Her Britannic Majesty's ships employed in suppressing the slave trade, to enter the bays, ports, creeks, rivers, and other places within the dominions of the Crown of Portugal on the east coast of Africa where no Portuguese authorities are established, and to prevent the slave trade from being carried on in such places :

And whereas the period for which such permission was granted as aforesaid has expired :

The Plenipotentiary of Great Britain requested that such permission may be renewed ; and the Plenipotentiary of Portugal declared that the Government of Her Most Faithful Majesty, with the desire to fulfil and carry out to the utmost of its power the obligations contracted by the Treaty signed at Lisbon on the 3d of July 1842, between Great Britain and Portugal, for the suppression of the slave trade, consents to grant the permission requested on the part of the British Government for a fresh period of three years, commencing from this date, under the conditions laid down in the protocol of the 12th of August 1847, above referred to.

And as this permission is for Her Britannic Majesty's ships employed in suppressing the slave trade to enter the bays, ports, creeks, rivers, and other places within the dominions of the Crown of Portugal on the east coast of Africa where no Portuguese authorities are yet established, and to prevent the slave trade from being carried on in such places, it is understood and agreed by Her Britannic Majesty's Government, that the said permission shall cease in all its effects with respect to any of the said bays, ports, creeks, rivers, and other places, and to every one of them, as soon as and in proportion as Portuguese authorities shall be established, either in any or in every one of those bays, ports, creeks, rivers, and other places.

(signed) *Palmerston.*
The Chevalier de Ribeiro.

No. 5.

No. 5.

EXTRACT of a DESPATCH from the British Commissioners at the Cape of Good Hope to Viscount *Palmerston*, dated Cape Town, 2d January 1851.

WE have the honour to report to your Lordship, that according to the information which has reached us, the slave trade was carried on to some extent during the early part of the year 1850, but has since been checked by the presence of Commodore Wyvill and the force under his command.

The system enforced by that officer, of watching the various points from which slaves can be embarked, has been so far successful, that from the month of August last, up to the time when our informant left the coast, not one vessel had taken slaves from the coast between Sofala and the Angoza River.

The rivers have been visited by the boats of Her Majesty's ships ; those to the northward of Cape Delgado, under the sanction of the Imaum of Muscat ; and on two occasions, when the progress of the boats of the " *Castor* " and " *Dee* " was opposed by firing from the shore, barracoons, which were found on landing, were burned and destroyed ; while in the Angoza River a treaty has been concluded, whereby the chiefs have bound themselves not to carry on the slave trade for the future.

No. 6.

No. 6.

(Extract.)

British Commissioners at the Cape of Good Hope to Viscount *Palmerston*, dated Cape Town, 20th February 1852.

WE have the pleasure to state that Mozambique itself still continues free from the traffic. The newly-arrived acting Governor-general, Senhor Magalhaens, has given an earnest of his intention to follow the good example of his predecessor in opposing the slave trade, by superseding the Governor of Ibo, in whose district alone any recent infractions of the treaty have occurred ; and in connexion with this part of our subject, we may mention that French agents, who in the month of August last came in search of labourers for Bourbon, and who had engaged banyans to buy slaves, to be emancipated and embarked as free labourers, were not permitted by Governor-general Do Valle to carry out their intentions.

It is between Pomba Bay and Cape Delgado, where there is little or no legal traffic, that

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the exportation of slaves has been effected, the numerous islands of the Querimba group, of which Ibo is the principal, affording great facilities for the purpose. From the circumstance that no barracoons have been met with on any of these islands, it may be concluded that the slaves are brought off in dhows from the mainland to the place of embarkation, which is generally between the islands of Foomoo and Sumacan.

Lower down the coast, the export trade in slaves appears to have been entirely stopped. The principal foreign slave agents have already quitted Quillimane, and others have applied for passports to the Governor-general; while, with the exception of the "Eolo," captured in March last, no slave vessel has been in that neighbourhood.

At Delagoa Bay there has been no slave trade for some time.

Altogether we have come to the conclusion that the exportation of slaves from the east coast has fallen somewhat below the usual average, being estimated at about 8,000. Of this number between 4,000 and 6,000 have been taken to the northward and up the Persian Gulf, and the remainder have, we believe, gone chiefly to the island of Cuba, in Spanish vessels, which visit the Querimba Islands generally in the months of November and December for the purpose of taking off cargoes of slaves. Of these vessels, two had, according to the latest accounts, been captured by Her Majesty's cruisers, and one had been chased off the coast before she could effect the shipment of a cargo.

It is, however, only the actual exportation of slaves which has been reduced, for we learn that many thousands still continue ready for shipment all along the coast, there being 4,000 or 5,000 at Quillimane, and as many more at Ibo alone.

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No. 7.

No. 7.

EXTRACT of a DESPATCH from Commodore *Wyvill* to the Secretary to the Admiralty, dated "Castor," Port Louis, Mauritius, 21 June 1852.

3. I REGRET to find that the Portuguese authorities, instead of repressing this traffic, afford every facility for its continuance. I learn that the Governor of Inhambane permitted a slaver to lie at anchor off that port for three weeks, and ship 1,000 slaves, during the month of December last; and that the Governor of Ibo also connives with the dealers in this nefarious traffic; I have, in consequence, considered it necessary to represent the same to the Governor-general of Mozambique in very strong terms.

No. 8.

No. 8.

EXTRACT of a DESPATCH from Commodore *Wyvill* to the Secretary to the Admiralty, dated "Castor," Simon's Bay, 4 October 1852.

2. THE notoriety of the neighbourhood of Ibo (a Portuguese settlement) for carrying on the slave trade, without check from the Portuguese authorities, induced me to proceed thither on my return to the coast from Mauritius in August last; and as the late Governor, Señor Mascaranhas (who has recently been sent a prisoner to Lisbon for co-operating with the slave dealers) informed me, two years ago, that he had not the power to stop this traffic, I determined to avail myself of the conditions of the protocol to the Portuguese treaty, renewed November 15, 1850, and make search for the places from whence such numbers of slaves could be obtained, and am glad to state that Commander Bunce, whom I deputed to perform this duty, fortunately discovered the town from whence the slaves were to have been supplied to the Spanish vessels intercepted by the "Orestes" and "Penguin" in 1851, also a large dhow (native vessel) which had recently been laden with negroes, and the fittings still in her; he destroyed this vessel, as, from her position, being surrounded with reefs, her mast down and sails taken away, he could not remove her. The town named Quisanga not being laid down in the charts, is not generally known; it is situated five miles to the southward of Point Quisanga, and twelve miles from Ibo, and is unusually large, apparently flourishing under the influence of its extensive trade in slaves, several hundreds of whom were seen by Commander Bunce and the officers of the boats running away to escape capture. A large barracoon (slave establishment) was also burnt in the town, as the evidence of its connexion with the dhow was conclusive, and it had recently been occupied by many negroes, who had doubtlessly been released on the approach of the boats.

3. Commander Bunce, in these proceedings, has created great consternation along the adjoining coast, and having promised the chief a repetition of such treatment, should he continue to deal in slaves, it cannot (as this is considered an important place) but have the best effect in discouraging others of his consequence. I cannot but remark, that if encouragement were not given to it by the Portuguese, the natives would soon abandon the slave trade.

4. It is quite revolting to find such places so near the settlement of a civilised nation, the Government authorities of which not only endeavour to conceal, but lend them every

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every support to continue their barbarous commerce, in opposition to the sacred pledge of their Government, and the efforts of all nations to suppress it. The Governor of Ibo could not but be aware of the infamy of this place; and though he had not the power to chastise it, he might give facility to Her Majesty's cruisers to do so.

A correspondence on this subject took place with the Governor of Ibo, whose letters showed a disposition to throw obstacles in the way of the British cruisers, to protect the slave dealers, and to bring unfounded charges against the squadron under my command. Although Quisanga is in the sovereignty of the Crown of Portugal, the power of that sovereignty is not acknowledged, but absolutely denied, and its colours treated with contempt; yet the Governor of Ibo is desirous to extend protection to them and their slave depôts, as Portuguese subjects and property. Commander Bunce had, however, been careful to satisfy himself on these points before entering the town, and finding there was no Portuguese authority established, he acted accordingly. His explanation of his proceedings, which I required from him, is very satisfactory and conclusive on these points, and meets my approval.

No. 9.

No. 9.

EXTRACT from a DESPATCH from Her Majesty's Commissioners at Cape Town, dated 31 March 1853.

THE arrival of Her Majesty's sloop "Penguin" having placed us in possession of the latest intelligence from the Mozambique Channel, we have the honour to present to your Lordship our Report upon Slave Trade on the East Coast of Africa during the past year.

Although considerable numbers of negroes have being collected at the usual places on the coast, we have not heard of any vessel which has succeeded in evading Her Majesty's cruisers, and carrying off a cargo of slaves, except a vessel which was on the coast under American colours, as the "Camargo."

This vessel we learn slipped her cargo of slaves just above Quillimane, and landed them near Rio de Janeiro; but, in justice to the Brazilian authorities, we must state that this is said to have been done against their orders; and our informant adds, that they were employed in tracing and bringing to punishment the offenders.

In the course of 1852, six vessels, five of which were captured in 1851, were brought before the Court of Vice-Admiralty in this colony, and all were condemned for being engaged in the traffic in slaves.

1. The Spanish brig "Mariana," of the Havana, was taken by Her Majesty's ship "Orestes," on January 24th, 1852, in latitude 35° 16' south, longitude 25° 12' east, and being complete in her slave trade equipments, was condemned on February 12th, 1852.

2, 3, & 4 were cases of dhows captured by the boats of Her Majesty's ship "Castor," in October and December 1851. Of these vessels, two were cases of equipment only; the third, which when chased ran ashore in Pongo Bay, had on board from 40 to 50 slaves, who were landed from her. During the chase she showed Portuguese colours, but neither flag nor papers were to be found when the boat took possession of her. These vessels were condemned on February 18th, 1852.

5. The barque "Presidente," captured and destroyed by Her Majesty's ship "Penguin," on November 4th, 1851. She was first seen at anchor off Luerimba, and was run ashore and abandoned on the approach of the "Penguin's" boats. She was fully equipped for slave trade.

6. On the same day the "Penguin" also captured and destroyed a dhow, with slave fittings. These two vessels were condemned on April 23d, 1852; since which date no slave trade case has been brought before the Court of Vice-Admiralty in this colony.

It is matter of congratulation that opportunities of embarking cargoes have become rarer; and, whether from the want of a market, or from the difficulty of evading Her Majesty's cruisers, we have much satisfaction in reporting to your Lordship that the slave trade in the Mozambique Channel has, during the past year, been essentially diminished.

The Right Hon.
 The Earl of Clarendon, K. G.

No. 10.

No. 10.

Commodore Talbot to the Secretary of the Admiralty.

"Mæander," in Simon's Bay,
 22 March 1853.

Sir,

I REQUEST you will be pleased to inform the Lords Commissioners of the Admiralty that Her Majesty's sloop "Penguin" arrived in this bay from the Mozambique Channel on the 6th instant, after an absence of nine months.

2. I enclose herewith, for their Lordships' information, a copy of a report, dated the 31st of

of December 1852, and an extract from a letter, dated the 19th February 1853, from Commander the Hon. G. D. Keane, of the "Grecian," senior officer on the East Coast of Africa, from which it would appear that latterly the slave trade has not been carried on with much activity from ports on the East Coast; and the information I have received from Commander Etheridge, of the "Penguin," strengthens the supposition. But, when all points are considered, the almost impossibility of obtaining accurate information, the smallness of the force employed along so great an extent of coast, the facilities offered by the coast for harbouring slave vessels, the difficulty of arriving at any certain conclusion is great.

3. The "Penguin" is now refitting, and she will shortly resume her duties as a cruiser in the Mozambique.

I have, &c.
(signed) *Charles Talbot*, Commodore.

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Enclosure 1, in No. 10.

Commander the Hon. G. D. Keane to Commodore Talbot.

H. M. S. "Grecian," at Sea, lat. 14° 11' S., long. 45° 43' E.,
31 December 1852.

Sir,

DURING the last six months there have been few vessels met with; none of those appeared to be engaged in slave trade; they belong to Mozambique, and trade with the different ports lying within the Portuguese territories.

I, however, boarded in October a Portuguese brig ("Sublima") from Lisbon, bound to Mozambique, and although I found nothing that would warrant her detention, yet from her general appearance I strongly suspect she will embark slaves should an opportunity be afforded her. In June last the American brig "Camargo" arrived off Quillimane, having on board M. Azaredo, a merchant of that place; she was bound to Mozambique, and I believe proceeded to that port; her movements since are uncertain, but it is reported that in November last she left the Maindo River (73 miles south of Quillimane) with from 500 to 600 slaves on board.

I caused the boats to search thoroughly the small rivers lying between lat. 16° 40' and 18° 37' south, in the neighbourhood of Quillimane, as well to get acquainted with the passages as to ascertain the facilities they afford for the shipping of slaves.

In the river above named, from whence the "Camargo" is supposed to have escaped, the senior lieutenant of the "Grecian" reported to me that he found a large barracoon, which presented every appearance of recent occupation. The merchants are all absent from Quillimane, whether employed with legitimate purposes, or superintending slave dealing or shipping (this being the season), I cannot say. Every endeavour has been made to intercept vessels by continued cruising and strict look-out, but a sail has rarely been seen.

Should the "Camargo" have really shipped and landed the negroes in safety, her success would probably induce others to try a venture to this coast, where, from the smallness of the force employed to guard it in comparison with its extent, the chances of escape are many.

I have, &c.
(signed) *Geo. D. Keane*, Commander.

Enclosure 2, in No. 10.

EXTRACT from a LETTER from Commander the Hon. G. D. Keane, of Her Majesty's Ship "Grecian," dated Quillimane, 19 February 1853.

WITH the view to keep a continued watch as long as possible on Quillimane, I touched at St. Augustine's Bay on my way there, and filled up with water. I communicated with the "Penguin," off the river, on the 22d October, and parted company on the 23d, when she started for the northward in the execution of her orders. From the "Penguin" I received information that a vessel ("Camargo") was about to ship slaves to the southward of Quillimane.

The small rivers lying between lat. 16° 40' and 18° 37' south I caused to be thoroughly searched by the boats of the sloop under my command, but no vessels were discovered in any of them. A building, supposed to be a barracoon, and to have been recently occupied, was reported to me as standing on the banks of the Maindo River (the same from which the "Camargo" is said to have escaped with from 500 to 600 slaves); other than this nothing was found indicative of slave traffic being carried on.

With reference to the slave trade in general, notwithstanding the continual cruising of the vessels in the manner which experience of the channel seemed to point out as the best mode (beyond the report of the "Camargo" escaping), nothing has been seen or heard of. I would not, however, infer from this that slave trade has not been carried on.

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There is such a length of coast, and the force guarding it so small in comparison, that the requirements of the vessels are as well known to the merchants on shore as to ourselves, and by noting the arrival of a vessel of war on the station, it is possible for them to predict with tolerable certainty where her position will be in a few weeks, when, should the remaining cruiser approach the land so as to be marked, the coast to a great extent may be said to be clear.

No. 11.

No. 11.

COPY of a DESPATCH from *William Sunley*, Esq., Her Majesty's Consul at the Comoro Islands, dated British Consulate, Johanna, 8 October 1852.

My Lord,

COMMODORE WYVILL having communicated to me that the chief residents of Comoro and Mohilla conduct a very large traffic in slaves with the eastern coast of Africa, and afterwards despatch them to the Persian Gulf and Red Sea in large dhows, which call for them at certain seasons of the year, I have the honour to report to your Lordship that, after diligent inquiry, I am unable to discover the existence of any traffic in slaves from these islands to the Persian Gulf or Red Sea.

At Comoro there are a few slaves introduced from the coast, but as the residents are poor, and the means of subsistence on this island are scanty, the number must be small.

At Mohilla I have reason to believe that upwards of 300 slaves were imported last year from the eastern coast of Africa, chiefly from places in the vicinity of the Portuguese settlements.

Commodore Wyvill has suggested that I should enter into negotiations with the authorities of these islands for the suppression of the slave trade, and I entertain no doubt of their willingness to subscribe to an agreement to this effect, when formally requested to do so; but unless means were at hand to detect any very flagrant violation of it, they would care but little for a treaty.

I am endeavouring to collect exact information upon the slave trade at Mohilla, and I shall advise with the commanders of Her Majesty's vessels as to the best mode of prevailing upon the authorities of the island to stop it.

I have, &c.

(signed) *Wm. Sunley*,

Her Majesty's Consul at the Comoro Islands.

The Right Hon. the Earl of Malmesbury,
&c. &c. &c.

No. 12.

No. 12.

(Extract.)

British Commissioner at Loanda to Viscount *Palmerston*, dated Loanda, 25 January 1851.

NEARLY three-and-twenty years have elapsed since I had the honour, as Her Majesty's Commissioner, of making my first report on that object, to promote which Great Britain has made such unparalleled sacrifices—the suppression of the slave trade; and this is the first occasion when I have been able to do so with any well-grounded hope that those sacrifices had in any degree met with the success which their disinterestedness deserved; but I think I may, in my present periodical report, unhesitatingly congratulate your Lordship and the country on a very sensible diminution of that traffic during the year which has just closed, so far at least as regards that part of the coast with which, from my present residence, I am more immediately conversant; and I have the greater satisfaction in the reflection that it is permitted me to report this persuasion to your Lordship, because I cannot but admiringly feel to whose unflinching and persevering exertions such a result must mainly be attributed; and because I have hitherto, I own, been less sanguine, though not less zealous in the cause of abolition, unaided by no more powerful means than have till lately been brought forward in its support, than others of my fellow-labourers may have perhaps shown themselves.

11. The increase of licit commerce being at once the surest promoter and test of a diminished slave trade, it is satisfactory to notice the arrival of a greater number of vessels from Lisbon during the past, as compared with the entries of the preceding year.

No. 13.

(Extract.)

British Commissioner at Loanda to Viscount *Palmerston*, dated Loanda, 23 January 1852.

IN making, this year, my report on the slave trade, I cannot, I am happy to say, better or more truly depict its present state on this part of the coast than by quoting and confirming, to their fullest extent, your Lordship's latest words in Parliament: "At Loanda and the other principal Portuguese stations on the coast, the slave trade is so paralyzed that most of the slave-traders have suspended their business."

In corroboration of which I should say, that since the affair of the "*Pensamento Felix*," in June last, no instance of any attempt to embark slaves in this province has come to my knowledge; but I dare not, my Lord, venture to express a too confident belief that the spirit of slave trade speculation is extinct in this province, or that, if any opening or relaxation on the side of Brazil should be discovered, advantage would not be taken of it to recommence the nefarious pursuit.

No. 14.

No. 14.

Her Majesty's Commissioners to Viscount *Palmerston*.

My Lord,

Cape Town, 20 February 1852.

WE have the honour to lay before your Lordship our report on the state of the slave trade on the east coast of Africa during the year 1851; having delayed to address your Lordship upon the subject until we had received, by Her Majesty's ships "*Orestes*" and "*Pickle*," the latest information, so as to bring up our report as nearly as possible to the close of the year.

We have the pleasure to state that Mozambique itself still continues free from the traffic. The newly arrived acting governor-general, *Senhor Magalhanes*, has given an earnest of his intention to follow the good example of his predecessor in opposing the slave trade, by superseding the Governor of Ibo, in whose district alone any recent infractions of the treaty have occurred; and in connection with this part of our subject we may mention that French agents, who in the month of August last came in search of labourers for Bourbon, and who had engaged Banyans to buy slaves, to be emancipated and embarked as free labourers, were not permitted by Governor-general *Do Valle* to carry out their intentions.

It is between Pomba Bay and Cape Delgado, where there is little or no legal traffic, that the exportation of slaves has been effected; the numerous islands of the *Querimba* Group, of which Ibo is the principal, affording great facilities for the purpose. From the circumstance that no barracoons have been met with on any of these islands, it may be concluded that the slaves are brought off in dhows from the mainland to the place of embarkation, which is generally between the islands of *Foomoo* and *Sumacan*.

Lower down the coast, the export trade in slaves appears to have been entirely stopped. The principal foreign slave agents have already quitted *Quillimane*, and others have applied for passports to the Governor-general; while with the exception of the "*Eolo*," captured in March last, no slave vessel has been in that neighbourhood.

At *Delagoa-Bay*, there has been no slave trade for some time.

The trade to the northward for the supply of *Zanzibar* and the *Persian Gulf* has been resumed with much activity; but from *Zanzibar* there are no slaves exported, and an attempt, similar to that stated to have been made at *Mozambique*, by French agents, to purchase and emancipate slaves for transportation to Bourbon as labourers, appears to have been unsuccessful.

Altogether we have come to the conclusion that the exportation of slaves from the east coast has fallen somewhat below the usual average, being estimated at about 8,000. Of this number between 4,000 and 6,000 have been taken to the northward and up the *Persian Gulf*, and the remainder have, we believe, gone chiefly to the *Island of Cuba* in Spanish vessels which visit the *Querimba* Islands generally in the months of November and December for the purpose of taking off cargoes of slaves. Of these vessels, two had, according to the latest accounts, been captured by Her Majesty's cruisers, and one had been chased off the coast before she could effect the shipment of a cargo.

It is, however, only the actual exportation of slaves which has been reduced, for we learn that many thousands still continue ready for shipment all along the coast, there being 4,000 or 5,000 at *Quillimane*, and as many more at *Ibo* alone.

During the year 1851, eight vessels have been captured by Her Majesty's ships cruising upon this station, of which five have been prosecuted to condemnation, namely, one Portuguese brig, the "*Eolo*," before this court of mixed commission, and one Spanish brig, the "*Mariana*," and three dhows, whose nationality could not be legally established, before the court of Vice-admiralty. The cases of a Spanish barque, the "*Presidente*," and of two dhows, have not yet been brought before any court. Of the vessels taken, two brigs, the "*Eolo*," and "*Mariana*," were captured by Her Majesty's ship "*Orestes*," Captain *Hawker*, the

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the barque and one dhow by Her Majesty's sloop "Penguin," Captain Etheridge, three dhows by the "Pickle," Lieutenant Campbell, and one dhow by the "Dart," Lieutenant Hoskins, tenders to Her Majesty's ship "Castor."

With regard to slavery, and the slave trade reported to take place occasionally between the emigrant boers and the inhabitants of the Portuguese possessions at Delagoa Bay, we have the honour to acquaint your Lordship, that in the arrangement recently come to by the assistant commissioners, Messrs. Hogge and Owen, and the boers to the north-east of the colony, commonly known as the Trans-Vaal Boers, a distinct stipulation has been agreed to that no slavery shall in future exist.

We had the honour, in our report for the year 1849, to mention that we had requested Mr. Oswell, on resuming his expedition to the northward of this colony, to obtain information relative to the slave trade in the new countries which he might visit. Mr. Oswell has lately returned, having, in company with the Rev. Mr. Livingstone, succeeded in penetrating as far as latitude 17° 28' south, longitude 27° west, where he found numerous tribes, tributaries of the great chief Sebitoani, whose dominions Mr. Oswell calculates to be not less than 1,200 miles in circumference, being bounded on the east by the River Bashakolumpi, on the south and west by the Rivers Choba and Sekota, and on the north by the Rivers Lobale and Loane, branches of the Shesheky, a magnificent stream, described by Mr. Oswell as flowing during the dry season, with a body of water about 4,000 yards wide, and 13 feet deep, in a north-easterly direction, for a distance, according to native calculation, of 30 days, when it receives the waters of the Bashakolumpi, and is called Zampesi.

Mr. Oswell confirms his former statement that the slave trade is apparently unknown among the tribes through whose territories he passed on his first expedition, which extended to the great lake N'Gami, in latitude 20° south; and he now adds, that he could find no traces of the traffic among the people inhabiting the country between this last-named place and the River Choba, in latitude 18° south, which is the southern boundary of Sebitoani's dominions. But this chief informed Mr. Oswell that in the preceding year, that is in 1850, a party of strangers, among whom was a half-caste Portuguese, was brought to him by men from the Mombazi, a tribe to the westward, and that they persuaded him to send some of his people with them to attack a tribe, called the Batoka, living about 30 days to the eastward on the Bashakolumpi. On this occasion about 180 children were captured and taken away by the strangers, the cattle taken being allotted to Sebitoani.

The chief expressed to Mr. Oswell his great dislike to the slave trade, and there appeared to be a very strong feeling against it throughout the country, an idea being prevalent that the children taken were eaten by their captors; for which reason the river down which the strangers came is called Bayeabathu, meaning literally, "Where they eat them."

Sebitoani seemed much impressed by Mr. Oswell's assurance that he would lose the favour of the white men entirely if he allowed or encouraged the taking and selling of slaves; but he unfortunately died before Mr. Oswell departed, and nothing is known of the sentiments of his daughter, Mamochitzani, who succeeded him. If, however, the Rev. Mr. Livingstone is able to carry into effect his wish to return to this newly-found people, much may be hoped for from the influence of that excellent and energetic missionary.

We have, &c.
 (signed) *Geo. Frere, Jun.*
Frederic R. Surtees.

No. 15.

No. 15.

EXTRACT of a DESPATCH from the British Commissioners at Loanda to the Earl of Malmesbury, dated Loanda, 25th January 1853.

THE reports which this Commission had the honour to transmit last year on the state of the slave trade on this part of the coast, showed its suppression to be all but accomplished; and although there have been since then occasional indications (of which we shall have occasion to speak presently) of a determination to persist in it to the last, yet we think we may, in this our annual report, venture to consider the traffic as so far extinct, as that nothing but a change of policy on the part of Brazil can effect its revival to any very considerable extent.

In fact, as your Lordship is well aware, the slave trade which was so actively kept up on this side of the Equator was almost exclusively Brazilian; that then being stopped, it is not too much to affirm, the slave trade in this province is for the present at an end; a statement that the late partial attempts of some Cuban adventurers can hardly be said to controvert, especially when we know that in three instances at least they have resulted in the capture of the vessel, and that the difficulties attendant, under any circumstances, on such attempts, must be greatly multiplied from the want of correspondents and agents on the spot to collect the slaves, arrange for the payment, and prepare for their shipment.

On the other hand, both the Metropolitan and Colonial Governments seem each fully alive to the necessity of directing the views of the inhabitants of this province to the means of transferring to licit commerce the energies and capital which have too long been directed only

only to the prosecution of the slave trade, and of turning to the best account the many valuable productions in which this country abounds.

With this view, although the plan of locating Brazilian immigrants in the new settlement at Mossamades has been attended with but little success, in proportion to the great expense incurred, an effort is to be made to induce colonists from Madeira and the Cape de Verds to settle in this province; and an individual, with whom the Government of Lisbon has entered into contract, arrived here some short time since from their Indian possessions to teach and promote the culture of the cocoa or palm tree, while the proprietors of estates in the interior are continually urged to apply themselves to the improvement and extension of agriculture in the various branches for which the soil is peculiarly adapted.

At a recent public ceremony, in which the president of the municipal chamber had occasion to address the Governor-general of this province, he made honourable mention of his Excellency's administration, as that during which the slave trade had almost entirely ceased, and capital had begun to employ itself in the safer speculations of lawful commerce; the only one which could ensure the solid and permanent prosperity of the province. His Excellency, in his reply, exhorts the inhabitants, while casting a dense veil over the vestiges which may yet, perchance, remain of that "barbarous and inhuman traffic," to engage solely in licit speculations, from which alone they can derive prosperity.

These, your Lordship will say, and with but too much truth, are mere words; but they, at any rate, mark an era so novel in this province, as to merit a place in a report of this nature.

It is to be hoped, however, that every succeeding year this advice will be more and more generally followed. It is certain that the exportation of urzella, a product of similar but inferior quality to the orchilla obtained from the Canaries and the Cape de Verds—of coffee, and of the oil nut, has considerably increased; and that the number of vessels sailing hence in the course of the past year, laden with these articles, chiefly bound to Lisbon, though some few cargoes have also been despatched to England, France and Hamburg, exceeds by many that of any preceding; while as regards the revenue, which it was said would be diminished by the stoppage of the slave trade, the returns from the Custom House during the last, as compared with former years, show a considerable increase of import duties, notwithstanding that the vessels whence they were derived were chiefly Portuguese; a fact which, from the circumstance of goods imported from Portugal paying so much less duty than those brought in foreign bottoms, indicates clearly greater general commercial activity.

Attempts have likewise been made, both in this vicinity and at Mossamades, to manufacture sugar from the cane, which grows abundantly in these regions; but from the want of machinery, and of persons skilled in the process, they have as yet produced only a few samples, which, however, were such as to make it the more to be regretted that so valuable a production should have been hitherto entirely neglected. An experiment to distil agoardents has succeeded better.

* * * * *

It is beyond a doubt that efforts have been making for some months past to procure a supply of slaves from this coast for the Cuban market.

That made by the vessel captured in May, by Her Majesty's steam-sloop "Firefly," was probably the commencement of this new enterprise.

The brig "Gallicia," taken by Her Majesty's sloop "Waterwitch," as well as a schooner of about 80 tons, called the "Advance," captured by the United States corvette "German-town," certainly belonged to it.

This last, partially equipped as a slaver, was sent to the United States for adjudication; she was about the same size, belonged to the same firm (a French house at New Orleans, of the name of Kraft), and sailed from the same port, Baltimore, as a schooner called the "General de Kalb," which appeared on this coast in October, and which has been in and about the Congo ever since, with the avowed intention of shipping slaves. The mate of this vessel is said to be an Englishman, of the name of Wallace, and to have been in the "Wilberforce," in the Niger Expedition.

The "General de Kalb," and a brig, also American, of 121 tons, called the "Silenus," of New York, have been repeatedly boarded by Her Majesty's cruisers; and there can be no doubt whatever of the object of their voyage. The latter, the "Silenus," arrived here from New York by the Cape de Verds in March; sailing again for St. Thomas's the month following, and returned to this coast bound to Ambriz and Loanda, consigned to Francisco Antonio Flores, the individual who was the subject of Commodore Bruce's representation to this Government in August last, but she has not as yet re-entered this port.

Appendix (C.)

PORTUGAL
and the
MOZAMBIQUE.

No. 15.

Appendix (D.)

CONTINUATION of Appendix (F.), No. 1, to Report of the House of Lords, respecting African Slave Trade, dated 23 July 1849.

Treaties with Powers (not Parties to the French Conventions) under which Captured Vessels are to be tried by the Tribunals of their own Countries.

* Belgium	- - - -	London	- - - -	24 February 1848.
New Granada	- - - -	Bogotá	- - - -	2 April 1851.

* The Ratifications of this Treaty were not exchanged till the 23d of June 1849.

Foreign Office, }
8 August 1853. }

LIST of TREATIES for the SUPPRESSION of the SLAVE TRADE, concluded by Great Britain with Native Chiefs of Africa, of which intelligence has been received at the Foreign Office since May 1850; the Date of the List delivered in to the House of Lords' Committee in 1850 (continuation of Appendix (H.) to Lords' Report of 1850).

Name of Chief Tribes or Districts.	Date of Conclusion of Treaties.	Name of Officer who signed Treaty.	Situation of Territory.
	1851:		
1. Kykandy, Chief of	19 March	-- Commissioners appointed by the Governor of Sierra Leone.	-- In the Upper Nunez River, running into the sea at about 10° 30' N.
2. Nunez, the Lower River, Chiefs of.	21 March	-- Ditto	-- Ditto.
3. Fouricaria Country, Chief of.	2 August	-- Ditto	Near Sierra Leone.
4. New Calabar, Chiefs of	8 August	-- Consul Beecroft, and Lieut. Patey, of H.M. steam-vessel "Bloodhound."	River in Bight of Biafra.
	1852:		
5. Lagos, King and Chiefs of	1 January	-- Commodore Bruce, H.M. steam-ship "Penelope."	In the Bight of Benin.
6. Egba Nation, Chiefs of	5 January	-- Commander F. E. Forbes, H.M. steam-ship "Penelope."	-- Inhabiting the town of Abbeokuta.
7. Dahomey, King of	13 January	-- Commander T. G. Forbes, H.M.S. "Philomel."	-- Bight of Benin. Extent of coast from Cape St. Paul's nearly to Lagos.
8. Porto Novo, Chiefs of	17 January	-- Commander Wilmot, H.M.S. "Harlequin."	-- Bight of Benin to the eastward of Whydah.
9. Little Popoe, Chiefs of	24 January	-- Commander T. G. Forbes, H.M.S. "Philomel."	Bight of Benin.
10. Gomuluta, Chiefs of	26 January	-- Ditto	-- Ditto.
11. Porto Segoorá, Chiefs of	27 January	-- Ditto	-- Ditto.
12. Flobow, Chiefs of	28 January	-- Ditto	-- Ditto.
13. Adafie, Chiefs of	29 January	-- Ditto	-- Ditto.
14. Elmina Chica, Chiefs of	29 January	-- Ditto	-- Ditto.
15. Block-ouse, Chiefs of	30 January	-- Ditto	-- Ditto.
16. Aghwey, Chiefs of	2 February	-- Ditto	-- Ditto.
17. Grand Popoe, Chiefs of	2 February	-- Ditto	-- Ditto.
18. Jaboo, Chiefs of	25 February	-- Commander Wilmot, H.M.S. "Harlequin."	-- Ditto.
19. Bussama, Chiefs of	9 March	-- Commander Sotheby, H.M.S. "Sealark."	-- In the Rio Grande, which runs into the sea, 11° 30' N.
20. Badagry, Chiefs of	18 March	-- Commander Strange, H.M.S. "Archer."	Bight of Benin.
	1853:		
21. Sangatanga and Cape Lopez, Chiefs of.	2 February	-- Commander Wilmot, H.M.S. "Harlequin."	About 0° 50' S.
22. Cabenda, Chiefs of	11 February	-- Ditto	About 5° 45' S.
23. Bompey, Plainain Islands, Sherbro', Bullom, and Boom Rivers, Chiefs of.	31 March	Governor of Sierra Leone	-- Islands and Rivers in the neighbourhood of Sierra Leone.

Foreign Office, }
8 August 1853. }

Appendix (E.)

Appendix (E.)

AN ACCOUNT of all SUMS of MONEY, DEBTS, or CLAIMS which have been at any time, under or in pursuance of the Treaties with Spain, Portugal, and the Netherlands, for preventing the Illegal Traffic in SLAVES, paid, advanced, given up or surrendered, in any manner, by Great Britain, to Spain, Portugal, or the Netherlands, respectively; distinguishing the particular times of such Payments, Advances, or Surrenders.

PORTUGAL.

By an Act of 49 Geo. 3, c. 71, a sum of 600,000 *l.* was raised for the service of Portugal, being a part of the Loan of that Year, and 895,522 *l.* 7 *s.* 9 *d.*, Three per Cent. Stock, was created in respect of the said Loan, and the Portuguese Government engaged to pay, in equal half-yearly payments, the sum of 26,865 *l.* 13 *s.* 5½ *d.* for Interest, the sum of 30,000 *l.* for Sinking Fund, and the sum of 304 *l.* 9 *s.* 6½ *d.* for management upon the said Loan.

Those Payments were regularly made up to the 5th April 1815, when the sum of 601,771 *l.* 7 *s.* 9 *d.* of the original Capital created remained unredeemed.

By the Treaty of 22d January 1815, all further payments from Portugal, in respect of the said Loan, were remitted.

		SPAIN :			£.	s.	d.
1818 :							
28 February -	To Don Blas de Mendizabel, on account of the Spanish Government, in pursuance of a Treaty, dated 23 September 1817, in full of the sum granted by Parliament in the Year 1818 - - - - -				400,000	-	-
		PORTUGAL :					
16 September -	To Antonio Martins Pedra, on account of the Portuguese Government, in pursuance of a Convention signed at Vienna on the 21st January 1815, in full of the sum granted by Parliament in the Year 1816 - - - - -		£.	s.	300,000	-	-
1819 :							
24 August -	To Ditto, in full of the sum granted by Parliament in the Year 1819, to defray three years and ninety-five days' interest due on the said sum of 300,000 <i>l.</i> - - - - -				48,904	2	2
					348,904	2	2

Besides these payments for the Governments of Portugal and Spain, Parliament voted in the Session 1820, the sum of - - - - - £. 150,000
 And in the Session 1821, the sum of - - - - - 75,000

TOTAL - - - £. 225,000

To pay claimants for Portuguese vessels and cargoes captured by British cruisers, on account of unlawful traffic in Slaves, to satisfy awards of the Commissioners, established in London, for carrying into effect a Convention between his Majesty and the King of Portugal.

Appendix (F.)
No. 1.

Appendix (F.)—No. 1.

- No. 1.—A Return of Her Majesty's Ships and Vessels on the South-east Coast of America and on the North American and West India Station, supplied with Warrants for the Suppression of Slave Trade, from 1846 to 1852, inclusive - - - - - p. 216
- No. 2.—A Return of Her Majesty's Ships and Vessels on the Cape of Good Hope, and on the West Coast of Africa Stations, supplied with Warrants for the Suppression of Slave Trade, from 1846 to 1852, inclusive - - - - - p. 218
- No. 3.—List of Her Majesty's Ships and Vessels employed Cruising for the prevention of Slave Trade on the West and East Coast of Africa, and on the Coasts of Brazil and Cuba, from the 1st July 1852 to the latest Dates - - - - - p. 222

A RETURN of Her Majesty's SHIPS and VESSELS on the South-east Coast of *America* and on the *North American and West India* Station, supplied with Warrants for the Suppression of SLAVE TRADE, from 1846 to 1852, inclusive.

SOUTH EAST COAST OF AMERICA.			NORTH AMERICA AND WEST INDIA STATION.		
CLASS.	NAME.	COMPLE- MENT.	CLASS.	NAME.	COMPLE- MENT.
1846 :			1846 :		
Fourth Rate	Vernon	500	Fourth Rate	Vindictive	500
"	Raleigh	500	"	Eagle	500
Fifth Rate	Melampus	320	Fifth Rate	Pique	360
Sixth Rate	Curaçoa	240	"	Endymion	320
Sloop	Acorn	130	Sixth Rate	Eurydice	240
"	Comus	130	"	Alarm	240
"	Grecian	130	Sloop	Persian	130
"	Satellite	140	"	Hyacinth	130
"	Racer	130	"	Rose	130
Steam Vessel	Gorgon	176	"	Daring	110
"	Firebrand	177	"	Electra	130
"	Alecto	80	"	Pantaloon	80
"	Lizard	40	Steam Vessel	Vesuvius	146
"	Harpy	43	"	Hermes	60
Brigantine	Dolphin	70	Schooner	Pickle	44
			Brigantine	Viper	35
	TOTAL	2,806		TOTAL	3,155
1847 :			1847 :		
Fourth Rate	Raleigh	500	Fourth Rate	Vindictive	500
Fifth Rate	Melampus	320	"	Eagle	500
Sixth Rate	Curaçoa	240	Fifth Rate	Endymion	220
Sloop	Comus	130	Sixth Rate	Trincomalee	240
"	Satellite	140	Sloop	Alarm	240
"	Racer	130	"	Persian	130
"	Grecian	130	"	Electra	130
"	Harlequin	130	"	Daring	110
Steam Vessels	Firebrand	177	"	Pantaloon	80
"	Harpy	43	Steam Vessel	Vesuvius	146
"	Lizard	40	"	Alecto	100
Brigantine	Dolphin	70	"	Hermes	60
"	Griffon	60	"	Vixen	160
"	Kestrel	38	Schooner	Pickle	44
"	Spider	36	"	Bermuda	44
			Brigantine	Viper	35
	TOTAL	2,184		TOTAL	2,739
1848 :			1848 :		
Fourth Rate	Raleigh	500	Third Rate	Wellesley	601
"	Eagle	500	Fourth Rate	Vindictive	500
Fifth Rate	Inconstant	330	Sixth Rate	Alarm	240
Sloop	Comus	130	"	Trincomalee	240
"	Grecian	130	Sloop	Persian	130
"	Harlequin	130	"	Electra	130
"	Tweed	145	"	Daring	110
Steam Vessel	Firebrand	177	"	Pantaloon	80
"	Hydra	135	"	Hound	80
"	Alecto	100	"	Helena	130
"	Harpy	43	Steam Vessel	Vixen	160
"	Lizard	40	"	Vesuvius	146
Brigantine	Griffon	60	"	Scourge	160
"	Kestrel	36	Schooner	Bermuda	44
"	Spider	36	Brigantine	Viper	35
	TOTAL	2,492		TOTAL	2,786

SOUTH EAST COAST OF AMERICA.			NORTH AMERICA AND WEST INDIA STATION.		
CLASS.	NAME.	COMPLE- MENT.	CLASS.	NAME.	COMPLE- MENT.
1849 :			1849 :		
Fourth Rate	Raleigh	500	Third Rate	Wellesley	601
"	Southampton	450	Sixth Rate	Alarm	241
Sloop	Tweed	145	"	Trincomalee	240
"	Grecian	130	Sloop	Electra	130
Steam Vessel	Hydra	135	"	Helena	130
"	Alecto	100	"	Hound	80
"	Harpy	43	"	Sappho	125
"	Lizard	40	"	Persian	125
"	Rifleman	80	Steam Vessel	Vixen	160
"	Cormorant	160	"	Scourge	160
Brigantine	Griffon	60	"	Plumper	100
"	Kestrel	45	Schooner	Bermuda	44
"	Spider	36	Brigantine	Viper	50
	TOTAL	1,924		TOTAL	2,186
1850 :			1850 :		
Fourth Rate	Southampton	455	Third Rate	Wellesley	601
Fifth Rate	Thetis	340	Sixth Rate	Trincomalee	240
Sloop	Tweed	145	"	Alarm	230
Steam Vessel	Cormorant	160	Sloop	Helena	130
"	Hydra	135	"	Sappho	125
"	Rifleman	80	"	Persian	125
"	Sharpshooter	80	Steam Vessel	Vixen	160
"	Conflict	160	"	Plumper	100
"	Geyser	160	"	Inflexible	160
Brigantine	Griffon	60	Schooner	Bermuda	44
"	Kestrel	45			
"	Spider	36			
	TOTAL	1,856		TOTAL	1,915
1851 :			1851 :		
Fourth Rate	Southampton	455	Third Rate	Wellesley	601
Fifth Rate	Thetis	340	"	Cumberland	650
Sloop	Tweed	145	Sixth Rate	Alarm	230
Steam Vessel	Cormorant	160	"	Calypso	195
"	Conflict	160	Sloop	Helena	130
"	Geyser	160	"	Sappho	125
"	Plumper	100	"	Persian	125
"	Rifleman	80	"	Express	76
"	Sharpshooter	80	Steam Vessel	Inflexible	160
"	Locust	55	"	Devastation	160
"	Centaur	225	"	Rosamond	160
Schooner	Spider	36	Schooner	Bermuda	44
Brigantine	Bonetta	65			
	TOTAL	2,061		TOTAL	2,656
1852 :			1852 :		
Sloop	Express	76	Third Rate	Cumberland	650
Steam Vessel	Centaur	225	Sixth Rate	Alarm	230
"	Harpy	31	"	Calypso	195
"	Cormorant	160	"	Vestal	230
"	Conflict	160	Sloop	Sappho	125
"	Plumper	100	"	Persian	125
"	Rifleman	80	"	Daring	130
"	Locust	55	Steam Vessel	Devastation	160
"	Vixen	160	"	Rosamond	160
"	Sharpshooter	80	"	Buzzard	160
"	Trident	75	"	Geyser	160
Brigantine	Bonetta	65	Schooner	Bermuda	44
	TOTAL	1,267		TOTAL	2,369

Admiralty, 21 July 1853.

No. 2.

Appendix (F.)
No. 2.

A RETURN of Her Majesty's SHIPS and VESSELS on the *Cape of Good Hope*, and on the West Coast of *Africa* Stations, supplied with Warrants for the Suppression of SLAVE TRADE, from 1846 to 1852, inclusive.

CAPE OF GOOD HOPE.			WEST COAST OF AFRICA.		
CLASS.	NAME.	COMPLE- MENT.	CLASS.	NAME.	COMPLE- MENT.
1846:			1846:		
Fourth Rate	President	450	Sixth Rate	Actæon	200
"	Winchester	450	Sloop	Albatross	140
Sixth Rate	Cleopatra	240	"	Nimrod	140
"	Conway	200	"	Larne	130
Sloop	Helena	150	"	Wasp	130
"	Sappho	130	"	Racer	130
"	Mutine	110	"	Lily	130
"	Snake	130	"	Bittern	130
Steam Vessel	Thunderbolt	148	"	Flying Fish	110
			"	Kingfisher	110
			"	Waterwitch	80
			"	Pantaloon	80
			"	Rapid	80
			"	Espoir	80
			"	Alert	80
			"	Sealark	80
			"	Star	80
			"	Cygnat	80
			"	Ranger	80
			"	Rolla	80
			"	Heroine	80
			"	Siren	140
			"	Favourite	130
			"	Wanderer	130
			"	Contest	110
			"	Ferret	80
			"	Hound	80
			Steam Vessel	Penelope	321
			"	Hydra	146
			"	Styx	145
			"	Hecate	146
			"	Prometheus	100
			"	Devastation	146
1847:			1847:		
Fourth Rate	President	450	Sixth Rate	Actæon	200
Sixth Rate	Cleopatra	240	"	Amphitrite	240
"	Eurydice	240	Sloop	Siren	140
"	Brilliant	240	"	Larne	130
"	Conway	200	"	Lily	130
Sloop	Helena	150	"	Bittern	130
"	Arrow	130	"	Favourite	130
"	Nimrod	140	"	Wanderer	120
"	Snake	130	"	Mariner	130
Steam Vessel	Thunderbolt	148	"	Albatros	120
"	Rosamond	160	"	Flying-fish	110
"	Geyser	160	"	Kingfisher	110
			"	Contest	110
			"	Waterwitch	80
			"	Rapid	80
			"	Espoir	80
			"	Ferret	80
			"	Alert	80
			"	Sealark	80
			"	Britomart	80
			"	Star	80
			"	Philomel	80
			"	Cygnat	80
			"	Ranger	80
			"	Rolla	80
			"	Heroine	80

CAPE OF GOOD HOPE.			WEST COAST OF AFRICA.		
CLASS.	NAME.	COMPLE- MENT.	CLASS.	NAME.	COMPLE- MENT.
1847—(continued)			1847—continued.		
			Sloop - -	Hound - -	80
			Steam Vessel -	Penelope - -	270
			" - -	Devastation - -	147
			" - -	Hydra - -	146
			" - -	Styx - -	145
			" - -	Hecate - -	146
			" - -	Prometheus - -	100
			" - -	Grappler - -	70
			" - -	Blazer - -	55
			Brig - -	Dart - -	65
1848 :			1848 :		
Fourth Rate -	President - -	450	Sixth Rate -	Actæon - -	200
" -	Southampton - -	450	" -	Amphitrite - -	240
Sixth Rate -	Euridice - -	240	Sloop - -	Siren - -	140
" -	Brilliant - -	240	" - -	Favourite - -	130
Sloop - -	Snake - -	130	" - -	Bittern - -	130
" - -	Nimrod - -	140	" - -	Wanderer - -	130
" - -	Arrow - -	130	" - -	Flying-fish - -	110
Steam Vessel -	Rosamond - -	160	" - -	Kingfisher - -	110
" -	Geyser - -	160	" - -	Contest - -	110
" -	Devastation - -	147	" - -	Rapid - -	80
			" - -	Ferret - -	80
			" - -	Ranger - -	80
			" - -	Heroine - -	80
			" - -	Sealark - -	80
			" - -	Hound - -	80
			" - -	Star - -	80
			" - -	Philomel - -	80
			" - -	Waterwitch - -	80
			" - -	Alert - -	80
			" - -	Britomart - -	80
			" - -	Cygnat - -	80
			Steam Vessel -	Penelope - -	270
			" -	Styx - -	145
			" -	Cyclops - -	195
			" -	Grappler - -	70
			" -	Blazer - -	55
			" -	Pluto - -	69
			" -	Firefly - -	60
			Brig - -	Dart - -	65
			" - -	Bonetta - -	65
			" - -	Dolphin - -	65
			" - -	Spy - -	65
1849 :			1849 :		
Fifth Rate -	Castor - -	331	Sloop - -	Favourite - -	150
Sixth Rate -	Eurydice - -	240	" - -	Wanderer - -	130
" -	Brilliant - -	240	" - -	Kingfisher - -	130
Sloop - -	Nimrod - -	140	" - -	Contest - -	110
" - -	Orestes - -	130	" - -	Philomel - -	80
Steam Vessel -	Geyser - -	160	" - -	Alert - -	80
			" - -	Britomart - -	80
			" - -	Flying-fish - -	125
			" - -	Cygnat - -	80
			" - -	Wolverene - -	125
			" - -	Sealark - -	80
			" - -	Star - -	80
			" - -	Waterwitch - -	80
			" - -	Heroine - -	80

Appendix (F.)

No. 2.

CAPE OF GOOD HOPE.			WEST COAST OF AFRICA.		
CLASS.	NAME.	COMPLE- MENT.	CLASS.	NAME.	COMPLE- MENT.
1849— <i>continued.</i>			1849— <i>continued.</i>		
			Sloop - -	Ranger - -	80
			" - -	Pantaloons - -	80
			Steam Vessel -	Penelope - -	272
			" - -	Cyclops - -	195
			" - -	Grappler - -	70
			" - -	Blazer - -	55
			" - -	Firefly - -	61
			" - -	Pluto - -	60
			" - -	Teazer - -	42
			" - -	Centaur - -	200
			" - -	Rattler - -	120
			" - -	Hecla - -	135
			" - -	Phoenix - -	61
			Brig - -	Dart - -	65
			" - -	Dolphin - -	65
			" - -	Bonetta - -	65
			" - -	Spy - -	65
1850 :			1850 :		
Fifth Rate -	Castor - -	331	Sloop - -	Kingfisher - -	125
Sloop - -	Orestes - -	131	" - -	Flying-fish - -	125
" - -	Pantaloons - -	80	" - -	Wolverene - -	125
Steam Vessel -	Geyser - -	160	" - -	Alert - -	80
" - -	Hermes - -	120	" - -	Cygnets - -	80
			" - -	Sealark - -	80
			" - -	Philomel - -	80
			" - -	Star - -	80
			" - -	Waterwitch - -	80
			" - -	Heroine - -	80
			" - -	Ranger - -	80
			" - -	Hound - -	80
			Steam Vessel -	Centaur - -	200
			" - -	Gladiator - -	210
			" - -	Cyclops - -	200
			" - -	Archer - -	150
			" - -	Hecla - -	135
			" - -	Niger - -	160
			" - -	Rattler - -	120
			" - -	Wasp - -	160
			" - -	Phoenix - -	120
			" - -	Prometheus - -	100
			" - -	Firefly - -	60
			" - -	Pluto - -	60
			" - -	Flamer - -	70
			" - -	Teazer - -	42
			Brigantine -	Bonetta - -	65
			" - -	Spy - -	65
			" - -	Dolphin - -	65
1851 :			1851 :		
Fifth Rate -	Castor - -	335	Sloop - -	Kingfisher - -	125
Sloop - -	Orestes - -	130	" - -	Flying-fish - -	125
" - -	Grecian - -	130	" - -	Wolverene - -	125
" - -	Pantaloons - -	80	" - -	Harlequin - -	80
" - -	Penguin - -	76	" - -	Heroine - -	80
Steam Vessel -	Styx - -	160	" - -	Ranger - -	80
" - -	Hermes - -	120	" - -	Hound - -	80
			" - -	Philomel - -	80
			" - -	Sealark - -	80
			" - -	Cygnets - -	80
			" - -	Waterwitch - -	80
			" - -	Crane - -	76

CAPE OF GOOD HOPE.			WEST COAST OF AFRICA.		
CLASS.	NAME.	COMPLE- MENT.	CLASS.	NAME.	COMPLE- MENT.
1851— <i>continued.</i>			1851— <i>continued.</i>		
			Steam Vessel	Centaur	200
			"	Gladiator	210
			"	Sampson	211
			"	Niger	160
			"	Wasp	160
			"	Archer	150
			"	Hecla	135
			"	Phoenix	120
			"	Rattler	120
			"	Prometheus	100
			"	Flamer	70
			"	Firefly	80
			"	Volcano	80
			"	Penelope	312
			"	Alecto	100
			"	Myrmidon	55
			Brig	Dolphin	65
			"	Spy	65
			Store-ship	Atholl	60
1852:			1852:		
Fifth Rate	Castor	335	Sloop	Wolverene	125
Sloop	Orestes	130	"	Harlequin	125
"	Grecian	130	"	Hound	80
"	Pantaloon	80	"	Philomel	80
"	Penguin	76	"	Sealark	80
Steam Vessel	Styx	160	"	Cygnets	80
"	Hydra	135	"	Waterwitch	80
"	Rhadamanthus	68	"	Britomart	80
"	Dee	71	"	Ferret	80
			"	Linnet	80
			"	Crane	76
			Steam Vessel	Penelope	312
			"	Sampson	211
			"	Niger	160
			"	Wasp	160
			"	Archer	150
			"	Hecla	135
			"	Prometheus	100
			"	Polyphemus	100
			"	Alecto	100
			"	Firefly	80
			"	Volcano	80
			"	Myrmidon	55
			"	Pluto	60
			"	Bloodhound	55
			Brig	Dolphin	65
			"	Spy	65
			Store-ship	Atholl	60

Admiralty, 26 July 1853.

Appendix (F.)

No. 3.

No. 3.

LIST of Her Majesty's SHIPS and VESSELS employed Cruising for the Prevention of SLAVE TRADE on the West and East Coast of *Africa*, and on the Coasts of *Brazil* and *Cuba*, from the 1st July 1852 to the latest Dates.

CLASS.	NAME.	GUNS.	MEN.	STATION.
Steam Vessel	Penelope	16	311	West Coast of Africa.
"	Teazer, Tender	3	-	" "
"	Prometheus	5	100	" "
"	Volcano	5	80	" "
"	Alecto	5	100	" "
"	Polyphemus	5	100	" "
"	Firefly	5	80	" "
"	Pluto	3	60	" "
"	Myrmidon	3	55	" "
"	Bloodhound	3	55	" "
Sloop	Harlequin	12	125	" "
"	Britomart	8	80	" "
"	Waterwitch	8	80	" "
"	Ferret	8	80	" "
"	Cygnets	8	80	" "
"	Linnet	8	80	" "
"	Hound	8	80	" "
"	Crane	6	76	" "
Brigantine	Spy	3	65	" "
"	Dolphin	3	65	" "
	TOTALS	125	1,652	
Sloop	Grecian	14	130	East Coast of Africa.
"	Penguin	6	80	" "
Tender	Dart	2	-	" "
Steam Vessel	Hydra	6	135	" "
	TOTALS	28	345	
Sloop	Express	6	76	Brazil.
Steam Vessel	Plumper	12	100	" "
"	Sharpshooter	8	80	" "
"	Rifleman	8	80	" "
"	Trident	6	75	" "
Brigantine	Bonetta	3	65	" "
	TOTALS	43	476	
Sixth Rate	Vestal	26	230	Cuba.
"	Calyppo	18	195	" "
Sloop	Persian	16	125	" "
"	Daring	12	150	" "
Steam Vessel	Rosamond	3	160	" "
"	Devastation	6	160	" "
"	Buzzard	6	160	" "
"	Geyser	6	160	" "
"	Medea	6	135	" "
Schooner	Bermuda	3	44	" "
	TOTALS	105	1,519	

Admiralty, 28 July 1853.

Appendix (G).

A RETURN of all VESSELS, their NAMES and TONNAGE, captured (on suspicion of being engaged in Slave Trade), from 1849 to 1852, both inclusive, specifying the Date of Capture, the Latitude and Longitude, and whether with Slaves on Board or not; and of the Number of Slaves captured during the same Period in each Year, with the Number of Deaths between the Date of Capture and Adjudication.

1849.

NAME OF VESSEL.	Date of Capture.	Latitude, and Longitude or Place of Capture.		TONNAGE.	Number of Slaves on board at Time of Capture.	Number of Slaves died between Capture and Adjudication.	REMARKS.
		Lat.	Long.				
1. Jacinto - - - -	3 Jan. -	2 14 N.	6 40 E.	172	322	28	
2. Subtil - - - -	4 " -	20 23 N.	6 18 E.	136	None.	—	
3. Albion - - - -	5 " -	6 9 N.	2 42 E.	199	None.	—	
4. Igual - - - -	23 " -	7 28 S.	12 30 E.	195 English new admeasurement.	—	—	
5. Harriet - - - -	26 " -	6 47 S.	11 29 E.	283 ditto - -	785	61	
6. Andorinha - - - -	2 Feb. -	7 18 S.	12 3 E.	94 ditto - -	405	15	
7. Esperança - - - -	23 " -	8 10 S.	12 35 E.	119	None.	—	
8. Gallianna - - - -	1 Mar. -	5 48 N.	1 14 E.	260 Foreign -	None	—	Restored.
9. Catharina de Bom Fim - - - -	4 " -	6 10 N.	4 8 E.	235	622	33	
10. Astucia - - - -	11 " -	7 0 S.	12 12 E.	111 English new admeasurement.	559	21	
11. Esperança - - - -	17 " -	6 10 S.	11 30 E.	123 ditto - -	None.	—	
12. Amisades - - - -	22 " -	-- Near Elephant Bay, West Coast of Africa.		81 ft. long, 22 1/2 ft. broad, 11 ft. deep.	None.	—	
13. Final - - - -	29 " -	5 40 S.	7 0 E.	121 ditto - -	None.	—	
14. Diana - - - -	11 April	9 28 S.	5 44 W.	30	None.	—	
15. Tentativa Feliz - - - -	12 " -	6 26 N.	12 42 W.	165	None.	—	
16. Amelia - - - -	15 " -	11 50 S.	12 50 E.	108 ditto - -	None.	—	
17. Name unknown - - - -	23 " -	6 21 N.	4 20 E.	88 ft. 6 in. long, 21 ft. 6 in. broad, 13 ft. deep,	None.	—	
18. Horizonte - - - -	30 " -	11 30 S.	12 40 E.	74 ft. long, 19 1/2 ft. broad, 8 1/2 ft. deep.	180	14	
19. Felicidade - - - -	3 May -	6 20 N.	3 4 E.	105 ft. long, 23 ft. 6 in. broad, 12 ft. 8 in. deep.	None.	—	
20. Esperança - - - -	10 " -	4 53 N.	2 0 E.	386	None.	—	
21. Despique - - - -	11 " -	15 6 S.	11 18 E.	139	None.	—	
22. Volador - - - -	24 " -	12 51 S.	12 0 E.	105	334	53	
23. Adalia - - - -	27 " -	-- At Loango, West Coast of Africa.		97	None.	—	
24. Sirena - - - -	31 " -	5 40 S.	11 12 E.	130 new English admeasurement.	None.	—	
25. Unknown - - - -	23 June	-- In the River Congo, West Coast of Africa.		255	597	39	
26. So - - - -	29 " -	-- Off Kabenda, West Coast of Africa.		102 ft. long, 21 ft. broad, 15 ft. deep.	None.	—	
27. Andorinha - - - -	5 July -	6 0 N.	3 50 E.	94 ft. 7 in. long, 24 ft. 6 in. broad, 12 ft. 9 in. deep.	None.	—	
28. Unknown - - - -	10 " -	7 10 N.	11 50 W.	100 ft. long, 23 ft. broad, 13 ft. deep.	None.	—	

(continued)

1849—continued.

NAME OF VESSEL.	Date of Capture.	Latitude and Longitude, or Place of Capture.		TONNAGE.	Number of Slaves on board at Time of Capture.	Number of Slaves died between Capture and Adjudication.	REMARKS.
		Lat.	Long.				
29. Unknown - - -	12 July -	- -	Between Point Dandé and Ambriz, West Coast of Africa.	86 ft. long, 23 ft. broad, 11 ft. deep.	None.	—	
30. Albertina - - -	12 " -	8 26 S.	12 30 E.	162	None.	—	
31. Empreendedor - - -	14 " -	12 1 S.	13 20 E.	133	None.	—	
32. Fidalga - - -	14 " -	24 33 S.	45 45 W.	245	None.	—	
33. Maria Jozé - - -	18 " -	11 56 S.	13 28 E.	193	None.	—	
34. Orihté - - -	30 " -	11 14 S.	12 2 E.	109	None.	—	
35. Sophia - - -	11 Aug. -	3 46 N.	2 48 E.	147	None.	—	
36. Estrella - - -	23 " -	6 32 N.	12 22 W.	33	None.	—	
37. Leao - - -	29 " -	13 48 N.	20 54 W.	126 Foreign	None.	—	
38. Paquete do Sul - - -	4 Sept.	6 14 N.	2 12 E.	114 ft. long, 25 ft. broad, 13 ft. deep.	None.	—	
39. Despique - - -	22 " -	3 35 N.	4 11 E.	152	None.	—	
40. Veloz - - -	2 Oct. -	6 49 S.	10 5 E.	109	None.	—	
41. Francelina - - -	6 " -	11 46 S.	13 30 E.	105	None.	—	
42. Conquistador - - -	13 " -	4 44 N.	3 20 E.	250 Foreign	317	1	
43. Alipede - - -	13 " -	3 33 N.	4 45 E.	165 Foreign	None.	—	
44. Lusitano - - -	15 " -	- -	Off Little Popoe, West Coast of Africa.	310	None.	—	
45. Venuz - - -	23 " -	6 2 S.	11 30 E.	79 ft. long, 25 ft. broad, 9½ ft. deep.	None.	—	
46. Apollo - - -	29 " -	6 45 S.	12 30 E.	169	None.	—	
47. Palmyra - - -	31 " -	5 12 N.	3 54 E.	92	None.	—	
48. California - - -	5 Nov. -	5 46 N.	2 22 E.	60	317	21	
49. Unknown - - -	8 " -	- -	Off Quicombo, West Coast of Africa.	64 ft. long, 18 ft. broad, 8 ft. deep.	None.	—	
50. Proserpina - - -	9 " -	3 17 S.	1 2 W.	84	236	9	
51. Unknown - - -	14 " -	10 50 S.	13 39 E.	107 ft. long, 28 ft. broad, 14 ft. deep.	None.	—	
52. Unknown - - -	15 " -	- -	Off Red Point, West Coast of Africa.	51 ft. long, 16 ft. broad, 8 ft. deep.	None.	—	
53. El Golfín - - -	27 " -	4 24 S.	11 22 E.	83 ft. long, 25 ft. broad, 12 ft. deep.	None.	—	
54. Clio, or Guelio - - -	28 " -	6 0 N.	1 30 E.	100	None.	—	
55. Casco - - -	28 " -	7 42 S.	12 44 E.	180	439	13	
56. Juliet - - -	6 Dec. -	8 0 S.	12 55 E.	86 ft. long, 21 ft. broad, 12 ft. deep.	None.	—	
57. Deos te Salve - - -	26 " -	11 53 S.	12 58 E.	87	None.	—	
					5,113	308	

1850.

1. Santa Cruz - - -	4 Jan. -	23 43 S.	45 0 W.	99 ft. long, 25 ft. broad, 16 ft. deep.	None.	—	
2. Pilot - - -	10 " -	- -	Off Ambriz, West Coast of Africa.	313	None.	—	
3. Paquete de Santos - - -	10 " -	23 56 S.	45 55 W.	301½	None.	—	

1850—continued.

NAME OF VESSEL.	Date of Capture.	Latitude and Longitude or Place of Capture.		TONNAGE.	Number of Slaves on board at Time of Capture.	Number of Slaves died between Capture and Adjudication.	REMARKS.
		Lat.	Long.				
4. Rowena - - - -	11 Jan. -	7 50 S.	13 12 E.	94 ft. long, 24 ft. broad, 15 ft. deep.	None.	—	
5. Paulina - - - -	12 „ -	25 30 S.	47 40 W.	328	None.	—	
6. Rozita - - - -	18 „ -	6 0 N.	2 55 E.	110	None.	—	
7. Unknown - - - -	20 „ -	-- Porto Novo, West Coast of Africa.		Not known	None.	—	
8. Levin Lank - - - -	20 „ -	5 35 N.	1 7 E.	115 $\frac{3}{4}$	None.	—	
9. Aventurera - - - -	27 „ -	9 59 S.	12 39 E.	195	455	34	
10. Independencia - - - -	31 „ -	6 2 S.	11 43 E.	90 ft. long, 23 $\frac{1}{2}$ ft. broad, 14 ft. deep.	None.	—	
11. Ann D. Richardson - - - -	14 Feb. -	8 7 S.	12 57 E.	202 22 ft. broad, 13 ft. deep.	None.	—	
12. Relampago - - - -	24 „ -	6 22 S.	11 42 E.	88 ft. long, 22 ft. broad, 13 ft. deep.	None.	—	
13. Phoenix - - - -	27 „ -	5 3 S.	11 10 E.	67 ft. long, 20 ft. broad, 10 ft. deep.	None.	—	
14. Lucy Ann - - - -	28 „ -	7 26 S.	12 26 E.	255	537	22	
15. Serpente - - - -	28 „ -	-- Off Porto Novo, West Coast of Africa.		280	None.	—	
16. Encarnacion - - - -	3 Mar.	West Coast of Africa		313 $\frac{1}{2}$	862	106	
17. Minerva - - - -	11 „ -	11 32 S.	13 44 E.	77 ft. long, 23 ft. broad, 11 ft. deep.	None.	—	
18. Feliz Lembrança - - - -	14 „ -	12 0 S.	13 30 E.	158 $\frac{1}{2}$	None.	—	
19. Destimida - - - -	15 „ -	6 11 N.	1 36 E.	43	None.	—	
20. J. W. Huntingdon - - - -	16 „ -	6 8 S.	12 9 E.	85 ft. long, 24 ft. broad, 15 ft. deep.	None.	—	
21. Navarre - - - -	19 „ -	-- Off Ambriz, West Coast of Africa.		329 $\frac{1}{2}$	None.	—	
22. Positivo - - - -	24 „ -	-- Between Fernando Po and Whydah.		300	None.	—	
23. Rosina - - - -	5 April	5 20 N.	5 57 E.	86	151	None.	
24. Andorinha - - - -	8 „ -	3 45 N.	4 50 E.	223	None.	—	
25. Dous Amigos - - - -	13 „ -	5 45 N.	3 0 E.	110 ft. long, 24 ft. broad, 12 $\frac{1}{2}$ ft. deep.	None.	—	
26. Leao - - - -	19 „ -	4 40 N.	4 25 E.	288	None.	—	
27. Pensamento Feliz - - - -	24 „ -	10 46 S.	30 19 E.	53 ft. long, 15 ft. broad, 7 ft. deep.	None.	—	
28. Vingador - - - -	2 May -	10 43 S.	13 33 E.	143	None.	—	
29. Nova Especulação - - - -	9 „ -	10 30 S.	14 13 W.	Not stated	241	126	
30. Nova Andorinha - - - -	9 „ -	4 38 N.	4 23 E.	156	None.	—	
31. Bom Fim - - - -	25 „ -	5 43 N.	1 9 E.	103 feet long, 30 feet broad, 16 feet deep.	None.	—	
32. San Antonio Vencedor - - - -	15 „ -	-- Off Port Novo, West Coast of Africa.		62 $\frac{1}{2}$ ft. long, 18 $\frac{1}{2}$ ft. broad, 9 ft. deep.	None.	—	
33. Louisa - - - -	19 „ -	Off Nova Redonda -		277	None.	—	

1850—continued.

NAME OF VESSEL.	Date of Capture.	Longitude and Latitude, or Place of Capture.		TONNAGE.	Number of Slaves on board at time of Capture.	Number of Slaves died between Capture and Adjudication.	REMARKS.
		Lat.	Long.				
34. Unknown - - -	31 May -	11 4 S.	13 2 E.	50 ft. long, 14 ft. broad, 7 ft. deep.	182	8	
35. Bom Destino - - -	2 June -	-- Off Lagos, West Coast of Africa.		235	None.	—	
36. Andorina Feliz - - -	8 „ -	3 40 N.	1 3 E.	118	None.	—	
37. Flor de Maria - - -	11 „ -	5 40 N.	4 10 E.	98	270	4	
38. Sociedade - - -	17 „ -	-- Off Ambriz, West Coast of Africa.		169½	None.	—	
39. Malteza - - -	18 „ -	23 3 S.	42 50 W.	80 feet long, 20 feet broad, 10 feet deep.	None.	—	
40. Juliana - - -	24 „ -	6 8 N.	2 8 E.	84 feet long, 24 feet broad, 11 feet deep.	None.	—	
41. Caramaru - - -	19 „ -	6 23 N.	3 40 E.	114	341	11	
42. Conceição - - -	20 „ -	Off Cape Frio - -		93½	None.	—	
43. Polka - - -	23 „ -	-- In the River Machahé, South East Coast of America.		91	None.	—	
44. Condor - - -	24 „ -	5 2 S.	11 53 E.	213½	None.	—	
45. Rival - - -	26 „ -	-- Off Cape Frio, South East Coast of America.		108 feet long, 25 feet broad, 16 feet 6 in. deep.	None.	—	
46. Campeadora - - -	29 „ -	-- In the Paranagua River, South East Coast of America.		365½	None.	—	
47. Serea - - -	29 „ -	- - ditto - -		112 feet long, 24 feet broad, 14 feet deep.	None.	—	
48. Leonidas - - -	29 „ -	- - ditto - -		112 feet long, 24 feet broad, 17 feet deep.	None.	—	
49. Astro - - -	30 „ -	- - ditto - -		105 feet long, 25 feet broad, About 16 feet deep.	None.	—	
50. Volusia - - -	2 July -	-- Off the River Congo, West Coast of Africa.		131	None.	—	
51. Constellation - - -	3 „ -	11 40 S.	15 25 E.	188¾	None.	—	
52. Esmeralda - - -	7 „ -	5 28 S.	10 31 E.	235½	None.	—	
53. Unknown - - -	8 „ -	5 42 N.	4 10 E.	52 feet long, 14 feet broad, 10 feet deep.	None.	—	
54. Vingador - - -	10 „ -	11 30 S.	13 30 E.	102½	None.	—	
55. Julia - - -	11 „ -	21 12 S.	40 28 W.	138	None.	—	
56. Esperança - - -	2 Aug. -	4 50 S.	13 0 E.	204½	687	206	
57. Feiticeira - - -	12 „ -	-- River Guaripari, South East Coast of America.		88½	None.	—	
58. Anna - - -	14 „ -	11 57 S.	11 41 E.	249½	None.	—	
59. Flor de Camamu - - -	15 „ -	5 48 N.	2 34 E.	118	None.	—	
60. Name unknown - - -	21 „ -	2 53 N.	7 7 E.	127	256	14	
61. Unknown - - -	22 „ -	-- Near Lagos, West Coast of Africa.		228	None.	—	

1850—(continued.)

NAME OF VESSEL.	Date of Capture.	Latitude and Longitude, or Place of Capture.		TONNAGE.	Number of Slaves on board at time of Capture.	Number of Slaves died between Capture and Adjudication.	REMARKS.
		Lat.	Long.				
62. Gira Sol - - -	4 Sept.	6 22 N.	4 9 E.	196	None.	—	
63. Amelia - - -	12 „	21 10 S.	40 36 W.	55 feet long, 14 feet broad, 10 feet deep.	None.	—	
64. Maria Theresa - - -	15 „	Off the River Congo		66 feet long, 18 feet broad.	None.	—	
65. Polka - - -	16 „	5 58 N.	1 51 E.	64	None.	—	
66. America - - -	20 „	22 44 S.	41 54 W.	128	None.	—	
67. Echo - - -	27 „	12 3 S.	12 46 E.	174	None.	—	
68. Felicidade - - -	2 Oct.	13 38 S.	38 37 W.	119 feet long, 29 feet broad, 15 feet deep.	None.	—	
69. Unknown - - -	10 „	Up the River Congo -		42 ft. long, 10 ft. 6 in. broad, 6 ft. deep.	None.	—	
70. Feliz - - -	19 „	4 48 N.	4 47 E.	103	237	2	
71. Unknown - - -	31 „	Off River Congo -		38 ft. 2 in. long, 10 ft. broad, 5 ft. 6 in. deep.	None.	—	
72. Mosquito - - -	1 Nov.	5 28 N.	30 9 E.	58	None.	—	
73. Brazil - - -	2 „	4 46 N.	4 15 E.	129	279	4	
74. Unknown - - -	20 „	8 12 S.	12 47 E.	135	None.	—	
75. Igualdade - - -	6 Dec.	6 14 N.	3 57 E.	104	56	1	
76. Unknown - - -	22 „	7 30 S.	12 32 E.	28 feet long, 10 feet broad, 2 feet 4 in. deep.	39	—	
77. Unknown - - -	25 „	11 21 S.	13 48 E.	Not known -	—	—	
78. Unknown - - -	26 „	1 23 N.	5 14 E.	125	266 1 born on pas- sage.	8	
					4,859	546	

1851.

1. Indigina - - -	5 Jan.	Near Rio de Janeiro		438	None.	—	
2. Unknown - - -	18 „	6 16 N.	3 13 E.	91 ft. 11 in. long, 23 ft. 2 in. broad, 12 ft. 2 in. deep.	None.	—	
3. Mangano - - -	11 Feb.	23 21 S.	44 0 W.	226	None.	—	
4. Unknown - - -	16 „	3 45 N.	10 45 E.	195	371	265	
5. Eolo - - -	22 March	Off Quillimane		160	None.	—	
6. Desengano - - -	8 April	7 24 N.	13 27 W.	76	None.	—	
7. Unknown - - -	5 May	Off Loango -		Not calculated -	97	5	
8. Eliza - - -	17 „	11 42 N.	0 16 W	- - -	- - -	- - -	-- Relinquished on her proving to be a French vessel.
9. Sarah - - -	9 June	Off Rio de Janeiro -		70 ft. long, 23 ft. broad, 12 ft. deep, 50-horse power.	None.	—	

1851—continued.

NAME OF VESSEL.	Date of Capture.	Longitude and Latitude, or Place of Capture.		TONNAGE.	Number of Slaves died between Capture and Adjudication.	Number of Slaves on board at Time of Capture.	REMARKS.
		Lat.	Long.				
10. Flor do Mar - - -	14 June -	25 7 S.	47 51 W.	68 ft. long, 19 ft. broad, 9 ft. deep.	None.	—	
11. Izabel - - - -	19 „ -	6 50 N.	10 12 W. Off Gallinas.	48	None.	—	
12. Unknown - - -	25 „ -	- -	Cape Bras, West Coast of Africa.	114 ft. 10. in. long, 25 ft. 8 in. broad, 15 ft. 4 in. deep.	None.	—	
13. Deseada - - - -	7 July -	4 30 N.	7 3 E.	130	2	—	
14. Pepito - - - -	14 „ -	- -	Off Fish Town, near Pepoe.	111	67	3	
15. Penha - - - -	25 „ -	26 26 S.	48 23 W.	70 ft. long, 18 ft. broad, 12 ft. deep.	None.	—	
16. Novo Mello - - -	28 „ -	- -	Off St. Catherine's -	76	None.	—	
17. Two Canoes - - -	3 Nov. -	8 30 N.	13 45 W.	Not known	55	—	
18. Unknown - - - -	6 Dec. -	0 20 S.	8 30 E.	25	64	1	
					656	274	

1852.

1. Santissima Trinidad -	27 Feb. -	0 13 S.	8 25 E.	45 ft. long, 6 ft. 9 in. broad, 3 ft. 6 in. deep.	None.	—	
2. Unknown - - - -	8 March	11 34 N.	15 21 W.	244	None.	—	
3. Unknown - - - -	30 May -	8 59 S.	12 40 E.	231½	None.	—	
4. Amalia - - - -	1 Aug. -	20 37 S.	40 18 W.	82 feet long, 22 ft. 6 in. broad, 17 ft. deep.	None.	—	
5. Lavenday - - - -	5 Oct. -	- -	Off the Banana Islands	A canoe - -	31	—	
6. Unknown - - - -	1 Nov. -	7 30 N.	13 4 W.	99	None	—	
7. Venus - - - -	17 Dec. -	- -	Off Havana - -	Not ascertained	None.	—	
8. Cuatro Hermanos - -	17 „	-	Ditto - -	- Ditto -	None.	—	
9. Carlota - - - -	17 „	-	Ditto - -	- Ditto -	None.	—	
10. Aroganté Emilio - -	22 „	-	Ditto - -	- Ditto -	None.	—	
					31	—	

N. B.—No report of the Cases adjudicated by the Vice Admiralty Court at the Cape of Good Hope, during these four years, has been received at this Office.

Foreign Office, }
29 August 1853. }

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The opinion of the mass of people at the Brazils is against the importation of any more slaves; they wish it to be on the American footing of the home breeding of slaves, *Hamilton* 137-141. 165-183—With regard to the elections of members of the Chamber of Brazil, those parties only are elected who are opposed to the slave trade; this is a proof of the public feeling being against the slave trade, *Andrada* 549-551. 589. 695. 696—The press of Brazil is quite in favour of the abolition of the slave trade, *ib.* 590-593—The Brazilian people are ill-judged of by the English; they are more desirous to put an end to slavery than they have credit for, *ib.* 611-617—The public feeling in Brazil is decidedly against the continuation of the slave trade; cause to which that feeling is attributable, *Andrada* 618-622. 628; *Schomberg* 804-812; *Cochrane* 1056-1085—Explanation as to the great and sudden change in the public feeling of Brazil respecting the slave trade; it has been entirely carried on by the Portuguese capitalists; but now the Brazilians see that, in a national point of view, they are much better without it, *Cochrane* 1078-1085. 1091-1098.

6. Papers laid before the Committee :

Preamble and Articles 1, 2, and 3 of the convention between Great Britain and Brazil of 23 November 1826, *App.* 137—Law of the Regency prohibiting the importation of slaves into Brazil, dated Rio de Janeiro, 7 November 1831, *ib.* 138—Despatch from Mr. H. C. J. Hamilton to the Earl of Aberdeen, dated 22 March 1845, with two inclosures, respecting the convention of 1817 being about to expire, and proposing that the Mixed Commission Court should continue its sittings for a limited time, *ib.* 139-141—Despatch from the Earl of Aberdeen to Mr. Hamilton, dated 4 June 1845, with two enclosures, in reply to the despatch of 22 March, *ib.* 141—Draft of note to be presented by Mr. H. Hamilton to the Brazilian minister, with reference to the convention for the abolition of the traffic in slaves, *ib.* 142—Copy of the laws of the 4th September, 14th October, and 14th November 1850, enacting measures for the suppression of the African slave trade in the Brazilian empire, *ib.* 145-154—Decree of the Regency for carrying into effect the law prohibiting the importation of slaves into Brazil, dated Rio de Janeiro, 12 April 1852, *ib.* 154, 155—Extract from the speech of Senor Eusebio de Quiroz in the Brazilian Assembly, with reference to the cessation of the slave trade in the empire, *ib.* 163—Extract of the speech of the Emperor of Brazil in opening the session of 1853, relative to the cessation of the slave trade, *ib.* 165.

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British Consul. Recommended appointment of a consul or British agent at Mozambique to give information respecting the slave trade, *Rep.* vii—Suggestion that an English consul be appointed, with officers under him, at the different Portuguese settlements, as a means of causing the Portuguese authorities, as well as their cruisers, to check the trade, which at present they do not attempt to do, *Bunce* 1650-1670. 1697-1703.

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Bunce, Benjamin Holland, R. N. (Analysis of his Evidence.)—Commander in the Royal Navy, 1556—Was employed in the “Castor” frigate of 36 guns along the coast of Mozambique during part of the years 1850, 1851, and 1852; 1557—Description of different places along the coast, which is under the sovereignty of Portugal for about 1,500 miles, 1558-1565—The negroes of Mozambique are a very fine race; they are marched a long distance before they are shipped, 1566-1573—Evidence as to several barracoons or slave depôts having been burnt by witness during his cruise in the Mozambique, 1574, 1575. 1590-1592. 1597-1606—From the latter end of 1849 to March 1851, slaves had been taken away in three Brazilian vessels; since the passing of a stringent law in Brazil about that time, not a single Brazilian vessel has taken slaves from the Mozambique, 1576-1578.

When the demand for slaves at the Brazils ceased, three Spanish vessels came to Ibo for slaves; two of these vessels were taken, and the third got off with her cargo, 1579-1582—Besides the “Castor,” there were two sloops and a brigantine in the Mozambique when witness was there; these had all instructions to seize slavers, 1583-1586—Course pursued by Commodore Wyvill, the commander in the Mozambique, in striking at the root of the slave trade, by landing his men, and burning the barracoons; approval of this course, 1587-1623. 1639, 1640. 1746, 1747—Copy of a treaty made by Commodore Wyvill with the Imaum of Muscat, whereby the British were empowered to land in his dominions, and destroy the barracoons, 1592-1596—There is no doubt but the Portuguese authorities in the Mozambique connive at the slave trade, and receive perquisites out of it, 1613-1627. 1751-1759.

Circumstances attending the employment of the “Eolo,” a Portuguese slaver, captured by the “Orestes,” as a tender to the British cruisers, 1624. 1707-1717—Price of slaves in Mozambique; at Quillirnané they were from three to five dollars a head, 1624. 1629, 1630—Very severe measures are required for the suppression of the slave trade at Monega and other parts of Mozambique, where the Portuguese authority is not acknowledged, 1628—At present the Mozambique slaves are all shipped for Cuba, 1631, 1632—Zanzibar is one of the head quarters for the slaves, 1632-1636—To the south of Zanzibar the head quarters are chiefly at Quillirnané and Ibo, at each of which places there is a Portuguese governor, 1637, 1638—Slaves are also kept at Quisanga, an Arab town, containing 5,000 or 6,000 inhabitants, 1640-1649.

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Since 1851 the slave trade in the Mozambique has not been increasing; this is attributable to the measures taken by the Brazilian Government to put a stop to it, 1745-1750—Reference to the present and late Portuguese authorities in Mozambique; though some of them are honourable men, it is quite understood that they are benefited by the slave trade, and that their Government know such to be the case, 1751-1759.

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Canedo, General. Extract of a despatch from Mr. Consul-general Crawford, to the Earl of Clarendon, dated Havana, 25th June 1853, stating that General Canedo is now disposed to take measures for the suppression of the slave trade, *App.* 107—Great increase in the traffic in slaves in Cuba since the recall of Captain-general Concha, and the arrival of the present Captain-general Canedo, *Hon. W. G. Knox* 345, 346.

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Capital. Observations of the Committee with regard to the employment of the capital notoriously belonging to Spaniards of great distinction at Madrid, to carry on the Cuban slave trade, *Rep.* vi—The slave trade is carried on entirely by the capital of Spaniards, and

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and not by Cubans; chiefly by Catalonians, people of noble family and high degree, *Hamilton* 31, 32. 111-113; *Hon. W. G. Knox* 365-369—The slaves are imported into Cuba entirely for the market; the slave-owners are entirely Spanish capitalists, *Hamilton* 267-272. 311-320—The slave trade in Brazil was carried on almost entirely by the Portuguese, *Andrada* 529. 535. 669—Opinion that no Brazilian capital is now employed in the direct trade in slaves from Africa, *ib.* 670-673—There is a great deal of American capital invested in Cuba, and a strong American feeling is growing up throughout the island, *Liggins* 1197-1200—Opinion that much English capital is also employed in Cuba, *ib.* 1197. 1218, 1219—Though the vessels generally sailed under the Portuguese flag, the capital employed was almost entirely Spanish, *Kennedy* 1272-1281—There are very few American proprietors in Cuba, *ib.* 1398.

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Captains-General of Cuba. Observations of the Committee with respect to the conduct of the Captains-general of Cuba with regard to the slave trade; fees paid to these officers for their connivance at the traffic, *Rep.* v, vi—Statement as to the interference of the Captain-general, Canedo, who has supreme authority at Havana, with the Mixed Commission Court in the case of the "Arroganté Emilio;" he is not a member of the court, nor has he anything to do with it, *Hamilton* 62-69. 237-241—During the 13 years from 1837 to 1851, there were seven Captains-general of Cuba; part taken by each of these in promoting or suppressing the slave trade, *Kennedy* 1282, *et seq.*—Whenever witness heard of any infraction of the treaty with Spain, he wrote to the Captain-general under whom it occurred, but always received some evasive reply; witness also named the infractions in his monthly despatches to the English minister; the whole correspondence on the subject may be seen in the blue books, *ib.* 1288-1292—If the Captains-general of Cuba were honest in their intentions to suppress the slave trade, and if full power were given to them by the Spanish Government, there is no doubt but the trade could be entirely stopped, *ib.* 1369, 1370. 1383, 1384. 1395. 1412-1415—The salary of the Captain-general is 8000 *l.* a year besides perquisites; head money on slaves is not a lawful perquisite, *ib.* 1392, 1393—Reference to the fortunes amassed in Cuba by the Governors; General O'Donnell took away 100,000 *l.*, *ib.* 1416-1419—Instances of the Captains-general seizing vessels after their cargo of slaves were landed, *ib.* 1472. 1486, 1487.

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Chinese Labourers. Observations as to the extensive import of free labourers from China into Cuba, for the cultivation of the sugar estates; it was intended to carry out this system on an extensive scale, *Hamilton* 293-310; *Hon. W. G. Knox* 404-434. 467
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Cochrane, Thomas, M.D. (Analysis of his Evidence.)—Was in Brazil for 24 years, 1052—Whilst there, witness was connected with a society for the abolition of the slave trade; good services rendered by this society, 1053-1056—The general feeling throughout Brazil is in favour of the abolition of the slave trade, and of the introduction of the colonisation system, 1056-1085—The immigrants mostly come from Germany; favourable working of the system of foreign labourers; manner in which they are remunerated for their work, 1060-1065. 1086-1090. 1105-1115—The General Assembly are all members of the anti-slavery party, and the Government are extremely severe in their treatment of persons engaged in the slave trade, 1067-1077.

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Coffee Cultivation (Brazil). The cultivation of sugar is decreasing in the Brazils; the principal production now is coffee, *Andrada* 623-627—The white natives of Brazil do not work upon the sugar and coffee plantations, except as headmen or superintendents, *ib.* 649.—See also *Sugar Cultivation*.

"*Columbine*," *H. M. Ship.* Witness was engaged in the "*Columbine*" of 16 guns, in 1836 and 1837, in suppressing the slave trade on the western coast of Africa, *Henderson* 1760-1764—The "*Columbine*" was a very fast sailer, and witness took every slaver he came in sight of, *ib.* 1765-1766.

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Concha, General. Observations relative to General Concha having been recalled in disgrace to Spain, in consequence of his active exertions in putting a stop to the slave trade in Cuba, *Hon. W. G. Knox* 347-352. 362-364—This circumstance has led to the impression that the Spanish Government were not inclined to discountenance the slave trade in Cuba, *ib.* 349-353—Exculpation of General Concha with reference to any participation in the fees received on the landing of slaves, *ib.* 362—Causes to which the diminution of the Cuban slave trade some years ago may be attributed, during the time General Concha was Captain-general, *ib.* 399-403—Circumstances attending the recall of General Concha by the Spanish Government from the governorship of Cuba, *Ward* 1016-1020—When General Concha became Governor of Cuba in 1850, he at once announced his intention to suppress the slave trade; he carried out this intention, and never took any fees from the slave dealers, *Kennedy* 1326-1331. 1371, 1372.

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Congo River. During the time witness was on the coast of Africa there was always a cruiser lying off the Congo, for the purpose of preventing the slave trade in that river, *Seymour* 1849-1852. 1963-1966.

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Coolies. Statement as to the introduction of coolies into Cuba; the rate of pay is about eight dollars per month, *Moffatt* 1992-1994.—See also *Trinidad*.

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Creoles. The Creoles as well as the Spaniards, and in fact, all the people in Cuba, are interested in the slave trade, *Liggins* 1156-1158—The Creoles of Cuba are not generally engaged in the slave trade, and are opposed to its continuance, *Kennedy* 1396, 1397.—See also *Cuba, 2.*

Crews of Slavers. More stringent measures should be adopted against those persons taken in slave trading pursuits, and especially against those who have resisted capture, *Kennedy* 1460.—See also *Piracy.*

CRUISERS:

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1. *British Cruisers:*

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It would be a great advantage if all the British cruisers and vessels going to different stations abroad, were provided with papers and authority to capture any slaver they might chance to meet, *Schomberg*, 842-848; *Kennedy* 1500-1502—There are but few British cruisers on the coast of Cuba, and they have not done much service, *Kennedy* 1445. 1463-1498—Whilst witness was in Cuba only one slaver was seized by the Spanish cruisers; this vessel being a Portuguese could not be adjudicated upon by the Mixed Court, but General Valdez condemned it, and seized all the slaves, and the vessel was sold, *ib.*, 1488-1497—All Her Majesty's ships calling at Bahia should have authority to capture any slavers they may meet with, *Porter* 1552-1555—The British cruisers in the Mozambique should be increased, *Bunce* 1670-1688—Remarks on the size, speed, and general suitableness of the cruisers employed on the coast of Africa; suggestions as to the class of vessels most adapted to that service, *Henderson*, 1767-1769; *Seymour*, 1853-1871. 1949-1960. 1976, 1977.

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3. *Spanish Cruisers:*

Although the whole coast of Cuba is perfectly surrounded by Spanish cruisers, they have not made any captures, or any attempt to carry out the treaty, *Hamilton* 213-216—Witness saw no Spanish fleet on the coast of Cuba when he was there; he does not remember seeing more than one or two vessels lying in the harbour of the Havana, *Hon. W. G. Knox* 487-492.

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Decrease of the Slave Trade. Sudden decrease of the slave trade in 1845 and 1846, owing to the activity of the British cruisers in making seizures on the coast of Africa, *Kennedy* 1338-1344, 1373, 1374, 1429, 1430.—See also *Brazil*, 2.

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East Coast of Africa. Report of the British Commissioners at Cape Town, 20 February 1852, on slave trade on the east coast of Africa, during 1851, *App.* 211.

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Emancipadoes. Despatch from Lord Howden to Lord Clarendon, dated 16 March 1853, stating that the Spanish Government had agreed to the settlement of the question as to the emancipadoes, *Ward* 1025, 1026—Objections of the Spanish Government to confirm the liberty of the emancipadoes or liberated negroes, as suggested by witness through Lord Palmerston, *Kennedy* 1389-1391—General Valdez, however, without asking any authority from his Government, gave liberty to about 1,400 emancipadoes; there are not more than 200 or 300 of these now in the island, *ib.* 1390. 1394—The slaves of the vessels seized by the Spanish authorities were made emancipadoes, and generally passed into the hands of Parejo, *ib.* 1472-1475.

Embarkation of Slaves. It is highly improbable that slaves from the western coast of Africa are now taken by land to the eastern coast and there shipped, *Seymour* 1974, 1975.

“Eolo” Slaver. Circumstances attending the employment of the “Eolo,” a Portuguese slaver, captured by the “Orestes,” as a tender to the British cruisers, *Bunce* 1624. 1707-1717.

Everett, Mr. Extract of a letter from Mr. Everett to Mr. Crampton, the British minister at Washington, dated 1 Dec. 1852, stating that there was no hope of suppressing the African slave trade whilst Cuba remains a Spanish colony, *Rep.* vi, vii.

Expenditure. Remarks of the Committee as to the expense which Great Britain has incurred in the endeavour to suppress the African slave trade, *Rep.* vii—Amount of the payments made by Great Britain to Spain and Portugal for the promised concurrence of those countries in the abolition of the slave trade, *ib.*—Account of all sums of money, debts, or claims which have been at any time, under or in pursuance of the treaties with Spain, Portugal, and the Netherlands, for preventing the illegal traffic in slaves, paid, advanced, given up, or surrendered, in any manner, by Great Britain, to Spain, Portugal, or the Netherlands, respectively; distinguishing the particular times of such payments, advances, or surrenders, *App.* 215.

Ezpeleta, General. The successor of General Tacon to the governorship of Cuba, viz., General Ezpeleta, did not interfere with the slave trade, *Kennedy* 1285, 1287.

F.

“Feiticeira” Slaver. Evidence with respect to the capture of the “Feiticeira” slaver by the “Harry;” witness having previously seized and released her, in consequence of the principal government officer at Guarapara assuring him that she was a vessel detained by the Brazilian government, and not a slaver; copy of witness’s report to the commander-in-chief upon the subject of the seizure of that vessel, *Schomberg* 769-783. 855-860. 873-919.

Fittings of Slavers. The fittings of the slavers were generally sent from Rio Janeiro in coasters to the different ports on the coast, and the slave trade was going on quite actively in 1849, *Schomberg* 707.

Flags. Previous to the passing of the new Brazilian laws, the slavers used generally to sail under Brazilian colours, as then they were not punished if captured, *Schomberg* 850.

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Free Labour. The profits from cultivation by free labour in Brazil have been much greater than the profits derived from plantations worked by slavery; extract from the report of the president of the province of Rio Janeiro, of 1852, in support of this statement, *Andrada* 558-579. 602. 628-631.—See also *Chinese Labourers.* *Immigrants.*

G.

German Immigrants. Particulars relative to the introduction of German immigrants into Brazil; they answer exceedingly well in the cultivation of coffee, *Andrada* 632-644. 659-665.—See also *Immigrants.*

H.

Hamilton, Captain Cospatrick Baillie, R. N. (Analysis of his Evidence.)—Post-captain in the navy; has lately returned from the coast of Cuba, where he was senior officer of the squadron for the suppression of the slave trade; has been employed on the coasts of Africa and of Brazil, 1-8—Extent of the squadron for the suppression of the slave trade off Cuba, 3—Remarks relative to the capture of several vessels on the Cuba coast; variety of documents seized in these vessels tending to criminate the authorities of Cuba; nature of these documents, 9-32—False papers supplied by the authorities in the Havana to vessels seized by witness, certifying that they were only coasters, 10-13—Particulars relative to the capture of the “Venus” by witness, 14-18—In the port of Havana there is the strictest water police in the world; no merchant vessel is allowed to leave the harbour between sunset and sunrise; allowance of the “Venus” to leave the harbour at midnight, contrary to all rules; but witness seized her, 14-17.

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Copy of the reasons of Joseph T. Crawford, Her Majesty’s acting judge of the mixed court of justice at Havana, why he considers the “Arroganté Emilio” should be condemned as a slaver, and declared a good prize to Her Majesty’s ship “Vestal;” manner in which witness became possessed of this written opinion, 72-84—Reports made by witness to the Admiral, as to the nature and extent of the slave proceedings on the coast of Cuba whilst on the station, 96, 97. 338—Copy of witness’s general report to the Admiral, dated 21 March 1853, explaining the difficulties in the way of suppressing the slave trade by means of cruisers on the Cuban coast, and submitting certain suggestions for meeting these difficulties, 98-100—Opinion that means should be taken that would oblige the Spanish Government really to abide by the treaty, 100.

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Remarks as to the constitution of the Mixed Commission Court of Havana, 242-252—Opinion that there is nothing wanted to put a stop to the slave trade in Cuba except the will of the Spanish Government; such a will would be only the fulfilment of the national engagement and treaty on the part of that Government, 253-261—The people of Cuba, the Creoles, are strongly opposed to the importation of slaves; the Spanish party and the Government officers are the parties interested in the continuance of the

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Further grounds for the opinion that the "Arroganté Emilio" belonged to some high authority in Spain, 273-277—Difficulty experienced by Mr. Crawford in forming a conclusive legal judgment upon the case of the "Arroganté Emilio"; part of this arose from the interference of the Captain-general and others, 273, 278, 279—Remarks relative to the absence of the British members of the Mixed Commission Court from the Havana during the whole time witness was on the coast; the absence of those two members is calculated to impair the efficiency of the court, 280-291—The slave vessels captured on the coast of Brazil usually come under the adjudication of the Admiralty Court, as they destroy their flag, papers and nationality before seizure, 292—Observations as to the extensive import of free labourers from China into Cuba, for the cultivation of the sugar estates; it was intended to carry out this system on an extensive scale, 293-310.

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Hamilton, Captain. Active exertions of Captain Hamilton whilst on the coast of Cuba in putting down the slave trade, *Hon. W. G. Knox*, 386.

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"Harpy," *H. M. Ship.* See "Feiteira" Slaver.

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Health of Slaves. Witness cannot speak to the state of the slaves on their landing, and he was never admitted into any of the barracoons; they seemed generally healthy on the estates, and worked very slowly and carelessly, though continuously, *Liggins* 1237-1239, 1258, 1259.

Helena, St. See *Adjudication on Captured Vessels.* *Vice Admiralty Court.*

Henderson, Thomas, R.N. (Analysis of his Evidence.)—Was engaged in the "Columbine" of 16 guns, in 1836 and 1837, in suppressing the slave trade on the western coast of Africa, 1760-1764—The "Columbine" was a very fast sailer, and witness took every slaver that he came in sight of, 1765, 1766—Remarks on the class of vessels most suitable to carry on the service on the coast of Africa; recommendations of the fastest vessels that can be built; advantage of their being auxiliary screw steamers, 1767-1779—Circumstances attending the capture of the slaver "Velas" by the "Columbine," after several other cruisers had chased her, and lost sight of her altogether, 1774-1778.

Hire of Slaves. In Cuba the owners of slaves are frequently not the owners of landed property there; they let them out for hire, *Hamilton* 177-179.

Hours of Labour. During crop time in Cuba, that is, from 1 January to 1 August, the slaves are worked from 18 to 20 hours daily, and for seven days in the week, *Liggins* 1165-1175—Mr. Liggins is correct in stating, that during crop time the slaves are worked for 18 hours daily; at the conclusion of the crop season their condition is truly miserable, *Kennedy* 1424, 1428.

Hurricanes. It is extremely dangerous for the cruisers to be on the coast of Cuba in the hurricane months; it is generally the practice in the West Indies to lay up all ships of war during those months in the several harbours, *Hamilton* 220-222.

I.

Ibo Settlement (East Coast of Africa). When the demand for slaves at the Brazils ceased, three Spanish vessels came to Ibo for slaves; two of these vessels were taken, and the third got off with her cargo, *Bunce* 1579-1582—Extract of a despatch from Commodore Wyvill to the Secretary to the Admiralty, dated 21 June 1852, with reference to the carrying on the slave trade in the neighbourhood of the Portuguese settlement of Ibo, *App.*

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Imaum of Muscat. See *Muscat, Imaum of*.

Immigrants. Observations as to the measures adopted by the Brazilian Government to introduce immigrants to supply the place of slaves, and for their protection, *Andrada* 552. *et seq.* 602-604—Large number of free labourers from Portugal imported into the Brazils, *ib.* 645-647—The immigrants imported in Brazil mostly come from Germany; favourable working of the system of foreign labourers; manner in which they are remunerated for their work, *Cochrane* 1060-1065. 1086-1090. 1105-1115—Relative cost of cultivation in Brazil under the immigration system, and under the slave trade; immigrants are not suitable for Cuba, *ib.* 1087-1090—Very few German or European emigrants go to Bahia, *Porter* 1528-1531.

See also *Chinese Labourers*. *Coolies*. *German Immigrants*.

Imports and Exports. Statement of the annual amount of imports into Brazil from Great Britain; there is always a deposit of British goods equal to one year's consumption, *Andrada* 697-699—Account of sugar in tons exported from Cuba in each year, from 1842 to 1852 inclusive, showing the increase, *Liggins* 1129-1134—Statement of the quantities of sugar exported from Cuba to the various markets of the world in 1851 and 1852, *Moffatt* 1990—Decrease of the importation into England in 1852 as compared with 1851; cause to which attributable, *ib.* 1990, 1991.

Increase of the Slave Trade. Notwithstanding the extensive import of free labourers into Cuba, the import of negroes is on the increase, *Hamilton* 297—Remarks to the effect that any comparative increase in the Cuban slave trade since 1846, is not due to the English market, in consequence of the alteration then made with respect to duties on slave-grown sugar; the American market is more valuable than the English to the merchants of Cuba, *Kennedy* 1349-1368. 1433, 1434—See also *Cuba*, 1.

Irving, Edward George, M.D. R.N. (Analysis of his Evidence.)—Was engaged till lately on the western coast of Africa as naval surgeon in the "Prometheus," under Commander Foot; different parts of the coast visited by the "Prometheus," 1780-1785—Evidence to the effect that the slave trade has entirely ceased along the coast from Loanda southwards, including the Bight of Benin, &c., 1787-1809.

J.

Jackson, Sir George. Extract from the Report of Sir George Jackson, Her Majesty's Commissioner at Loanda, dated 23 January 1852, with respect to slave traders there having suspended their operations in consequence of the refusal of Brazil to import any more slaves, *Ward* 942-947.

Jamaica. Observations with respect to Jamaica; decayed and deserted appearance of the island, *Hamilton* 153-160.

K.

Kafir War. The cruising against the slave trade was very much hindered and obstructed by the Kafir war, as the vessels were employed in the conveyance of troops and provisions, *Ward* 930.

Kennedy, James. (Analysis of his Evidence.)—Was judge of the Mixed Court at the Havana from 1837 to 1851; 1260.—Constitution and working of the Mixed Court; there is an English and a Spanish judge and an English and a Spanish commissioner of arbitration, 1261-1269—Very few vessels were seized and sent into Havana whilst witness was there; the slave traders never put their vessels under the Spanish flag, and so the vessels were not liable to the jurisdiction of the Mixed Court, 1270, 1271—Though the vessels generally sailed under the Portuguese flag, the capital employed was almost entirely Spanish, 1272-1281—During the 13 years from 1837 to 1851, there were seven Captains-general of Cuba; part taken by each of these in promoting or suppressing the slave trade, 1282, *et seq.*

General Tacon, the first Captain-general in witness's time, did a great deal of good to the island, but allowed the slave trade to flourish without any impediment, 1283-1285. 1287. 1401—The successor of General Tacon, viz., General Ezpeleta, conducted the government on the same principle, and did not interfere with the slave trade, 1285. 1287—The Prince of Anglona, who succeeded General Ezpeleta, likewise offered no impediment to the traffic in slaves, 1285. 1287—It was understood that Generals Tacon and Ezpeleta and the Prince of Anglona received about a guinea and a half per head for every negro landed during their governorships, 1285, 1286—Some gratuities were also paid to the inferior authorities, 1286—Whenever witness heard of any infraction of the treaty with Spain, he wrote to the Captain-general under whom it occurred, but

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Kennedy, James. (Analysis of his Evidence)—continued.

always received some evasive reply; witness also named the infractions in his monthly despatches to the English minister; the whole correspondence on the subject may be seen in the Blue Books, 1288-1292.

Remarks on the government of General Valdez, who came to the island in 1840, and remained about 2½ years; he exerted himself most honourably to check the slave trade, and succeeded to a great extent in doing so, 1292-1296. 1311. 1337, 1338. 1417-1419 — General Valdez was succeeded in 1843 by General O'Donnell, who remained till 1848; increase of the slave trade under the connivance of this governor, who raised the fees to three doubloons per head; this increased payment to the Captain-general has continued ever since, 1297-1303. 1312, 1313, 1338 — General O'Donnell was replaced by General Roncali in 1848; the latter Captain-general was an extremely honourable man, and at first never received any fees, and checked the trade materially; in the latter part of his administration the slave trade increased again, and it was rumoured that he received the fee of three guineas per head, 1304-1325. 1345-1348.

Circumstance of General Roncali having sanctioned slave trading by a person of the name of Parejo, who was understood to be the agent of Queen Christina, 1318-1325. 1346-1348. 1351-1354 — When General Concha became governor in 1850, he at once announced his intention to suppress the slave trade; he carried out this intention, and never took any fees from the slave dealers, 1326-1331. 1371, 1372 — Number of ships employed in the slave trade in Cuba in each year from 1837 to 1849 inclusive, 1332-1348 — Sudden decrease of the slave trade in 1845 and 1846, owing to the activity of the British cruisers in making seizures on the coast of Africa, 1338-1344. 1373, 1374. 1429, 1430 — Remarks to the effect that any comparative increase in the Cuban slave trade since 1846 is not due to the English market, in consequence of the alteration then made with respect to duties on slave-grown sugar; the American market is more valuable than the English to the merchants of Cuba, 1349-1368. 1433, 1434.

If the Captains-general of Cuba were honest in their intentions to suppress the slave trade, and if full power were given to them by the Spanish Government, there is no doubt but the trade could be entirely stopped, 1369, 1370. 1383, 1384. 1395. 1412-1415. Cuba is now mostly supplied with slaves from Mozambique, instead of from the western coast of Africa, where the trade has been partly stopped by the British cruisers; physical inferiority of the negroes of the eastern coast to those of the western coast, 1374-1378. 1431 — The price of a slave in Cuba was formerly about 350 dollars; but latterly, in consequence of the greater demand and the less supply, the price has risen to between 450 and 500 dollars, 1379-1382 — Remarks on the continual violation by the Spanish Government of their treaty with England for the suppression of the slave trade, 1385-1388. 1407-1411. 1422, 1423.

Objections of the Spanish Government to confirm the liberty of the emancipated or liberated negroes, as suggested by witness through Lord Palmerston, 1389-1391 — General Valdez, however, without asking any authority from his Government, gave liberty to about 1,400 emancipated; there are not more than 200 or 300 of these now in the island, 1390. 1394 — The salary of the Captain-general is 8,000*l.* a year besides perquisites; head money on slaves is not a lawful perquisite, 1392, 1393 — The Creoles of Cuba are not generally engaged in the slave trade, and are opposed to its continuance, 1396, 1397 — There are very few American proprietors in Cuba, 1398 — How far the Spanish government may connive at slavery in Cuba through fear of America depriving them of the island, 1399-1402 — Slight natural increase of the slaves through a scarcity of females, 1403, 1404.

Opinion that a slave landed in Cuba at the age of 20 may be estimated as fit for 20 years' work, 1404 — As a general rule, witness considers that the slaves are very badly and cruelly treated, 1405, 1406 — Reference to the fortunes amassed in Cuba by the governors; General O'Donnell took away 100,000*l.*; integrity and popularity of General Valdez, 1416-1419 — Population of Cuba in 1824 and in 1846, showing the number of slaves, of free people of colour, and of whites, 1420, 1421 — Mr. Liggins is correct in stating that, during crop time, the slaves are worked for 18 hours daily; at the conclusion of the crop season their condition is truly miserable, 1424. 1428 — The spiritual wants of the slaves are almost entirely neglected; culpable apathy of the Roman Catholic priests in the matter, 1425-1428 — If the British West Indian islands exert themselves properly, they have still a resource against slave grown sugar; reference to the machinery employed in Cuba, 1435, 1436.

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Number of cases brought before the Mixed Court from 1837 to 1850; 1453-1455—Reference to reports and despatches of witness as containing statistical information and suggestions with respect to the slave trade in Cuba, 1456-1461—Larger powers should be given to the Mixed Court, 1460—More stringent measures should be adopted against those persons taken in slave trading pursuits, and especially against those who have resisted capture, 1460—The English Government have done everything in their power to obtain an honest execution of the treaties with Spain, 1460-1462—Reference to the sale of the "Romney," a British vessel formerly lying at Havana for the purpose of receiving the prize crews, 1467-1471—Instances of the Captains-general seizing vessels after their cargo of slaves were landed, 1472. 1486, 1487.

The slaves of those vessels, seized by the Spanish authorities, were made emancipados, and generally passed into the hands of Parejo, 1472-1475—Employment of the Spanish mail steamers in carrying fresh slaves from one part of the island to another, 1476-1480—How far the Captains-general have power to seize negroes in the plantations where they have been placed immediately upon landing from the vessels; refusal of the Spanish court to make this power clear, 1481-1485—Whilst witness was in Cuba, only one slaver was seized by the Spanish cruisers; this vessel being a Portuguese, could not be adjudicated upon by the Mixed Court, but General Valdez condemned it, and seized all the slaves, and the vessel was sold, 1488-1497.

It would be a great advantage if all the British cruisers and vessels going to different stations abroad, were provided with papers and authority to capture any slaver they might chance to meet, 1500-1502—Circumstances attending the capture of a slaver in 1837 by the British cruiser "Vestal;" claim made to the seizure of the slaver by a Spanish officer then on board of her, who promised to bring her before the Mixed Court, but failed to do so; subsequent re-capture of the slaver by another British vessel; promotion of the Spanish officer in question, notwithstanding a demand of the British Government for his dismissal, 1502-1505.

Knox, Hon. William George. (Analysis of his Evidence.)—Chief Justice of Trinidad; has been Puisne Judge and Chief Justice of the colonies from 1846; 339—Has lately visited Cuba with a view of obtaining information with respect to the slave trade, 340. 344—Great increase in the traffic in slaves in Cuba since the recall of Captain-general Concha, and the arrival of the present Captain-general, Canedo, 345, 346—Observations relative to General Concha having been re-called in disgrace to Spain, in consequence of his active exertions in putting a stop to the slave trade in Cuba, 347-352. 362-364—This circumstance has led to the impression that the Spanish Government were not inclined to discountenance the slave trade in Cuba, 349-353—Enormous profits arising from the traffic in slaves; if one cargo out of five is saved, it is still a paying trade, 354, 355.

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Landing of Slaves. At present, if the negroes are once landed in Cuba, they are protected as being considered natives; if the Spanish Government would give greater facilities for their seizure after landing it would tend to stop the trade, *Hamilton* 211, 212—Great facilities afforded for landing slaves at Cuba, from the nature of the coast, which abounds with creeks and inlets, *Hon. W. G. Knox* 387—Remarks relative to the cargoes of slaves landed in Cuba during April and May 1853, *ib.* 461-466—Statement of the number of slaves landed in the Brazils during the year 1848; for the use of the mines and coffee plantations, *Schomberg* 705-707—The proprietors of the estates in Cuba consider that the law of 1845 exempts all estates from being searched for the purpose of finding freshly landed negroes; on recent occasions the Captain-general has directed that the authorities should follow recently landed negroes into some of the estates, *Ward* 1037-1039—How far the Captains-general have power to seize negroes in the plantations where they have been placed immediately upon landing from the vessels; refusal of the Spanish court to make this power clear, *Kennedy* 1481 1485—See also *Bahia*.

Legitimate Commerce. Observations of the Committee as to the increase of legitimate commerce on the west coast of Africa; wherever the slave trade has ceased commerce is beginning, *Rep.* iv—Reference to the legitimate trade of Mozambique, *Bunce* 1692-1696—Remarks on the increasing commerce springing up along the west coast of Africa since the suspension of the slave trade; the vessels are principally American, *Seymour* 1893-1914. 1946-1948—A few British cruisers will always be necessary along the coast for the protection of commerce, *ib.* 1924.

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Letter from the Earl of Aberdeen to Her Majesty's Commissioners in the Mixed British and Brazilian Commission, Rio de Janeiro, dated 4 June 1845, acquainting them that the convention of 1817 between Great Britain and Portugal, as adopted by Brazil, under which they held office, was about to expire, and instructing them as to their conduct under the circumstances, *App.* 144—Return of the names of Her Majesty's commissioners and arbitrators in the Mixed Courts established abroad under treaties between Great Britain and foreign powers, for the suppression of the slave trade, showing the dates of their several appointments, and the periods for which they have had leave of absence, *ib.* 198.

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Moffatt, George, M.P. (Analysis of his Evidence.)—Statement of the quantities of sugar exported from Cuba to the various markets of the world in 1851 and 1852; 1990. Decrease of the importation into England in 1852 as compared with 1851; cause to which attributable, 1990, 1991. Statement as to the introduction of Coolies and Chinese labourers into Cuba: the rate of pay is about eight dollars per month, 1992-1994.

Monega. Very severe measures are required for the suppression of the slave trade at Monega and other parts of Mozambique, where the Portuguese authority is not acknowledged, *Bunce* 1628.

Mortality of Slaves. The lives of the slaves are to a certain extent sacrificed by the amount of work imposed upon them in Cuba, *Liggins* 1170-1173.

Mozambique. Remarks as to the extent of the Portuguese sovereignty on the east coast of Africa, and the extent to which the slave trade is carried on, *Rep.* vii—The British cruisers have been useful and ought to be maintained there, *ib.*—Statement that Mozambique itself still continues free from the traffic in slaves, *Ward* 921—Employment of cruisers in the Mozambique along the district where the slave trade prevails near Ibo; but witness is unable to state their number, *ib.* 929—Cuba is now mostly supplied with slaves from Mozambique instead of from the western coast of Africa, where the trade has been partly stopped by the British cruisers; physical inferiority of the negroes of the eastern coast to those of the western coast, *Kennedy* 1374-1378. 1431—From the latter end of 1849 to March 1851 slaves had been taken away in three Brazilian vessels; since the passing of a stringent law in Brazil about that time not a single Brazilian vessel has taken slaves from the Mozambique, *Bunce* 1576-1578.

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Muscat, Imaum of. Copy of a treaty made by Commodore Wyvill with the Imaum of Muscat, whereby the British were empowered to land in his dominions and destroy the barracoons, *Bunce*, 1592-1596.

N.

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Natives. The negroes of Mozambique are a very fine race; they are marched a long distance before they are shipped, *Bunce*, 1566-1573.

Natural Increase of Slaves. General wish in the Brazils to put down the importation of slaves, and to follow the American system of breeding them for their own market, *Hamilton*, 223-228—The black slaves in Brazil are not much increased by breeding on the spot; the offspring of slaves generally get very soon free, particularly in the towns, *Andrada*, 666-668—There is scarcely any natural increase among the slaves in Cuba, as there are but very few females amongst them, *Liggins*, 1162-1164; *Kennedy*, 1403, 1404.—See also *Brazil*, 5.

O.

O'Donnell, General. General Valdez was succeeded as Governor of Cuba in 1843, by General O'Donnell, who remained till 1848; increase of the slave trade under the connivance of this governor, who raised the fees to three doubloons per head; this increased payment to the Captain-general has continued ever since, *Kennedy* 1297-1303, 1312, 1313, 1338.—See also *Captains-General of Cuba.*

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Paranagua River (Brazil). Evidence as to witness's proceedings in the waters of Paranagua, Brazil, where he captured three slavers; on leaving the river the fort fired upon witness, which he returned, whilst towing his prizes through the narrows, *Schomberg* 730-758.

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Portuguese Settlements. Observations of the Committee as to the Portuguese sovereignty on the east coast of Africa, and the extent to which the slave trade is carried on in those possessions, *Rep.* vii—Opinion that the Portuguese authorities are both cognisant of the slave trade and also enter into it themselves, *ib.*—Grounds on which witness comes

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to the conclusion that the slave trade is still continued in the Portuguese dominions on the east coast of Africa; extracts from reports and correspondence on the subject, *Ward* 913-927.—Statement of the colonial possessions of Portugal on the coast of Africa, *ib.* 916, 917.—The slave trade is an export trade and not an import trade on the part of the Portuguese; it could not be carried on without the connivance of the officers belonging to the Portuguese Government, *ib.* 932-939.

Complaints contained in the reports of naval officers, of the want of proper vigilance on the part of the subordinate authorities of Portugal on the east coast of Africa, *Ward* 948.—By the treaty of 22 January 1815, Portugal claimed the trading of slaves on the south of the line to supply its transatlantic possessions; this was only to continue for a limited time, *ib.* 949-951.—Description of the different places along the Mozambique coast which is under the sovereignty of Portugal for about 1,500 miles, *Bunce* 1558-1565.—There is no doubt but the Portuguese authorities in the Mozambique connive at the slave trade, and receive perquisites out of it, *ib.* 1613-1627, 1751-1759.—Reference to the present and late Portuguese authorities in Mozambique; though some of them are honourable men, it is quite understood they are benefited by the slave trade, and that their government know such to be the case, *ib.* 1751-1759.

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Price of Slaves. Statements as to the price of slaves in Cuba, *Hon. W. G. Knox* 357, 358; *Liggins* 1179, 1180, 1214-1217; *Kennedy* 1379-1382.—Even if the price of slaves was increased by the difficulty of procuring them, the sugar growers in Cuba could afford to purchase at an advanced price from the great profits made by them, *Hon. W. G. Knox* 398, 452.—The prices of slaves in Brazil are enormously high, and the planters are getting convinced that their interest is for the abolition of the slave trade, *Andrada* 509-511.—Price of slaves in Mozambique; at Quillirane, they were from three to five dollars a head, *Bunce* 1624, 1629, 1630.—The price of a slave in the Pongas and in Congo was about 12 dollars, *Seymour* 1879-1883.—See also *Blockading Squadron.*

Prize Crews. There is no difficulty now experienced in getting the prize crews back from Sierra Leone who are sent there with condemned vessels, *Seymour* 1978-1989.

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Profits of Slave Traffic. Enormous profits arising from the traffic in slaves; if one cargo out of five is saved it is still a paying trade, *Hon. W. G. Knox* 354, 355.

Q.

Quillirane. To the south of Zanzibar, the head quarters for slaves in Mozambique are chiefly at Quillirane and Ibo, at each of which places there is a Portuguese governor, *Bunce* 1637, 1638.—See also *Price of Slaves.*

Quisanga. In Mozambique, slaves are kept at Quisanga, an Arab town, containing 5,000 or 6,000 inhabitants, *Bunce* 1640-1649.

R.

Railways, Brazil. Remarks on the proposed construction of a railway of about 220 miles in Brazil; advantages of this railway in opening the resources of a very fertile part of the country, *Cochrane* 1116-1125.

Religion. There is hardly any attention paid to religious matters, amongst the slaves in Cuba, *Liggins* 1167-1169; *Kennedy* 1425-1428.—Culpable apathy of the Roman Catholic priests in the matter, *Kennedy* 1425-1428.

Reports of 1849-50. Reference to the Reports of both Houses of Parliament in the years 1849 and 1850, on the Slave Trade; opinion of the Committee that these reports render it needless for them to pursue the present inquiry beyond the last three years, *Rep.* iii.

Rio Frio (Brazil). Particulars relative to the capture of a slaver by witness in the harbour of Rio Frio, Brazil, *Schomberg* 724-730.

Rio Janeiro. Remarks relative to the riot which took place at Rio Janeiro between the slavery and anti-slavery parties in July 1850, on account of the proceedings of the British cruisers, to put an end to the slave trade, *Schomberg* 759-764.—Report of Consul Hesketh to Viscount Palmerston, dated 8 February 1851, on the slave trade in the district of Rio de Janeiro during 1850, *App.* 156-158.—Particulars of the landing of slaves from the coast of Africa at the different oupports to the northward and southward of Rio de Janeiro during the year 1850, *ib.* 159.—Report of acting Consul Westwood to Earl Granville, dated 21 February 1852, on the slave trade within the district of Rio de Janeiro, during

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during 1851, *App.* 160—Return of slaves landed between Macahé and Santos during the year 1851, *ib.*—Statement of the amount and value of exports of the staple productions of Rio de Janeiro, the result of slave labour during 1851, *ib.* 161—Similar return for the year 1852, *ib.* 162—Despatch from Consul Westwood to Lord John Russell, dated Rio de Janeiro, 24 February 1853, reporting number of slaves landed in 1852, *ib.*—See also *Adjudication on Captured Vessels.*

“*Romney, The Ship.* Reference to the sale of the “*Romney*,” a British vessel formerly lying at Havana, for the purpose of receiving the prize crews, *Kennedy* 1467-1471.

Roncali, General. General O’Donnell was replaced in Cuba by General Roncali in 1848; the latter Captain-General was an extremely honourable man, and at first never received any fees, and checked the trade materially; in the latter part of his administration the slave trade increased again, and it was rumoured that he received the usual fee of three guineas per head, *Kennedy* 1304-1325; 1345-1348—Circumstance of General Roncali having sanctioned slave trading by a person of the name of Parejo, who was understood to be the agent of Queen Christina, *ib.* 1318-1325. 1346-1348. 1351-1354.

S.

Schomberg, Captain Herbert, R.N. (Analysis of his Evidence.)—Captain in the Navy; was in command of the “*Cormorant*” steam-sloop on the coast of Brazil; arrived there in October 1849, 700-702—Extent of the squadron on the coast of Brazil in 1849; 702, 703—Statement of the number of slaves landed in the Brazils during the year 1848; number landed for the use of the mines and coffee plantations, 705-707—The fittings of the slavers were generally sent from Rio Janeiro in coasters to the different ports on the coast, and the slave trade was going on quite actively in 1849; 707—Witness suspects that the public authorities of Brazil were connected with the principal slave-dealers during the time the slave trade flourished, 708—Great difficulty experienced in the capture of slavers off Brazil, previous to the orders of June 1850, in consequence of the cruisers not being allowed to seize them in the Brazilian waters, 709-720.

In June 1850 fresh orders were received by the squadron from Lord Palmerston enabling the cruisers to capture Brazilian vessels engaged in the slave trade in the Brazilian waters, or on the high seas, wherever they might be found; copy of this order read, 720-722—In consequence of these orders the cruisers changed their proceedings, and many captures were effected in the harbours of Brazil, 723, *et seq.*—Particulars relative to the capture of a slaver by witness in the harbour of Rio Frio, Brazil, 724-730—Evidence as to witness’s proceedings in the waters of Paranagua, Brazil, where he captured three slavers; on leaving the river the fort fired upon witness, which he returned whilst towing his prizes through the narrows, 730-758—Remarks relative to the riot which took place at Rio Janeiro between the slavery and anti-slavery parties in July 1850, on account of the proceedings of the British cruisers to put an end to the slave-trade, 759-764.

In October 1850 witness was despatched to the province of Bahia, Brazil, in consequence of a suspicion that the slave trade was still carried on there; detail of what took place on witness’s arrival with regard to certain suspected slavers, 765-768. 784-792—Particulars as to the capture of the “*Feiticeira*” schooner in the harbour of Guarapara, Brazil, by the “*Harpy*”; witness had previously seized this vessel when she was declared to have been already captured by the Brazilian Government, and witness gave her up, 769-783. 855-860—Number of slavers captured by the cruisers under witness’s command off the coast of Brazil; cause to which witness attributes the whole of these vessels having been taken empty, 793-798—Number of cruisers necessary for effectually blockading the coast of Brazil, 799, 800—Observations as to the new laws passed by the Government of Brazil for the abolition of the slave trade, and the active exertions of the Government to put an end to the traffic, 801-803.

The public feeling in Brazil is decidedly opposed to a continuance of the slave trade; this feeling was brought about by the fever introduced in a slave vessel, and also the fear of the slaves rising from their great number, 804-812—Great inconvenience which resulted from slavers captured at the Brazils having to be sent to St. Helena for adjudication; at present they would be taken to Rio Janeiro to be dealt with by the Brazilian new laws, 813-832—Great difficulty in capturing vessels with slaves in them, on the coast of Brazil, on account of their generally running them ashore and landing them so quickly, 833-838—The steam service is the most effective as a means of suppressing the slave trade, 839-846—Necessity for all vessels engaged in the suppression of the slave trade being supplied with papers to enable them to detain slaves; inconvenience of supplying all our men-of-war, on whatever service, with the required papers, 842-848.

The slave vessels generally have no papers, and are supplied with the ensign of every nation in the world, 849—Previous to the passing of the new Brazilian laws the slavers used

Schomberg, Captain Herbert, R.N. (Analysis of his Evidence)—continued.

used generally to sail under Brazilian colours, as then they were not punished if captured, 850—Remarks relative to the banishment of the slave dealers from Brazil by the Government, 851-853—Observations with respect to the transfer of the slave trade from the Brazils to Cuba on its being prohibited by the Brazilian Government, 861-868—Portions of the coast of Africa from which the supply of slaves for Brazil was formerly obtained; the large vessels all came from the Mozambique, 869-872—Further evidence with respect to the captain of the "Feiticeira" slaver by the "Harpy," witness having previously seized and released her in consequence of the principal government officer at Guarapara assuring him that she was a vessel detained by the Brazilian Government, and not a slaver; copy of witness's report to the Commander-in-chief upon the subject of his seizure of that vessel, 873-919.

*Seymour, Commander George Alexander, R.N. (Analysis of his Evidence.)—*Was senior officer of the northern and southern divisions of the western coast of Africa for the last two years, 1810-1812—Witness's vessel was the "Firefly," and there were about 10 others under his orders, 1810-1813—The vessels are constantly shifting from one part of the coast to another, accordingly as Admiral Bruce thinks advisable, 1813-1816—To the south of the line the slave trade is nearly annihilated, and witness captured only one vessel during the two years he was there; this vessel had no slaves on board, but she was quite ready to receive her cargo, 1817-1829—Opinion that no slaves have been shipped from the west coast of Africa during the last two years, 1826. 1833. 1847. 1848. 1925-1936. 1942. 1967-1971—If the Portuguese and the natives along the coast had opportunities of shipping slaves, they would certainly do so, 1827-1829. 1884-1890. 1915-1919. 1925-1933. 1961.

The resolutions and measures of the Brazilian Government have done a great deal towards stopping the exportation of slaves from the coast of Africa, 1830-1833. 1943-1945—Only three or four slavers have been taken within the last two years to the north of the equator; none of these were provided at the time with cargoes, 1834-1846—There was always a cruiser lying off the Congo for the purpose of preventing the slave trade in that river, 1849-1852. 1963-1966—Remarks on the size, speed, and general suitability of the cruisers employed on the coast of Africa; suggestion as to the class of vessels most adapted for the service, 1853-1871. 1949-1960. 1976. 1977—The demand for slaves at Havana would always keep up the slave trade on the coast of Africa, unless preventive measures were taken, 1872-1878. 1915-1919. 1961.

The squadron at present employed is not sufficient for a proper blockade of the coast, 1877. 1878. 1919-1922. 1967-1971—The price of a slave in the Pongas and in Congo was about 12 dollars, 1879-1883—If the demand for slaves in Cuba ceased, the African slave trade would also cease, 1891, 1892—Remarks on the increasing commerce springing up along the coast since the suspension of the slave trade; the vessels are principally American, 1893-1914. 1946-1948—If the Cuban market were withdrawn, a smaller number of ships would be sufficient, 1923—A few British cruisers will always be necessary along the coast for the protection of commerce, 1924—The destruction of Lagos by the British cruisers was very advisable, as it was one of the chief slave depôts, 1937-1941.

The presence of the squadron and the measures of the Brazilian Government are the causes of the suspension of the slave trade, 1943-1945—In 1850 the squadron on the western coast consisted of about 27 vessels; at present there are only 16 or 17; 1962—There are no barracoons along the coast for the reception of the slaves before shipment, 1972, 1973—It is highly improbable that slaves from the western coast of Africa are now taken by land to the eastern coast, and there shipped, 1974, 1975—There is no difficulty now experienced in getting the prize crews back from Sierra Leone, who are sent there with condemned vessels, 1978-1989—The process of condemnation of a slaver works very satisfactorily, 1987-1989.

Ships' Papers. False papers supplied by the authorities in the Havana to vessels seized by witness, certifying that they were only coasters, *Hamilton* 10-13—The slave vessels generally have no papers, and are supplied with the ensign of every nation in the world, *Schomberg* 849.

Slave Vessels. The vessels employed in the slave trade on the coast of Cuba partake generally of the American clipper character in their build and rig; there is great difficulty in distinguishing them from the legitimate merchant vessels, *Hamilton* 186-188—Great difficulty in capturing vessels with slaves in them, on the coast of Brazil, on account of their generally running them ashore and landing them so quickly, *Schomberg* 833-838—Number of ships employed in the slave trade in Cuba in each year from 1837 to 1849 inclusive, *Kennedy* 1332-1348—Return of vessels reported to have arrived in the Havana from the coast of Africa in 1849, *App.* 177.

See also *Captured Vessels.* *Condemnation of Slavers.* *Crews of Slavers.*
Fittings of Slavers. *Flags.* *Ships' Papers.* *Suspected Vessels.*

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Spain. Observations generally with regard to the conduct of Spain in reference to the Cuban slave trade, *Rep. v, vi*—Statement as to the payments made by Great Britain to Spain for the promised concurrence of that country in the abolition of the traffic, *ib. vii*—Opinion that means should be taken that would oblige the Spanish Government really to abide by the treaty, *Hamilton 100*—Witness believes that if the Government should ever think proper to make a demonstration with half the squadron employed on the coast of Africa, off the Spanish ports, and blockade them, that would more effectually stop the slave trade than any amount of cruisers, *ib. 101, 108*—The Spanish Government, though under an engagement to put an end to the trade, does not in reality take the proper means to carry out that engagement, *ib. 102*—Opinion that no number of cruisers would have the good effect which a direct order and honest intention on the part of Spain would produce, *ib. 104*.

Until Spain chooses to put an end to the slave trade all the efforts of our cruisers, and even declaring it piracy, would be of little avail, *Hamilton 109; Hon. W. G. Knox 391-395, 450*—Notwithstanding the large naval and military force which the Spanish Government have at Cuba, no efforts are made by them to repress the slave trade, *Hon. W. G. Knox 376-381*—There would be no difficulty in the Spanish Government putting a stop to the slave trade in Cuba, if they were sincere in their efforts, *ib. 394*—Opinion that the just and honest employment of the means at the disposal of the Government of Spain, so far as the island of Cuba is concerned, would effectually prevent the importation of slaves therein, *ib. 459, 460*—Extract from the treaty between Great Britain and Spain, dated 23 September 1817, for the abolition of the slave trade, by which His Majesty engages to pay to Spain 400,000*l.*, to serve as compensation for losses which she might sustain by the intended abolition of the slave trade, *Ward 989-991*—Substance of the treaty between Great Britain and Spain of 28 June 1835, by which Spain engages to totally abolish the slave trade, and to pass penal laws to enforce its abolition, *ib. 992-996*.

The penal law of Spain against the slave trade was not promulgated till the 2d March 1845; the punishments are all secondary punishments, penalties and imprisonments for different periods, *Ward 995, 997-999, 1004*—Despatch from Lord Aberdeen, dated 31 December 1843, remonstrating with the Spanish Government about their not having passed the penal law which was promised in the treaty of 1835, *Ward 1001-1007 and App. 167*—Penal law passed by the Spanish Government on 2 March 1845; penalties to which those who are engaged or take a part in the illicit traffic in slaves are liable, *Ward 1008-1010, and App. 168, 169*—The tenor of the despatches from Madrid shows that the Spanish Government have always professed the utmost readiness to repress the slave trade, but the acts of their officers have been at variance with that, *Ward 1027-1029*—How far the Spanish Government may connive at slavery in Cuba through fear of America depriving them of the island, *Kennedy 1399-1402*—The English Government have done everything in their power to obtain an honest execution of the treaties with Spain, *ib. 1460-1462*.

See also *Capital. Captains-General of Cuba. Concha, General. Cruisers, 2. Cuba. Emancipadoes. Expenditure. Mail Steamers. Piracy. Spanish Authorities. Treaties. Violation of Treaties.*

Spanish Authorities. Remarks of the Committee as to the fees paid to the public officers of all ranks at Cuba for their connivance at the traffic in slaves, *Rep. v, vi*—From what witness has seen at Cuba he considers that the public authorities, who ought to carry out, on the part of Spain, the treaty, become themselves the parties to protect the slave trade, *Hamilton 103*—Remarks relative to the payment of fees to the public officers of Cuba on the landing of slaves, *Hamilton 265, 266. Hon. W. G. Knox 359-362*—Any government officer being convicted of attempting to put down the slave trade is said to be immediately superseded and disgraced by the Spanish Government, *Hamilton 265, 266*—There is no doubt but the local authorities connive at the landing of the slaves; the allowance paid them is a sort of insurance on the success of each venture, *Hon. W. G. Knox 385; Liggins 1161, 1208-1213*—It was understood that Generals Tacon and Ezpeleta and the Prince of Anglona received about a guinea and a half per head for every negro landed during their governorships, *Kennedy 1285, 1286*—Some gratuities were also paid to the inferior authorities, *ib. 1286*—Honest exertions on the part of the Spanish authorities in Cuba are the most effectual means of suppressing the slave trade, *ib. 1447, 1450-1452*.

See also *Captains-General of Cuba. Cuba. Spain.*

Steam Vessels. The steam service is the most effective as a means of suppressing the slave trade, *Schomburg 839-846*.

Sugar Cultivation (Cuba). Prosperous and flourishing condition of Cuba; the prizes of sugar were considered amply remunerative, *Hamilton, 298-303; Hon. W. G. Knox 371-375*—Observations as to the activity displayed in Cuba in the cultivation of sugar and coffee, *Hon. W. G. Knox 371-375*—Grounds on which witness arrives at the conclusion that the cultivation of sugar in Cuba gives a return of from 12 to 15 per cent. on the capital employed; the expense of raising sugar is larger now than it was formerly, *Hon.*

Sugar Cultivation (Cuba)—continued.

Hon. W. G. Knox 395-398. 452, 453. 468-478—From the great impetus given to the cultivation of sugar by the change in the duties in 1846, the public feeling in Cuba as to the slave trade has been entirely altered; public opinion is now decidedly in favour of the continuance of the traffic in slaves, *ib.* 439-443—One cause of the increasing prosperity of Cuba is that the coffee estates are being converted into sugar plantations, which latter are found much more profitable, *Liggins* 1129—The general cultivation of the islands is also being considerably extended, and new ports have recently been opened for facilitating the exportation of sugar, *ib.* 1129. 1131, 1132.

Opinion that the smaller estates, where the sugar is prepared on the old plan, realise a profit of 25 per cent. per annum on the capital employed, *Liggins* 1135-1138. 1177, 1178—About 45 per cent. is realised on the large estates, where the proprietors avail themselves of all the advantages of steam power and of the vacuum pan, &c., *ib.* 1138-1146. 1183-1185—The molasses and rum pay the entire cost of the sugar, and thus the sugar is obtained free from all cost, *ib.* 1138. 1186-1190—The steam engines and mechanical appliances used on the sugar estates are supplied by English manufacturers, *ib.* 1139-1145—Any reduction in the price of sugar in this country would still leave a handsome profit on the Cuba sugar, *ib.* 1147—The English market rather than the American is the chief customer for Cuba sugar; the cultivation of sugar plantations has been greatly extended since 1840, when the alteration was made in this country in the sugar duties, *ib.* 1191-1196. 1226-1233. 1240-1250.

See also *Chinese Labourers. Coffee Cultivation. Imports and Exports.*

Supply of Slaves. At the present time slaves are easily procured from Africa; witness is not enabled to state from what part, but it is supposed they come from the eastern side of Africa, *Hamilton* 161-164—Portions of the coast of Africa from which the supply of slaves for Brazil was formerly obtained; the large vessels all come from the Mozambique, *Schomberg* 869-872.—See also *Demand for Slaves.*

Suppression of the Slave Trade. Opinion that this country should look to other means than the maintenance of a squadron on the Cuban and African coasts, as a means of suppressing the traffic in slaves, *Hamilton* 120-125—The only mode of suppressing the slave trade, is for this country to use its influence with the governments encouraging the traffic; the Spanish Government ought of their own accord, if sincere, to put it down, *ib.* 325-328. 337—The presence of the squadron, and the measures of the Brazilian Government, are the causes of the suspension of the slave trade, *Seymour*, 1943-1945.

See also *Abolition of the Slave Trade. Blockading Squadron. Brazil, 3. Cruisers. Expenditure. Native Chiefs. Piracy. Portugal. Spain. Treaties. Violation of Treaties.*

Suspected Vessels. Return of vessels which sailed from Cuba in 1848, suspected of being intended for the slave trade, *App.* 177—Similar return for the year 1849, *ib.* 177, 178.

T.

Tacon General. General Tacon, the first captain-general in witness's time, did a great deal of good to Cuba, but allowed the slave trade to flourish without any impediment, *Kennedy* 1283-1285. 1287. 1401—See also *Spanish Authorities.*

Treaties. Observations of the Committee on the treaties in force between Great Britain and foreign civilised powers for the suppression of the slave trade, *Rep.* iii—Statement as to the treaties with native chiefs of Africa for the same purpose, *ib.*—Reference to the dates and details of the treaties and correspondence that have engaged the attention of the British Government, since the convention signed at Vienna in 1815 for the abolition of the slave trade, *ib.* vi—Extracts from the slave treaties under which England engages to pay to Portugal and Spain certain sums of money, *Ward* 892, *et seq.*

See also *Brazil, 1. 6. Cuba, 1. Native Chiefs. Portugal. Spain. Violation of Treaties.*

Treatment of Slaves. Opinion that a slave landed in Cuba at the age of 20 may be estimated as fit for 20 years' work, *Kennedy* 1404—As a general rule, witness considers that the slaves are very badly and cruelly treated, *ib.* 1405, 1406.

See also *Hours of Labour. Religion.*

Trinidad. Remarks relative to the large number of Hill Coolies imported into Trinidad; the Coolies and Chinese labourers have generally been landed in remarkably good condition, *Hon. W. G. Knox* 493-495.

Report, 1852-53—continued.

U.

United States. Observations of the Committee that some more cordial co-operation on the part of the United States with the British cruisers would materially assist the efforts to abolish the slave trade in Cuba, *Rep.* v.—The ships of war of the United States have not at all co-operated with the British cruisers on the coast of Cuba, in making any attempts to prevent the slave trade, *Ward* 1031.—The Americans are not generally popular in Cuba, but an annexation with the United States is wished by many of the Cubans on account of their private interests, *Kennedy* 1441-1443.

See also *American Vessels.* Piracy.

V.

Valdez, General. Remarks on the government of General Valdez, who came to Cuba in 1840, and remained about two and a half years; he exerted himself most honourably to check the slave trade, and succeeded to a great extent in doing so, *Kennedy* 1292-1296. 1311. 1337, 1338. 1417-1419—Integrity and popularity of General Valdez, *ib.* 1417-1419—Extract of a despatch from the Earl of Aberdeen to Mr. Bulwer, dated 2 May 1844, containing remonstrances against the recal of General Valdez, and a demand for the recal of General O'Donnell, *App.* 167, 168.

"*Velas*" *Slaver.* Circumstance attending the capture of the slaver, "Velas," by Her Majesty's ship "Columbine," after several other cruisers had chased her, and lost sight of her altogether, *Henderson* 1774-1778.

"*Venus*" *Slaver.* Particulars relative to the capture of the "Venus," *Hamilton* 14-18—In the port of Havana there is the strictest water police in the world; no merchant vessel is allowed to leave the harbour between sunset and sunrise; allowance of the "Venus" to leave the harbour at midnight contrary to all rules, but witness seized her, *ib.* 14-17—Extract from Captain C. B. Hamilton's charges, made against the detained Spanish schooner "Venus," before the Mixed Commission Court at Havana, dated 21 December 1852, and of Captain C. B. Hamilton's correspondence respecting that vessel, *App.* 189, *et seq.*—Despatch from the Earl of Clarendon to Lord Howden, dated 16 March 1853, relative to the connivance of the authorities at Havana in the proceedings of the slaver "Venus," captured by Her Majesty's ship "Vestal," *ib.* 196.

"*Vestal*," *H. M. Ship.* The vessel commanded by witness on the coast of Cuba, the "Vestal," was built by Captain Symonds; excellent sailing qualities of this vessel, *Hamilton*, 217-219—Despatch from Consul-general Crawford to the Earl of Malmesbury, dated 28th December 1852, with respect to the captures effected by the cruiser "Vestal," *App.* 186—Letter from Captain Hamilton to Consul-general Crawford, dated 21 December 1852, as to the captures effected by his vessel, the "Vestal," *ib.* 187-189.—See also *Captured Vessels.*

Vice-Admiralty Court (St. Helena). Remarks relative to captured vessels being sent to the British Vice-Admiralty Court at St. Helena, for adjudication under Lord Aberdeen's Act of 1845, *Ward*, 1040-1044.

Violation of Treaties. Reference to the despatch of the Earl of Aberdeen of 31 December 1843, in which all the treaties and stipulations of the Spanish Government to put down the slave trade since the treaty concluded in 1817, are detailed, and the whole of those shameful violations of their engagements are most ably narrated in detail, and placed in the strongest light, *Rep.* vi—Opinion of the Committee that history does not record a more decided breach of national honour than that letter of the Earl of Aberdeen establishes against Spain, *ib.*—Remarks on the continual violation by the Spanish Government of their treaty with England for the suppression of the slave trade, *Kennedy* 1385-1388, 1407-1411, 1422, 1423.

W.

Ward, Thomas Lawrence. (Analysis of his Evidence.)—Superintendent of the slave trade department in the Foreign Office, 890, 891—Extracts from the slave treaties under which England engages to pay to Portugal and Spain certain sums of money, 892 *et seq.*—Preamble of the first and second articles of the convention between Great Britain and Portugal, signed at Vienna on 21 January 1815, by which Great Britain engages to pay 300,000 *l.* to Portugal in discharge of all claims for Portuguese vessels captured and detained by British cruisers, as being engaged in the slave trade, 895, 896—Extracts from another treaty between Great Britain and Portugal, dated 22 January 1815, which relates further to this money payment, and also to the termination of the trade in slaves by Portugal, 896-899—Treaty between Great Britain and Portugal, dated 11 September 1817, for carrying out the stipulations of the treaty of 22 January 1815, and preventing the Portuguese subjects from engaging in the traffic in slaves, 900-904.

Witness

Report, 1852-53—continued.

Ward, Thomas Lawrence. (Analysis of his Evidence)—continued.

Remarks relative to the remission of the debt and interest due on the loan of 600,000 *l.* to Portugal; this loan was made by Great Britain to Portugal, in 1809; the remission was made by the treaty of 22 January 1815; 897. 907-909—Witness has no doubt that the 300,000 *l.* which England engaged in 1815 to pay to Portugal, as remuneration in full for all losses, has been paid, 905, 906—Preamble of the treaty between Great Britain and Portugal, dated 3 July 1842, which declares the slave trade to be piracy, 910-912—Grounds on which witness comes to the conclusion that the slave trade is still continued in the Portuguese dominions on the east coast of Africa; extracts from reports and correspondence on the subject, 913-927—Statement of the colonial possessions of Portugal on the coast of Africa, 916, 917.

Statement that Mozambique itself still continues free from the traffic in slaves, 921—No case of adjudication took place in the Mixed Commission Court of the Cape of Good Hope during the year 1852; 928—Employment of cruisers in the Mozambique along the district where the slave trade prevails, near Ibo; witness is unable to state their number, 929—The cruising against the slave trade was very much hindered and obstructed by the Kafir war, as the vessels were employed in the conveyance of troops and provisions, 930—The slave trade is an export trade and not an import trade on the part of the Portuguese; it could not be carried on without the connivance of the officers belonging to the Portuguese Government, 932-939—Opinion that it is want of will rather than want of power on the part of the Portuguese Government to give a final blow to the slave trade, so far as the dominions of Portugal are concerned, 940, 941.

Extract from the report of Sir George Jackson, Her Majesty's commissioner at Loanda, dated 23 January 1852, with respect to slave traders there having suspended their operations in consequence of the refusal of Brazil to import any more slaves, 942-947—Complaints contained in the reports of naval officers, of the want of proper vigilance on the part of the subordinate authorities of Portugal on the east coast of Africa, 948—By the treaty of 22 January 1815, Portugal claimed the trading of slaves on the south of the line to supply its transatlantic possessions; this was only to continue for a limited time, 949-951—Statement as to the decree of the Queen of Portugal, dated 10 December 1836, for enforcing the abolition of the slave trade under penalties, 952-960—The slave trade was not declared piracy by the Portuguese Government until the treaty of 3 July 1842; 952-958.

Statement of the substance of the treaty between Great Britain and Brazil, dated 23 November 1826, for the abolition of the slave trade, 961-962—Reference to the law of Brazil, dated 7 November 1851, prohibiting the importation of slaves; one important article of this law declares that all slaves entering the territory or port of Brazil, coming from abroad, are free, 963, 964—Observations as to the several laws passed in Brazil in September, October, and November, 1850, enacting measures for the suppression of the African slave trade, 965, 966—The importation of slaves into Brazil has almost entirely ceased; there were but two cargoes landed in 1852, and none up to June 1853; 969-988—Extract from the treaty between Great Britain and Spain, dated 23 September 1817, for the abolition of the slave trade, by which his Majesty engages to pay to Spain 400,000 *l.* to serve as compensation for losses which she might sustain by the intended abolition of the slave trade, 989-991.

Substance of the treaty between Great Britain and Spain of 28 June 1835, by which Spain engages to totally abolish the slave trade, and to pass penal laws to enforce its abolition, 992-996—The penal law of Spain against the slave trade was not promulgated till the 2d March 1845; the punishments are all secondary punishments, penalties, and imprisonments for different periods, 995. 997-999. 1004—Spain has not passed any decree to declare the slave trade piracy, 999, 1000—Despatch from Lord Aberdeen, dated 31 December 1843, remonstrating with the Spanish Government about their not having passed the penal law, which was promised in the treaty of 1835, 1001-1007—Representation addressed by Lord Palmerston to the Spanish Government in 1851, upon the subject of their declaring the slave trade piracy, 1001. 1012.

Penal law passed by the Spanish Government on 2 March 1845; penalties to which those who are engaged or take a part in the illicit traffic in slaves are liable, 1008-1010—Despatch from Lord Howden to Lord Palmerston, dated 25 March 1851, which contains the answer of the Spanish Government to the proposal that Spain should declare the slave trade piracy, 1012—Observations as to the state of affairs in Cuba with regard to the slave trade; the very latest despatches from the British Consul-general at Havana state that a better state of affairs has prevailed since the beginning of the month of June 1853; 1013-1024—Frequent complaints were made by Lord Palmerston to the Spanish Government during the time of General Concha's administration, as to the importation of slaves into Cuba, and as to the misconduct of the authorities of the island generally, 1015.

Circumstances attending the recall of General Concha by the Spanish Government from the governorship of Cuba, 1016-1020—Extract of a despatch from Mr. Crawford, the British Consul-general at Havana, to the Earl of Clarendon, dated 21 June 1853, relative to the arrest by the authorities of Cuba of the notorious slave dealer, Don Julian Zulueta, and

Ward, Thomas Lawrence. (Analysis of his Evidence)—continued.

and the consternation caused among the slave traders, 1024—Despatch from Lord Howden to Lord Clarendon, dated 16 March 1853, stating that the Spanish Government had agreed to the settlement of the question as to the emancipados, 1025, 1026—The tenor of the despatches from Madrid shows that the Spanish Government has always professed the utmost readiness to redress the slave trade, but the acts of their officers have been at variance with such professions; 1027-1029.

Both Portugal and the United States have declared the slave trade to be piracy; but witness is not sure if the law of Brazil does state it to be piracy, 1030—The ships of war of the United States have not at all co-operated with the British cruisers on the coast of Cuba, in making any attempts to prevent the slave trade, 1031—Remonstrance made by the United States Minister as to the boarding and examination of American vessels by the British cruisers; this has had the effect of preventing the efficiency of the British cruisers on the coast of Cuba, as the slavers so frequently sail under American colours, 1032-1036—The proprietors of the estates in Cuba consider that the law of 1845 exempts all estates from being searched for the purpose of finding freshly landed negroes; on recent occasions the Captain-general has directed that the authorities should follow recently landed negroes into some of the estates, 1037-1039.

Remarks relative to captured vessels being sent to the British Vice Admiralty Court at St. Helena for adjudication under Lord Aberdeen's Act of 1845, 1040-1044—Observations with respect to the proceedings of the Mixed Commission Court of Havana; there have been no cases before them for the last two years, till the case brought before them by Captain Hamilton, of Her Majesty's ship "Vestal," 1045-1050—The report of the proceedings of the Mixed Commission Court of Havana in the case of the "Arroganté Emilio" have been received; Mr. Crawford, the British judge, does not state that there was any irregularity in those proceedings, 1049, 1050.

West Coast of Africa. Statement of the Committee, that there is a great difference in the state of the slave trade on the west coast of Africa, and that it has been much reduced since 1848, *Rep.* iii, iv—During the time that slaves were imported into Brazil, they were obtained from the west coast of Africa, *Andrada* 675, 676—The coast of Africa is a better place for the British cruisers than the coast of Brazil, *Porter* 1551—Evidence to the effect that the slave trade has entirely ceased along the coast from Loanda southward, including the Bight of Benin, &c., *Irving* 1787-1809—The vessels are constantly shifting from one part of the coast to another, according as Admiral Bruce thinks advisable, *Seymour* 1813-1816—To the south of the line the slave trade is nearly annihilated, and witness captured only one vessel during the two years he was there; this vessel had no slaves on board, but she was quite ready to receive her cargo, *ib.* 1817-1829—Opinion that no slaves have been shipped from the west coast of Africa during the last two years, *ib.* 1826. 1833. 1847, 1848. 1925-1936. 1942. 1967-1971—If the Portuguese and the natives along the coast had opportunities of shipping slaves, they would certainly do so, *ib.* 1827-1829. 1884-1890. 1915-1919. 1925-1933. 1961.

See also *Barracoons.* *Bight of Benin.* *Blockading Squadron.* *Congo River.*
Cruisers, 1. *Embarkation of Slaves.* *Hurricanes.* *Legitimate Commerce.*

West Indies. If the British West India Islands exert themselves properly, they have still a resource against slave-grown sugar; reference to the machinery employed in Cuba, *Kennedy* 1435, 1436.—See also *Trinidad.*

Wyvill, Commodore. See *Barracoons.* *Ibo Settlement.* *Muscat, Imam of.*

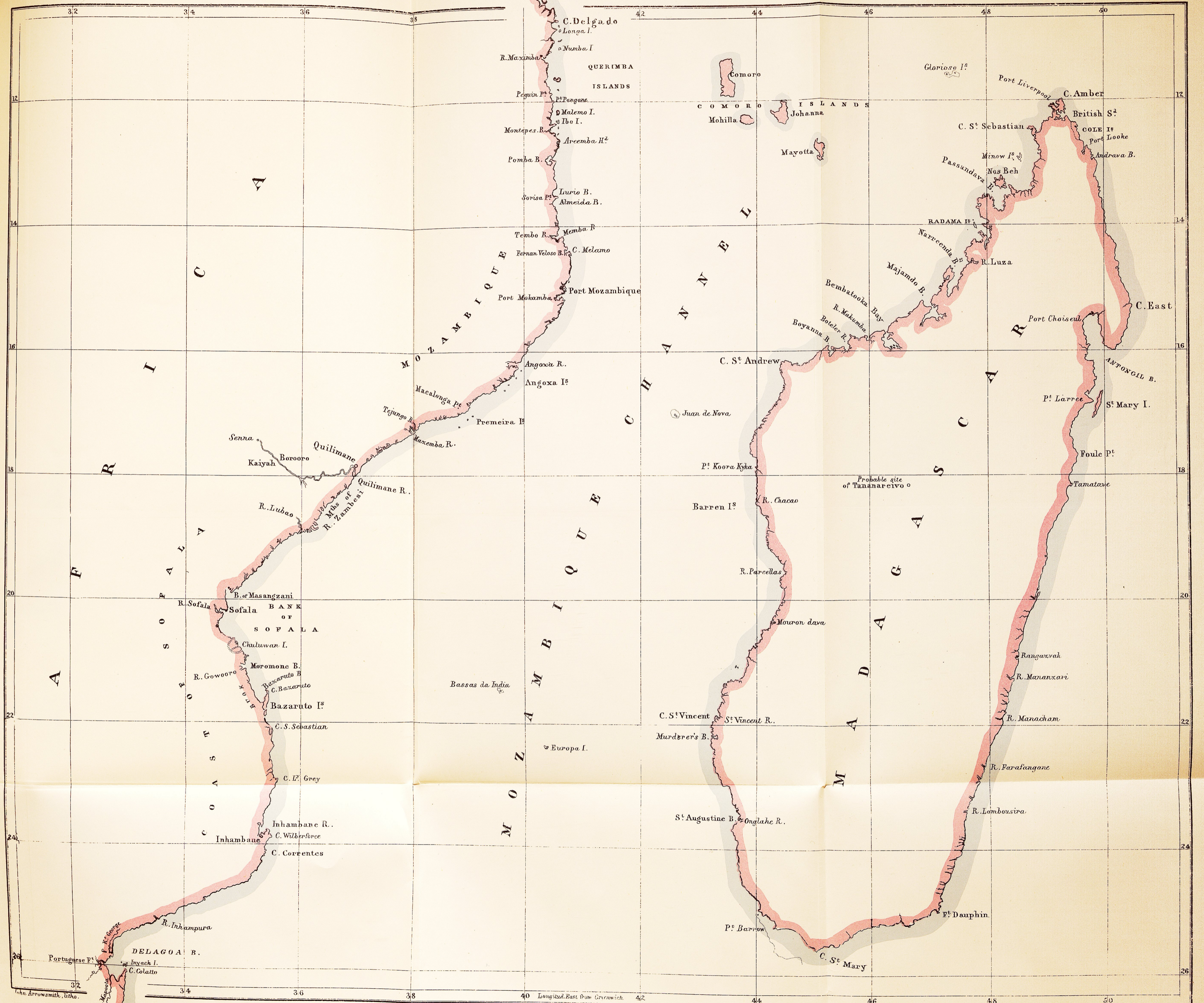
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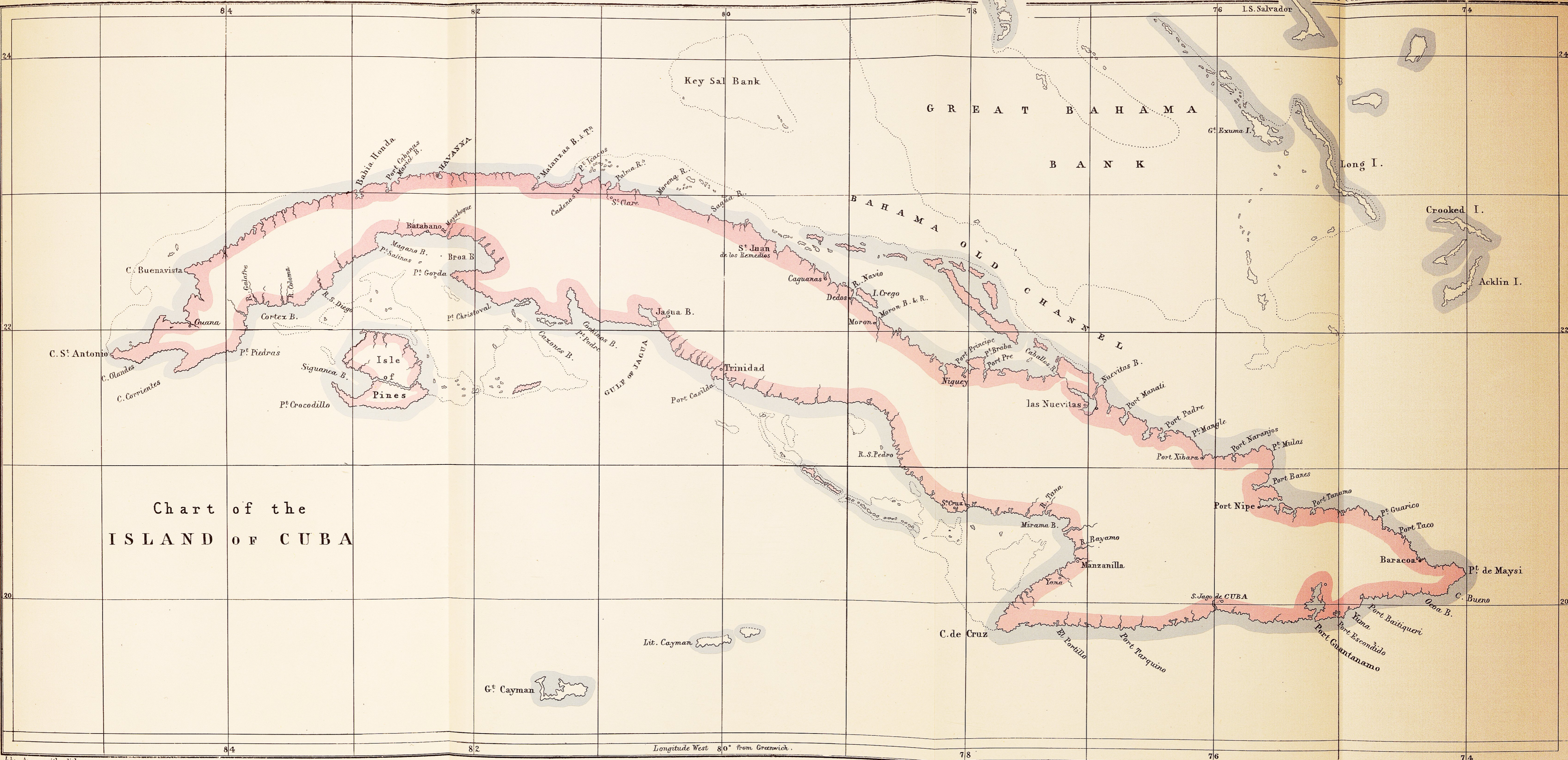
Yellow Fever. Reference to the introduction of the yellow fever into Bahia in 1849; it was introduced by the arrival of a slaver, the slaves on board of which had been seized with the fever and then thrown overboard by the crew, *Cochrane* 1099-1104.

Z.

Zanzibar. Zanzibar is one of the head-quarters for slaves in the Mozambique, *Bunce*, 1632-1636.

Zulueta, Don Julian. Extract of a despatch from Mr. Crawford, the British Consul-general at Havana, to the Earl of Clarendon, dated 21 June 1853, relative to the arrest by the authorities of Cuba of the notorious slave dealer, Don Julian Zulueta, and the consternation caused among the slave traders, *Ward* 1024, and *App.* 197.





John Arrowsmith. Litho.