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## P A P E R S

RELATING TO

## THE SLAVE TRADE:

VIZ.

COPIES AND EXTRACTS OF THE

## CORRESPONDENCE

Between the Admiralty and Naval Officers, since 1st January 1826,  
not already laid before the Honourable House of Commons ;—  
relative to the

SUPPRESSION OF THE SLAVE TRADE ;

November 1825—July 1827.

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(A.)

COMMUNICATIONS received by the Admiralty from NAVAL OFFICERS,  
since November 1825.

(B.)

INSTRUCTIONS issued by the Admiralty to NAVAL OFFICERS,  
since 1 January 1826.

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*Ordered, by The House of Commons, to be Printed,*  
*23 May 1828.*

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## SCHEDULE OF PAPERS.

(A.)

Containing Copies or Extracts of all COMMUNICATIONS received by the Admiralty, from Naval Officers, since the 1st of January 1826, not already laid before the Honourable House of Commons, relative to the Suppression of the Slave Trade.

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## (A.)

Communications received by the Admiralty, from Naval Officers,  
since November 1825.

N° 1.—Extract of a Letter from Captain Willes to J. W. Croker, Esq.; dated on board His Majesty's Ship Brazen, off Badagry, 28th November 1825.

(A.)  
Communications  
from  
Naval Officers.

“ ON the 17th ultimo I reached Accra; the accounts at this place are of the same nature as those of Cape Coast. The troops, being all blacks except two serjeants, were healthy, and the fortification, such as it is, in good order; but I regret to state the Slave Trade is still carried on to a great degree within half-gun shot of our forts: as a proof of it I have captured, since I left Sierra Leone, two Spanish schooners, one off Cape Misunada, of 56 tons, fitted for 200 slaves, 36 only on board; the other off Accra, of 200 tons, fitted for 500, with 231, 50 of which were actually embarked at Dutch Accra, within half gun-shot of our fort. The vessel having been at anchor 12 days in the roads under our guns. Popoe was her head deposit or factory, and she was making her second trip.”

N° 2.—Extract of a Letter from Captain Willes to J. W. Croker, Esq.; dated on board His Majesty's Ship Brazen, Prince's Island, 17th December 1825.—With one Enclosure.

“ I PUT in here on the 13th instant, finding the English ship Malta, brig Caledonia, and brigantine Lady Combermere, lying here; and on the 14th the crew of the Malta of Liverpool complained of the master's ill usage to them during the voyage, as also of his having in November last sold four women he had on board in the River Danger, as pawns or hostages for part of the cargo landed, to a Spanish *slave schooner*. On further inquiry, I regret to say, I found it too true. The master, Young, did not nor does he now deny it. I have consequently taken charge of the vessel as also the master, and shall send them to Sierra Leone for adjudication with all dispatch. She has been nine months on the coast, and is quite full. I have obtained the sanction of the authorities here to take her away. As this appears a very uncertain conveyance, I hereby enclose a copy of the steward's deposition for their Lordships information and satisfaction, in the event of other intelligence arriving first in England, and the owner of the Malta making application about her.”

Enclosure in N° 2.

Copy of the Deposition of David Pepper, Steward of the Ship Malta,  
of Liverpool.

DAVID PEPPER, steward of the ship Malta of Liverpool, deposeth voluntarily, that the said ship was in the River Danger, in the month of November last, and that on or about the 18th of the same month, a Spanish slave vessel came up the river and anchored near them, the captain Young having agreed to sell the master of her any thing he had on board that might be of service to him.

On the following morning the master of the slave schooner came on board and commenced his bargain with captain Young, the deponent being present; that in addition to arms, bread, iron, knives, beads, &c, he heard the said captain Young offer for sale four women, who had been sent on board as hostages for a part of the cargo landed for trade, that he distinctly heard him ask 60 dollars for each, but he afterwards agreed to let them go for 28. Through the means of the black trade

## PAPERS RELATING TO

(A.)  
Communications  
from  
Naval Officers.

man or interpreter, the Spanish captain informed Young that he would not pay for the slaves until they were actually in his boat, upon which he heard the said Young order the four women up from the cabin, from thence into the Spanish boats, and on their being there, and putting off from the side of the Malta, Young and the Spanish captain returned again to the cabin, and in the presence of the deponent the Spanish captain did pay the sum of 112 dollars to the said Young, according to the agreement before made. This deponent further deposes, that on the evening of the same day the four women were sold he went on board the slave schooner in the Malta's boat (according to Young's instruction), and saw the aforesaid four women sold by Young amongst other slaves. On the following morning the Malta weighed and proceeded out of the river, the schooner following, fearing, as Young said, being attacked by the natives in consequence of his having sold the four pawns or hostages."

" Dated on board His Majesty's ship Brazen, the 15th day of December 1825, at Prince's Island.

(signed) *David Pepper.*

Signed in presence of us,

"(signed) *G. W. Willes, Captain,*  
*B. M. Festing, Senr Lieut.*  
*Thos Harris, Clerk."*

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N<sup>o</sup> 3.--Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, Sierra Leone, 18th December 1825.

" I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that pursuant to the intentions expressed in a former letter, I left Prince's Island on the 15th, in company with the Atholl, Esk, Redwing and Conflict; and having despatched them in execution of their orders, proceeded to examine the River Gabon, which I did on the 18th, and found only a Portuguese and French vessel, doubtless waiting for their cargoes.

" I then made the best of my way to cruize in the Bight of Benin, and on the 29th September, at three P. M. discovered a suspicious vessel a-head, to which I immediately gave chase; and at midnight, in latitude 6° 01' N. and longitude 3° 23' E. after a most determined and hard run of nine hours, during which, and more especially after dark, every exertion and manœuvre was tried to escape, I have the gratification to inform their Lordships I succeeded in capturing the fast-sailing Spanish schooner Legumda Gallega, with a cargo of 292 slaves, from Lagos bound to Havanna, to which port she belonged, only taken on board at 11 A. M. 13 hours previous to her detention. She was well supplied with provisions and water for the support of her inhuman cargo across the Atlantic, and the slaves, with the exception of two, were in perfect health. I accordingly despatched her the next morning, in charge of Lieutenant Gray, to Sierra Leone, for adjudication. This is one of the vessels lying in Port Antonio when I visited that place in July last.

" Suspecting there was a brisk traffic carrying on in the vicinity of the Bonny, Calabars, and Cameroons rivers, I was induced to despatch the Redwing to examine those parts, more particularly on account of her bad sailing qualities, occasioned by her having struck on a coral reef in her way from England, and their Lordships will agree with me my suspicions were well grounded.

" On the 5th of October, Captain Clavering came too off the Old Calabar, and immediately despatched his boats, under command of Lieutenant Card, to examine that river, who at daylight, on the 6th, discovered two vessels working down. Upon perceiving the boats they hoisted Spanish colours, the headmost one a broad pendant, and commenced a heavy fire of grape and musketry, which was returned by Lieutenant Card and his boats crews. After 15 minutes from the commencement he succeeded, in boarding the first, and carried her sword in hand in a very gallant manner, but not without their slightly wounding the gunner and one seaman of the Redwing. The crew of the other perceiving the fate of their consort, took to their boats and escaped among the bushes. They proved to be the Teresa and Isabella, belonging to St. Jago de Cuba, the former with 248, and the latter 273 slaves.

Captain

Captain Clavering immediately despatched the *Isabella* to Sierra Leone, and having received authentic information of another vessel lying in the Cameroons about to sail, proceeded thither with the *Teresa* in company, where on the 11th the boats were again sent manned and armed under Lieutenant Card, who upon opening the harbour discovered the schooner lying apparently ready for sea. Upon sight of the boats she fired several guns, slipped her cables, and made all sail to escape; but after a chase of a few hours was captured by the *Teresa*, in charge of Lieutenant Wilson. She proved to be the *Ana*, of St. Jago de Cuba, with 106 slaves, making a total of 627 in the three vessels; but I am sorry to have the painful duty of detailing to their Lordships, and it is with feelings of the most poignant regret I do so, that on the 19th, at 2. 30. A. M. the *Teresa* experienced a heavy squall off the land, which took the vessel so suddenly, that in spite of every effort, threw her on her beam ends, and she instantly sunk, by which dreadful catastrophe 2 marines, 1 seaman, and a boy belonging to the *Redwing*, 192 slaves, and a Spaniard, have unfortunately perished; 50 slaves having been removed the day previous by order of Captain Clavering into the other vessel, on account of her being too much crowded. Lieutenant Wilson, Mr. M'Gowan, mate, four slaves, and the rest of the crew, by the interposition of Providence, were picked up the next morning off loose spars, after being upwards of eight hours immersed in the water; the *Redwing*, although in company, not being aware from the darkness of the night until daylight of the melancholy accident.

I have further to add, for their Lordships information, that Captain Willes, of the *Brazen*, has been fortunate enough to detain the Spanish schooners *Clareta* and *Ninfa*, on his way down the coast, the former with 35, and the latter 5 slaves."

(A.)  
Communications  
from  
Naval Officers.

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N<sup>o</sup> 4.—Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship *Maidstone*, Sierra Leone, 28th January 1826.

"THE *Brazen* is still cruising to leeward in the Bight of Benin, awaiting the arrival of messengers from the interior.

"During her stay there she has succeeded in detaining, after a chase of 46 hours, the Spanish schooner "*Iberia*," with 423 slaves, and also the English palm-oil ship "*Matta*" for a slaving transaction, the master having, by depositions from his crew, disposed of four female negroes (who were left with him as hostages for a part of his cargo by one of the chiefs) to the master of a Spanish vessel lying in the river.

"The *Conflict* has also sent in the Dutch brig "*Charles*" with 266 slaves, captured by her boats in the old Calabar River on the 19th ultimo.

"The boats of His Majesty's ship under my command, in charge of Lieut. Gray, succeeded in capturing, off the *Gallinas*, on the 3d instant, the Dutch schooner "*Hoop*," for breaches of the Netherlands Treaty. She had only arrived a few days previous from St. Eustatius.

"This vessel was at the time, or would have been before she took in her slaves, from the information of the mate, (who, with the master and most of the crew, are Americans,) provided with two sets of papers.

"It is with feelings of the greatest pleasure that I have thus to acquaint their Lordships of the daily success and active exertions of the squadron under my orders towards the expulsion of this horrid traffic, in which I am sure their Lordships are so deeply interested; and they may rely on my still continuing to strain every nerve to suppress it during the remainder of my command."

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N<sup>o</sup> 5.—Extract of a Letter from Captain Willes to J. W. Croker, Esq.; dated on board His Majesty's ship *Brazen*, Cape Coast, the 10th February 1826.

"ON the *Brazen's* way down the coast with dispatches from Commodore Bullen she captured the "*Vogel*" schooner, under Dutch colours, off Cape Mount, with two sets of papers, one French and another Dutch; and engaged another off Cape Palmas, "*the Van Promp*," for 20 hours, chiefly running, and lost her only because they could not board her at first, being reduced to 10 men by manning the "*Vogel*," and having 10 prisoners on board."

(A.)  
Communications  
from  
Naval Officers.

N° 6.—Extract of a Letter from Vice Admiral Sir L. W. Halsted, K. C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Serapis, Port Royal Harbour, Jamaica, 28th February 1826.

"LIEUTENANT LOWE, commanding His Majesty's schooner Union, has reported to Captain Hobson of His Majesty's sloop Ferret, under whose orders he is cruising, his having captured on the 22d ultimo, after a long chase, the Spanish slave brigantine Magico, from the coast of Africa, with 179 negroes on board, the remainder of her cargo (nearly 200) having been landed when she ran on shore near the port of Manati, on the N. E. coast of Cuba, immediately before the Union took possession of her."

N° 7.—Copy of a Letter from Vice Admiral Sir L. W. Halsted, K. C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Magnificent, Port Royal Harbour, Jamaica, 13th March 1826.

Sir,

IN addition to the slave brigantine "Magico," captured by the Union schooner, as reported in my letter, N° 20, of the 28th ultimo, you will be pleased to acquaint the Lords Commissioners of the Admiralty that Commander Hobson of His Majesty's sloop Ferret captured on the north-eastern coast of Cuba another on the 3d ultimo, named the "Fingal," a schooner under Spanish colours, from the coast of Africa, with 58 negroes on board.

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

(signed)

*L. W. Halsted,*

Vice Admiral.

J. W. Croker, Esq.

N° 8.—Extract of a Letter from Captain Willes to J. W. Croker, Esq.; dated on board His Majesty's Ship Brazen, Sierra Leone, 27th March 1826.

"I ARRIVED here on Monday last, 20th, for the purpose of making arrangements about the prizes I had sent in, and to take on board the officers and men; two of them were condemned last week, the "Iberia" of Havanna, with 422 slaves, and the English Ship "Malta," for a breach of the 2d, 3d, and 4th Articles Geo. IV. of the treaties, &c. relating to the Abolition of the Slave Trade."

N° 9.—Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, Cape Coast Roads, 6th April 1826.

"I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that I left Ascension on the 1st ultimo, and arrived at West Bay, Prince's Island, for the purpose of completing my wood and water on the 15th, where I found the Redwing with the French brig "Cantabre" in company, which vessel Captain Clavering had detained as Spanish property, and on suspicion of being provided with two sets of papers on the 8th ultimo.

"On the 17th, on my way to Whydah to make inquiries after the success of the mission, as also for Major Laing, I fell in with the Esk, and from Captain Purchas's reports, have the satisfaction of acquainting their Lordships of his having captured, by his boats, in the Benin River on the 4th ultimo, the Brazilian vessels "Neptune" and "Esperanza," the former with 92, and the latter four Slaves, the remainder of their cargoes having been disembarked, on the boats entering the river."

N° 10.—Extract of a Letter from Vice Admiral Sir L. W. Halsted, K. C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship *Isis*, Port Royal Harbour, Jamaica, 10th April 1826.

(A.)  
Communications  
from  
Naval Officers.

"I BEG you will represent to my Lords Commissioners of the Admiralty, that Lieutenant Bennett, commanding His Majesty's schooner *Speedwell*, has reported his having fallen in with the wreck of the Spanish Slave Brigantine *Orestes*, from the coast of Africa, and took from it 238 negroes, near the Grass Cut Keys, in the Gulf of Providence, on the 5th March."

N° 11.—Copy of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship *Maidstone*, off St. Thomas, 3d May 1826.

Sir,

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that on the 18th ult., when cruizing off the Island of Anno Bona, I succeeded in detaining, after a short chase, the brig "*Perpetuo Defensor*," under Brazilian colours, with a cargo of 424 slaves, stated to have been taken on board at the old place "*Molembo*," south of the line, seven days previous, and a false log was produced to that effect, evidently copied during the chase, being scarcely dry when brought on board for my inspection; also the reason of his being here was on account of a strong westerly current; this of course is all a fabrication, as the slaves themselves, one and all, declared through the aid of a native of the place belonging to His Majesty's ship under my command, that they were shipped from Badagry, in 6° 18' N. about 14 days previous, which I have more clearly ascertained to be the fact from four of the crew of the vessel, and also papers, &c. found on board at the time of detention. The true logs I make no doubt have been all destroyed, as they were most rigidly searched for by my lieutenant. A track had also been pricked on a chart which was partly effaced with India rubber, but sufficient marks left from the compasses to trace them from Porgue Bank off Accra, to two days previous when they crossed the line. Days works were also found upon the mate's slates and quadrants, wherein the north latitude truly corresponds with the marks on the chart.

A short time after detention I visited her, to be an eye witness to the state of the slaves, on their being brought on deck for the purpose of being counted; and I have to assure their Lordships that the extent of human misery evinced by these unfortunate beings is almost impossible for me to describe. They were all confined in a most crowded state below, and many in irons, which latter were released as soon as they could be got at. The putrid atmosphere emitting from the slave deck was horrible in the extreme, and so inhuman are these fellow creature dealers, that several of those who were confined at the further end of the slave-room were obliged to be dragged on deck in almost a lifeless state, and wasted away to mere shadows, never having breathed the fresh air since their embarkation. Many females had infants at their breasts, and all were crowded together in a solid mass of filth and corruption, several suffering from dysentery, and although but a fortnight on board, 47 of them had died from that complaint.

This vessel is of the burthen of 212 tons, armed with eight long nine-pounders, two six-pounders, and a traversing eighteen-pounder, manned with 54 persons, and belongs to the same owners as the "*Aviso*," captured by me in September 1824, with 465 slaves; and it is rather singular both should have adopted precisely the same plans to evade detection. Her passport authorized her to receive on board 530 slaves, but she sailed with 471 only. She was well supplied with provisions and water for the support of her inhuman cargo, and was accordingly despatched in charge of Lieutenant Lyell, to Sierra Leone, for adjudication the same afternoon. Thus in a vessel of so small a burthen, at the time of her departure from Badagry, were crammed 525 living beings for a passage across the Atlantic.

I have the honour to be, &c.

(signed) *Chas Bullen*, Commodore.



(A.)  
 Communications  
 from  
 Naval Officers.

N° 12.—Extract of a Letter from Captain Willes to J. W. Croker, Esq.; dated on board His Majesty's Ship Brazen, Cape Coast, 16th July 1826.

"THE rivers are full of all description of vessels slaving, the French in great numbers, and Dutch under the French flag; there is a Spanish corvette "Sultan," of 14 guns, 56 men, lately arrived on the coast from Bourdeaux; she will take off 700 or 800 slaves when ready; there is also a large Spanish frigate-built ship at Gaboon, will take as many, if not more; she came last from Martinique; there are numerous others, Dutch and Spanish, of the fastest description.

"I have sent to Sierra Leone since I parted with the Commodore (8th May last) a Dutch schooner, 120 tons, 245 slaves, with two sets of papers, and a Brazilian ship with 25 on board, (600 being ready for her at Lagos) making in the whole 960 since I have been on the coasts."

N° 13.—Extract of a Letter from Commodore Bullen, C. B., to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, Porto Praya, St. Jago, 20th July 1826.

"By the schooner Albatross, in command of Lieutenant Owen of the Leven, which vessel anchored here in her way to England; on the morning of my arrival from Sierra Leone, I learned that the squadron to leeward continue to exert themselves, the Brazen having since I left there on the 4th ultimo sent in a Spanish brigantine with upwards of 250 slaves, although in a very sickly condition, and that the boats of His Majesty's ship under my command, in charge of Lieutenant Tucker, had also sent in a Netherlands schooner with two sets of papers, and a cargo of 180 slaves, detained off the River Lestos, the particulars of which I shall feel pleasure in reporting in my next."

N° 14.—Extract of a Letter from Commodore Bullen, C. B., to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, Sierra Leone River, 3d August 1826.

"UPON my arrival I had the satisfaction to learn that the prizes of the squadron reported in my letter of the 20th July last, were the Spanish schooner "Nicanor," of Havanna, captured by the boats of His Majesty's ship under my command in charge of Lieutenant Tucker, on the 20th of May last, with a cargo of 174 slaves off Whydah, the whole of whom were landed at this place in good health, with the exception of one who jumped overboard in a fit of delirium: the other, the schooner "Fortune," with 245 slaves, captured by the Brazen, under Dutch colours, although immediately on the boats boarding, they were changed to French, and the Dutch papers thrown overboard at the same instant; this has been since clearly proved in the Mixed Commission Court. As further proof of her making use of double sets of colours and papers, she has been repeatedly boarded in the River Bonny under French colours, and papers of that nation shown to the boarding officer, once by the boats of this ship. Both these vessels have been duly condemned and sold, but I am sorry to add that the latter vessel, "Fortune," buried 118 of her cargo prior to condemnation."

N° 15.—Copy of a Letter from Vice Admiral Sir L. W. Halsted, K. C. B., to J. W. Croker, Esq.; dated on board His Majesty's Ship Isis, Jamaica, 4th August 1826.—With one Enclosure.

Sir,

THE enclosed letter from Lieutenant Lowe, commanding His Majesty's schooner Union, reporting the chase and subsequent wreck of a slave brigantine, with 165 negroes on board, being fully confirmed by inquiries made by Commander Hobson of His Majesty's sloop Scylla, I beg you will be pleased to lay the same before the Lords Commissioners of the Admiralty for their information.

Commander Hobson reports that R. W. Elliot, esq., one of the most respectable merchants at Nassau, informed him that 20 dead bodies of negroes, in a state of nudity, were found by a Providence wrecker, washed up on the Orange Keys.

I have, &c.

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

## THE SLAVE TRADE.

9

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

Copy of a Letter from Lieutenant Lowe, commanding H. M. Schooner Union, dated Crooked Island, June 22, 1826, and addressed to Commander Hobson, of H. M. Sloop Scylla.

(A.)  
Communications  
from  
Naval Officers.

Sir,

IN compliance with your order of this day's date to report in writing, for the information of the Commander-in-Chief, the particulars of the chase of a suspicious brigantine by H. M. schooner Union, under my command, on the 27th and 28th of last April,

I have to inform you, that being off Key Sal on the 27th April, a brigantine came round the south end of the Key, and instantly hauled up when she made us out; not a moment was lost in giving chase, yet I regret to say that, although our shot took effect on her sails and hull, she increased her distance so much in the fresh breeze which was then blowing, that no effort of mine during the two days I kept sight of her could again bring her within range.

On the night of the 28th, having lost sight of her, and being close to those dangerous shoals on the south west extremity of the Bahama Bank, I gave up the chase, and thought it prudent to anchor.

The brigantine returned the fire of the Union, but am glad to say without effect. She did not once show her colours.

In forwarding this Report, I take the opportunity to acquaint you, that I since received the following information:—

The pilot of the Union, who speaks Spanish, being on shore at Xebarra, met a man who said he belonged to the brigantine chased by the Union on the 27th April, that the brigantine was called the Palowna, from Africa, with 165 slaves on board, with three guns and 29 men; had three killed and one wounded during the chase; and that on the night of the 28th April the brigantine struck on a rock, rounded off and sunk immediately: that the captain, two men and the informant secured the boat and were the only persons saved.

I am, &c.  
(signed) *A. B. Lowe*, Lieut. Comm<sup>rs</sup>.

N<sup>o</sup> 16.—Extract of a Letter from Captain Austen to Vice Admiral Sir L. W. Halsted, K. C. B.; dated on board His Majesty's Ship Aurora, off St. Jago de Cuba, 31 August 1826.

"I BEG to acquaint you, that on the 20th instaut, being off this port, His Majesty's sloop Harlequin in company, and His Majesty's ship Tweed in sight, I captured the Spanish brigantine, "Nuevo Campeadon," from Old Calabar to St. Jago de Cuba, with a cargo of slaves originally consisting of 300, but having on board at the time of capture 264. When brought too, she showed Dutch colours, and had a fictitious set of papers in that language."

N<sup>o</sup> 17.—Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board H. M. Ship Maidstone, West Bay, Prince's Island, 15th Sept. 1826.

"It is with great pleasure I acquaint you, for the information of my Lords Commissioners of the Admiralty, that on the 6th ultimo, the schooner Hope, in charge of Lieutenant William Tucker, (formerly prize to H. M. ship under my command, but purchased on my own account at Sierra Leone in January last, for the shelter and comforts of the officers and crews of my boats, when detached on distant service in this unhealthy climate, to prevent as much as possible their contracting fever from being exposed to the tremendous heat by day, and heavy dews at night), of the burden of 140 tons, armed with a long traversing 12-pounder and four 18-pounders (govers), with a crew consisting of Mr. R. Lamport Pengelly, Admiralty mate, Mr. George Williams, assistant surgeon, 18 seamen, 5 marines and 8 native Africans, in all 32 persons, succeeded in capturing, in latitude 3<sup>o</sup> 22 N. and longitude 4<sup>o</sup> 11 E., after a hard chase of 28 hours, and a most desperate action

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action of two hours and 40 minutes, by boarding the Brazilian brig "Prince of Guinea," of the burden of 280 American tons, armed with a long traversing 24-pounder, four long 9-pounders, two long 6-pounders and two swivels, with a crew consisting of 72 persons, and a cargo of 578 slaves, taken on board two days previous at Whydah, although by her passport she is allowed to receive 701."

N° 18.—Extract of a Letter from Commodore Christian to J. W. Croker, Esq.; dated on board H. M. S. Owen Glendower, Port Louis, 16th Oct. 1826.

"As the Slave Trade is principally carried on on the east coast during the months of September, October and November, I have ordered H. M. sloop Helicon to resume her station in the Mozambique, in the hope of checking that traffic, as several of the vessels employed in carrying it on have fitted out here, and one of them is commanded by a subject of Mauritius, H. M. sloop Sparrowhawk will relieve her at an early moment. From all I have been able to learn in regard to the trade of this Island, I cannot take upon myself to say that the Slave Trade does not exist at all, but I am sure that it does not do so to any extent."

N° 19.—Copy of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, North West Bay, Fernando Po, 25th October 1826.

Sir,

I BEG leave to acquaint you for the information of the Lords Commissioners of the Admiralty, with reference to my letter N° 39, dated the 15th ult. detailing the capture of the Brazilian brig "Prince of Guinea," with 578 slaves, by the boat of H. M. ship under my command, in charge of Lieutenant Tucker, on the 6th August last; that the number of slaves therein mentioned is incorrect, and have now the honour to transmit the exact account of her cargo, which I have received from Lieutenant Tucker, viz. —

Total number of slaves on board at commencement of action, by the captain's statement and cargo book - - - - -	608	Killed during the action - - -	2
		Drowned in boarding and attempting to swim to my boats - - -	16
		Died on passage to Sierra Leone - - -	12
Born on passage to Sierra Leone - - -	1	Total number landed at Port of Adjudication for certificate - - -	579
	<u>609</u>		<u>609</u>

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

I have, &c.  
(signed) *Chas Bullen*, Commodore

N° 20.—Copy of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone at Sea, Bight of Biafra, 12th November 1826.

Sir,

WITH reference to their Lordship's letter N° 1, dated 14th January 1826, enclosing for my information and guidance copies of correspondence between the Brazilian Government, Mr. Secretary Canning and Mr. Chamberlayne, consul-general at Rio Janeiro, on the subject of vessels belonging to Portugal carrying on the Slave Trade under existing treaties, irregularly licensed to touch at any other ports than those which agreeably to the tenor of such treaties they are allowed to enter; and wherein the Brazilian minister refers Mr. Chamberlayne to such existing treaties, by which the detention of the vessels of that nation found to the northward of the line, trafficking for slaves, would be indubitably valid.

I have

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I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that on the 17th ultimo, being off Badagry in the Bight of Benin, I observed one of four vessels lying there, weigh and stand out to sea; I immediately gave chase, and at 2° 30' P. M. came up with her. She proved to be the Brazilian brigantine "Heroina," furnished as usual, with the imperial passport, authorizing her to receive 550 slaves, and making it obligatory to touch at such ports on the coast of Africa, to the southward of the line, where the slave trade is permitted by the treaty.

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By virtue of the correspondence before alluded to, and for palpable breaches of the second article of the additional convention, dated 28th July 1817, and the one to which it refers, N° 1, of the Treaty signed at Vienna, the 22d January 1815, both strictly prohibiting "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."

I detained her and despatched her to Sierra Leone for adjudication in the Mixed Commission Court.

Sufficient proof exists that this vessel was carrying on the Slave Trade, having two-thirds of her cargo on shore, with the master and part of the crew bartering for slaves; yet it appears to me, from the dubious and contradictory article to the foregoing, inserted in the instructions for ships of war, viz.: "Ships on board of which no slaves shall be found shall not be detained under any pretence whatsoever," leaves a doubt as to her condemnation; should she be, it will very soon exterminate the Brazilian vessels from the Bights of Benin and Biafra, and put a stop to at least to two-thirds of the Slave Trade carried on in the Bight of Benin. In one anchorage alone, last month, viz. Whydah, in 6° 00' north latitude, I boarded nine vessels lying at one time trafficking for slaves, seven of which were Brazilians, and furnished with the proper passport, obliging them "to enter solely such ports where the Slave Trade is permitted." The whole of these had their cargoes on shore, and several with their slave decks laid, wood and water on board, and in every respect perfectly ready to ship their slaves at a moment's notice.

Owing to the immense personal risk I should incur by sending this small fleet up to Sierra Leone for trial, in the event of their not being condemned as lawful prizes, I have deemed it most prudent to await the issue of the Heroina's trial, which vessel, according to the strict tenor and meaning of the present existing treaties, must, in my opinion, be unquestionably forfeited.

I have, &c.  
(signed) *Chas Bullen*, Commodore.

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N° 21.—Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, St. Anna da Chaves Roads, Island St. Thomas, 26th November 1826.

"AFTER procuring some slight refreshments at Accra, I proceeded to examine the Bights, which I am sorry to say are numerous filled. In the old haunt "Whydah," I found seven Brazilians and two Spaniards, awaiting the completion of their cargoes."

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N° 22.—Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, Sierra Leone River, 31st December 1826.

"SINCE my arrival, I have been employed refitting the ship after the heavy rains we have experienced this year; and having now nearly completed the same, and victualled her to as much as she can possibly stow, I intend proceeding to sea on Wednesday to pay a visit to the Cape de Verd Islands, to obtain any information relative to the state of the Slave Trade, which Mr. Clarke may have to furnish me with."

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N<sup>o</sup> 23.—Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, Sierra Leone River, 9th January 1827.

"I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that as I was on the point of sailing from this anchorage, the boats of His Majesty's ship under my command, in charge of Lieutenant Tucker, which I had left with the Esk to protect the Bights during my absence to windward, returned with the Spanish schooner "Paulita," which this officer captured, after several hours chase, in latitude 5° 4' north, and longitude 4° 42' east, on the 6th ultimo, with a cargo of 221 slaves, out four days from the River Benin. At the time of detention, sickness had already commenced to break out, and although she had a tolerable passage up, 28 died of small-pox and dysentery during the time; the remainder were delivered over to the Liberated African Department yesterday, with the exception of 12, who are left on board for the present, on account of being afflicted with small-pox."

N<sup>o</sup> 24.—Copy of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, Porto Praya, Island St. Jago, 29th Jan. 1827.—With one Enclosure.

Sir,

I HAVE the honour to transmit, for the information of my Lords Commissioners of the Admiralty, the reply of Mr. Clarke, consul-general at this place, to my letter, desiring him to report upon the state of the Slave Trade in this quarter, and I can but observe that I perfectly agree with the latter part of Mr. Clarke's letter, that all the while such facility is afforded by their passports for domestics, which are granted by the Portuguese governor, all attempts on my part to prevent it, even should I fall in with them on their passage to the Brazils, would prove abortive.

I have the honour to be, &c.

(signed) *Charles Bullen, Commodore.*

Enclosure in N<sup>o</sup> 24.

Copy of a Letter from J. P. Clarke, Esq.; dated British Consulate, St. Jago, 13th January 1827, and addressed to Commodore Bullen, C. B.

Sir,

I HAVE to acknowledge the receipt of your letter of the 31st December 1826, requesting information relative to the Slave Trade.

I have to acquaint you that I transmitted on the 9th October 1826, to Mr. Secretary Canning, an account of the arrival of the Portuguese yacht, named "9 March," having landed at Bahia 107 slaves, the master of which, Joze Vernandez de Pinho, has proceeded to the United States to purchase a larger vessel for the same trade.

The Portuguese schooner, "Eugenia," Antonio Joze Perera arrived at this anchorage on the 13th October, having landed 115 slaves in the Bay of St. Francis, in this Island.

The Portuguese brig "Secouro," Freitas, master, sailed from this port for Bissao, on the 12th December, for a cargo of slaves, it is said, with the intention of proceeding to Maranham.

The Portuguese schooner "Tonanté," Carbalha, master, arrived at Bonavista on the 5th instant, from Caches, and landed upwards of 100 slaves there, the property of the late Governor "Cabral," which vessel arrived at this port the 13 instant, and is at present in this harbour.

It is beyond all doubt that the Slave Trade is increasing amongst these islands from the different Portuguese settlements on the coast, and must continue so while such protection is afforded by passports for domestics.

I have the honour to be, &c.

(signed) *J. P. Clarke, Consul General.*

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N<sup>o</sup> 25.—Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone.

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Sierra Leone River, 20th February 1827.

"I HAVE pleasure in acquainting their Lordships that the *Esk* has sent in the brig "*Lynx*," under Dutch colours, captured by her the beginning of last month, with a cargo of 264 slaves off Prince's Island. The "*Invincible*," Brazilian ship, also captured by the *Esk*, in charge of Lieutenant Tollervey, arrived yesterday with 262 slaves out of her original cargo of 440, 178 having died in the passage up, which she has been eight weeks in performing."

N<sup>o</sup> 26.—Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone.—With four Enclosures.

Cape Coast Roads, 6th March 1827.

"I HAVE the honour to enclose, for the information of my Lords Commissioners of the Admiralty, copies of several documents I have received on my anchoring here this morning, from Captain Ricketts, commandant on the Gold Coast, detailing the extent to which the Slave Trade is again breaking out about these parts, and that, even under the guns of the British forts."

First Enclosure in N<sup>o</sup> 26.

Copy of a Letter from Captain H. J. Ricketts, Captain Commandant of the British Settlements and Troops on the Gold Coast; dated Cape Coast Castle, 19th February 1827, and addressed to Commodore Bullen, C. B.

Sir,

I CONSIDER it my duty to transmit for your information the three Enclosures relating to the Slave Trade being carried on by the natives of the British, Dutch, and Danish settlements at Accra.

I have the honour to be, Sir,

Your most obedient humble servant,

(signed) *H. J. Ricketts,*

Captain Commandant of the British Settlements  
and Troops on the Gold Coast.

To Commodore Bullen, C. B.

&c. &c. &c.

2d Enclosure in N<sup>o</sup> 26.

Extract of a Letter from Mr. Fry, Commandant of British Accra, to Captain Ricketts, Commandant in Chief of His Majesty's Settlements on the Gold Coast; dated "James Fort," Accra, 14th December 1826.

"A SLAVER actually some days back anchored within range of my guns, and commenced slaving, when I immediately fired at her and drove her further off; the town people of Dutch Accra had the impudence to call on me to know the reason I fired, and stopped their trade, and that same night sent 36 slaves by land through Danish Accra, which were stopped by Mr. Brock, the commandant, and next morning delivered up by the Dutch paying him so much per head to allow them to pass."

True extract.

(signed) *H. J. Ricketts,*

Commandant of the British Forts on the Gold Coast,

3d Enclosure in N<sup>o</sup> 26.

Extract of a Letter received by the Officer commanding on the Gold Coast, from the Commandant of Aunamaboe; dated 17th February 1827.

"It is with great regret I have to report that the Accras, British, Dutch and Danish, by their example and advice have completely unsettled the minds of the natives along the coast and interior, during their stay in Fantee they have been indefatigably purchasing slaves to the amount of several hundreds; all slaves that have been guilty of any thing to displease their masters have been seized; parties

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of them, six to ten, have been met on their way to Accra chained together, to be sold to the vessels that now constantly call there for slaves and canoes; old "Palavers" have been brought up among the natives, and accusations of alleged adultery and witchcraft, at all times the excuses for slavery on this coast, have been resorted to as a pretext for dragging people from their homes, and the unhappy objects are constantly coming to this town for protection against their more powerful enemies.

"The profits of the Slave Trade are so great and so easily obtained, that those engaged in it are enabled to make a more gay appearance than the people under British protection, who have hitherto (at least publicly) abstained from it, and makes them discontented with His Majesty's Government, that so strenuously opposes that vile traffic without rendering them any equivalent for what they consider a privation, and I feel myself justified in stating to you, Sir, my firm belief, that unless rigorous means are resorted to for the suppression of slavery and the punishment of the Accras, in a short time it will be impossible to stop the natives of Cape Coast and Aunamaboe from joining in it; as they are now sulkily waiting to see if those now engaged are allowed to do so with impunity; I fear, indeed, that individuals under the British flag "aid and abet" the traffic, at present several circumstances having come under my notice of a very suspicious nature, and I am sorry to say, a person in my own employ, named "Agua," who was placed by me at Zantum to purchase palm oil, has sold several slaves under very aggravating circumstances, while at that place, particularly in one instance, where one of his people having run away for bad usage, to a chieftain of the Fantee country for protection, he was sent for with the usual formalities in my name, and delivered up, and subsequently sold and shipped at Accra. The Fantee man who gave him up having learned that he was imposed upon, came here to complain to me of it, but was told by an inhabitant of this town, in whose house he lodged, and a friend of Agua's, that I was making inquiry into the affair, and he would get himself into trouble, advised him to depart secretly into his own village, from where I have not been able to induce him to come here.

"On my recalling Agua to answer for his conduct, he refused to give any explanation, and proceeded to the grossest acts of violence, having arranged open kegs of powder in his house, and fire, ready to blow up any persons that might go to seize him, and sent a message defying me to go there; he also provided himself with a sabre and loaded musquet.

"I understood from my servants, who suspected his intention, and kept watch at night, that he attempted to fire my house, but was prevented by them; under these circumstances I deemed it proper to order him to quit the town next day, which he did with fire in one hand, and powder in the other, and with his sword, and guns, carried along with him."

True extract.

(signed) *H. J. Ricketts,*

Commandant of the Gold Coast.

4th Enclosure in N° 26.

Copy of a Deposition made by Quafoo, a native of Cape Coast.

QUAFOO, a native of Cape Coast, and brother to a soldier in the Royal African Colonial Corps, deposes and saith, that about three months ago, he, this deponent, went out a hunting in the woods a few miles from the town of Cape Coast, and in returning home, two men named *Quaave Pan* and *Cramper* from a croome named *Yanse*, belonging to Fantee seized him, the deponent, who told him they had done so by order of *Menea*, a head man of Cape Coast Croome, called *Amayon*; and after keeping deponent in irons ten days, sold deponent to *Amissah*, chief of a village in the Fantee country, called *Domaransey*, which chief, after keeping deponent some time in confinement, took deponent to the *Afrafoo* country and sold him, deponent, to *Iyca* (an Accra chief) who was purchasing slaves in that country, and who had got about 200 of them; that by the assistance of *Attah Quasshie*, *Amissah's* head man, he, the deponent, made his escape about eight days ago.

This

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" This deponent further states, that the aforesaid Amissah, sold with him, the deponent, three Fantee men to the aforesaid Accra chief Iyca, who have, with the other slaves the said Iyca purchased in the Fantee country, been sent to Accra."

Sworn before us, at the Government Hall, Cape Coast Castle, this 24th day of February 1827.

(signed) *H. J. Ricketts, J. P.*  
*W. B. Sewell, J. P.*

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N° 27.—Extract of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone.—With one Enclosure.

" West Bay, Prince's Island, 4th April 1827.

" I HAVE the honour to enclose, for the information of my Lords Commissioners of the Admiralty, in addition to the enclosures transmitted with my letter of the 6th ultimo, communicative of the increasing extent of the Slave Trade on the Gold Coast, more particularly at Accra, a copy of a letter I have received from the Governor of Elmina Castle on the same subject."

Enclosure to N° 27.

Extract of a Letter from the Governor of Elmina Castle; dated 6th March 1827, and addressed to Commodore Bullen, C. B.

" Sir,

" I HAVE the honour to address this letter to your Excellency on a subject of much importance, as well to the British as Netherland settlements on the coast, anxiously hoping that your Excellency will favour it with your mature consideration.

" Since many months the Dutch Accra people have openly acted in violation of the existing laws against the Slave Trade, in purchasing a great many of them, to be afterwards sold to such vessels as are engaged in that detestable traffic.

" I have the honour to be, &c.

" (signed) *J. C. Vander Breggen Paanu,*  
Com<sup>t</sup> *ad int.* of H. N. Majesty's Settlements  
on the Coast of Africa."

N° 28.—Extract of a Letter from Commodore Charles Bullen, C. B. to J. W. Croker, Esq.; dated on board His Majesty's Ship Maidstone, entrance of Sierra Leone River, 22d May 1827.

" I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, with the particulars of my late cruize in the Bights of Benin and Biafra for the suppression of the Slave Trade, in furtherance of their Lordships direction to me on this head.

" On the 11th March I weighed from Accra Roads, intending to run down the different anchorages in the Bight of Benin, in order to detect and detain those vessels carrying on the trade under the Brazilian flag, in direct opposition to the true intent and meaning of the treaty entered into with Portugal, and furnished with the irregular licenses to touch at the islands of St. Thomas and Princes, as designated in their Lordships letter, with its enclosures, N° 1, dated 14th January 1826.

" On the evening of the 13th I came too off Whydah, and commenced by detaining the " Trajano." On the following day, off Badagry, the " Venturoso " and " Carlotta," and, off Ajuda, the " Tentadoro;" on the 16th, off Lagos, the " Providencia;" and on the 22d, off the Benin River, the " Conceicao Packet de Rio;" making a total of six vessels seized for carrying on the illegal traffic in non-conformity to the existing treaty, in so short a distance. The whole of these vessels having valuable trade cargoes, I instantly manned and armed and dispatched to Sierra Leone for adjudication in the Mixed Commissioned Court.

" Standing in need of water, I made the best of my way to Prince's Island where I arrived on the 3d April, and on the following day was joined by the North Star. From Captain Arabin I received the returns of his having captured the Spanish schooners



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schooners "Fama da Cuba" in the River Old Calabar, with 100 slaves, on the 7th February, and the "Emilia," with 282, in the river Bonny on the 31st January; also the Brazilian brigs "Conceição de Maria," with 232, off Lagos, four hours after she took them on board, on the 4th of March; and the "Silvenhina," with 266, at the entrance of the Old Calabar on the 12th March, making a total of 880 slaves in the four vessels. In addition also to the captures made by Captain Purchas of His Majesty's sloop Esk, of the "Lnyx" and "Invincible," the former with 264, and the latter 440 slaves, fully detailed in my letter, N<sup>o</sup> 15, dated 20th February, I this day received letters from him announcing his being necessitated to deviate from my orders, and proceed to Sierra Leone before the appointed time for his officers and prize crews, in consequence of having fortunately detained the Brazilian vessels "Venus," with 190 slaves, on the 6th February, and "Dous Amigos," with 317, on the 8th February, while cruising in the Bight of Benin.

"Having dispatched the North Star to Sierra Leone for her officers and men, detached in prizes, I left Prince's on the 8th April, with the intention of examining the rivers in the Bight of Biafra, before the expiration of my command, and on the 10th sent the pinnace and cutter, manned and armed, under command of Lieutenant Lyall to search the Old Calabar.

"The afternoon of the same day a suspicious vessel was seen from the mast-head between me and the Island of Fernando Po. In consequence of light winds, at dark I lost sight of her, but about 10 P. M. by aid of the moon, was again seen about seven or eight miles distant. At this instant the wind being light, Lieutenant Morton, first of this ship, and who has served with me ever since I commissioned the Maidstone, volunteered his services to take charge of the cutter and gig, and endeavour to intercept her; and it is with feelings of great pleasure I acquaint their Lordships that after a hard and fatiguing pull, at midnight, he succeeded in bringing too the Brazilian brig "Creola," with a cargo of 309 slaves, out two days from the Old Calabar River, and making a total of 2,494 liberated by the Maidstone alone since my command on this station.

"During my stay I found that since my leaving here on the 11th of March no less than six Brazilians had passed for slave cargoes in the Bight of Benin, several making it a constant practice of now anchoring and getting their large cargoes from Dutch Accra.

"Being short of provisions, and weak-handed from so many vessels away, as well as unable to spare the time, I dispatched the two gun-brigs, on their joining, to cruise for the interception of these vessels during my absence to windward.

"The Conflict, Lieutenant Wakefield, commander, had already detained two fine class vessels under the same circumstances of being furnished with irregular passports.

"Having concluded my arrangements to leeward, I weighed on the 6th inst. from Port Antonio, Prince's Island, with my prize in tow for Sierra Leone, which river, after a very short passage of 15 days, and with loss only of 20 slaves since capture, I am just entering."

N<sup>o</sup> 29.—Copy of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esquire; dated on board His Majesty's Ship Maidstone, Sierra Leone River, 2d June 1827. With one Enclosure.

Sir.

I HAVE the honour to inclose, for the consideration of my Lords Commissioners of the Admiralty, a copy of a letter I received on the 29th ult. by His Majesty's ship Esk, from Mr. J. P. Clarke, His Majesty's consul-general at the Cape de Verd Islands, relative to the continued extent to which the Slave Trade is carrying on in that quarter.

I have the honour to be, Sir,

Your very humble servant,

(signed) Charles Bullen, Commodore.

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Enclosure in N<sup>o</sup> 29.— Copy of a Letter from J. P. Clarke, Esquire; dated at British Consulate, St. Jago, Cape de Verds, 13th May 1827, and addressed to Commodore Bullen, C. B.

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Sir,

I HAVE the honour to acquaint you that on your quitting Porto Praya, on the evening of the 4th February last, the *Secours*, Captain Freitas, landed in the Bay of St. Francis 150 slaves, and, on her arrival in the harbour, she was refitted, and sailed on the 18th ult. for the Havannah with upwards of 150 on board. No delicacy appears to be used as to any treaties existing between the Portuguese and English Governments, when I acquaint you that these slaves were publicly embarked at noon day; such an occurrence never, during my residence in these islands, took place under the late Governor General Chapuzet: remonstrance is in vain, when the present governor publicly announces he has no instructions to suppress it.

I have likewise to acquaint you, that the Portuguese national schooner, *Conception*, Lieut. Lima, arrived in this harbour from Bissoa, with the late Governor Joaquim Antonio Mattas, on the evening of the 16th ult., and on the morning of the 17th landed her slaves, to the number of 43, 32 of whom belonged to Mattas, and 11 to the commander of the schooner. Their arriving so frequently, and with such success, and supported with the aid and assistance of their naval officers, I fear that all attempts on the part of the British Government will be of little avail unless prompt measures are used with the Government of Portugal, who so far, in my humble opinion, from wishing to suppress such a traffic, encourage it.

I have transmitted this information to His Majesty's Principal Secretary of State for Foreign Affairs, and have little doubt the conduct of the authorities of this place, in suffering such a traffic contrary to treaty, will be the means in some measure of checking at least the officers of the Crown from such proceedings.

The *Porpoise* and *Towerie*, Portuguese schooners, are at present at Bissão and Cacheo, no doubt with the intention of bringing a fresh import for these islands, of which I have made Captain Purchas, commander of His Majesty's ship *Esk*, acquainted, as it is probable on his return to Sierra Leone from hence he may fall in with them.

I am, Sir,

Your obedient servant,

(signed) *J. P. Clarke*, Consul General.

N<sup>o</sup> 30.— Copy of a Letter from Commodore Bullen, C. B. to J. W. Croker, Esquire; dated on board *H. M. S. Maidstone*, at Sea, 28th July 1827. One Enclosure.

Sir,

I BEG leave to enclose, for the information of my Lords Commissioners of the Admiralty, a return of the slaves emancipated, and shipping captured, during the period of my command on the coast of Africa, by virtue of their Lordships commission.

I have the honour to be, Sir,

Your very humble servant,

(signed) *Chas. Bullen*, Commodore.

Enclosure in N° 30

A RETURN OF VESSELS CAPTURED, and SLAVES EMANCIPATED  
between the 10th day of April 1824

1824.

CAPTOR.	DATE	PLACE.		NAME OF			Rig.	Colours.	Number of		
				Vessel.	Master.	Owner.			Men	Guns.	Tons.
Bann -	1824: 16 April	Lat.	Long.	Bom Caminho	- - -	- - -	- -	Brazilian	33	-	146
Victor -	22 April	-	-	El Vencedor	D. J. Bergone	not known	brig	- - -	30	6	208
Victor -	8 June	off Prince's Island.		Piccaninny Maria.	- - -	- - -	- -	Portuguese	-	-	-
Victor -	11 Aug.	2.15 N. 5.13 E.		Diana	Mand. Costa	J. C. da Fran- cesa.	brigantine	Brazilian	14	2	120
Victor -	18 Sept.	1.40 N. 6.08 E.		Dous Amigos Brazilieros.	A. A. da Silva	A. M. d. Car- valho.	- - -	- - -	31	-	146
Maidstone -	26 -	1.33 N. 7.7 E.		Aviso	L. P. da Silva	A. D. C. Car- valho.	brig	- - -	33	-	231
Bann -	23 Oct.	-	-	Bella Eliza	P. J. da Maria	A. J. Mareillas	schooner	- - -	24	-	147
									165	8	998

1825:

Swinger -	1825: 16 Jan.	2.20 N. 5.31 E.		Bom-Fim	J. J. de Brito Lima.	Man. J. Fer- rere.	schooner	Brazilian	18	-	64
oll -	6 Mar.	5.19 N. 13.23 E.		Espanola	D. Fran <sup>s</sup> B. Rodriguez.	D. Fran <sup>s</sup> B. Rodriguez.	ditto	Spanish	23	1	107
Maidstone -	19 May	off R. Gallinas		Bey	Woodside	not known	ditto	Dutch	11	1	50
Esk -	17 July	4.0 N. 44 E.		Bom-Joesus dos Navigantes	J. Pereiro	A. Narceiza	sumacca	Brazilian	28	1	38
Maidstone -	31 -	off R. Andony		"Z"	Den Kere	Derné	brig	Dutch	28	6	152
Atholl -	1 Sept.	off C. Famosa		Venus	A. Desbarbes	W. Mitchell	schooner	- - -	28	4	88
Esk, Redwing and Atholl.	9 -	1.58 N. 4.0 E.		Unaio	J. Gomez	Vincente da Paula Silva.	- -	Brazilian	24	2	118

## THE SLAVE TRADE.

19

Enclosure in N° 30.

by the African Squadron under the Command of Commodore Bullen, C. B.  
and the 1st day of June 1827.

TIME of Sailing.	W H E R E			Number of Slaves.	CARGO.	REMARKS,
	From.	Bound.	Belonging.			
- - -	- - -	- - -	- - -	357	- - -	
- - -	- - -	- - -	Bahia	-	- - -	Recaptured from the piratical brig "El Romano." No papers or owners found or known; condemned as such at Sierra Leone.
- - -	- - -	- - -	- - -	17	- - -	A small boat, said to be the property of the governor of Prince's Island.
25 July	Benin	Rio Janeiro	Bahia	143	- - -	When boarded she presented a complete scene of human misery, from the effects of dirt, filth and small pox. Nine slaves having died since she left Benin, and one of her own crew.
10 September	Badagry	Bahia	D°	260	- - -	This vessel was very healthy, no slaves having died since she left Badagry; but they were packed together so close in the hold, as scarcely to admit of their moving themselves in any direction.
14 September	D°	D°	D°	465	- - -	Was in a most filthy and wretched state when detained. Buried 35 of her cargo prior to condemnation.
14 October	Lagos	D°	D°	371	- - -	
				1,613		

6 January	Lagos	St. Salvador	St. Salvador	146		
4 March	Gallinas	Havanna	Havanna	270		
- - -	- - -	St. Eustatius	St. Eustatius	-	general.	
13 July	Lagos	Bahia	Bahia	285		
30 June	Island S. Thomas, West Indies.	R. Andony	St. Eustatius	-	general	Ostensibly the property of French merchants, as two sets of papers, Dutch and French, were afterwards discovered.
12 July	D°	Princes	D°	-	d°	Ditto, belonging to the owners of the former vessel, and provided with two sets of papers also.
1 September	Lagos	Bahia	Bahia	364	- - -	Buried 121 of her cargo prior to condemnation.

1825—continued.

CAPTOR.	DATE.	PLACE.	NAME OF			Rig.	Colours.	Number of		
			Vessel.	Master.	Owner.			Men.	Guns.	Tons.
Maidstone	1825: 29 Sep.	Lat. Long. 6.01N. 3.18E.	Seg. Gallega	- -	Dho. Capero	- -	Spanish	29	1	91
Brazen	4 Oct.	5.15.N. 10.30.W.	Clarita	- -	Jose Morano	- -	- -	14	1	55
Redwing	6 -	R. O. Calabar	Teresa	Francisco	Granville	- -	- -	23	4	120
D°	- -	- D°	Isabella	- -	not known	brigantine	- -	- -	- -	135
D°	11 -	off R. Came- roons	Ana	Manuel	Sierra	- -	- -	25	4	90
Atholl	13 Nov.	off Elmina	Aimable Claudine.	Picaluga	Picaluga	schooner	Dutch	22	3	85
Brazen	17 -	off Accra	Ninfa	J. Puig	F. Louveiro	brigantine	Spanish	46	4	150
Swinger	22 -	off Occoe	Paqueta	E. Almocida	J. V. Monero	brig	Brazilian	33	6	243
Atholl	28 -	3.30N. 0.36E.	Seg. Rosalia	A. J. d'Silva	F. Monero	brigantine	D°	25	-	114
Conflict	19 Dec.	R. O. Calabar	Le Jeune Charles.	Louis Guios	M. Proniew	brig	Dutch	30	4	197
Brazen	- -	Prince's Island	Malta	- -	- -	ship	English	12	2	180
D°	27 -	4.43N. 3.45E.	Iberia	Andres	Insua	schooner	Spanish	38	2	190
								457	46	2,312

1826.

Maidstone	1826: 3 Nov.	off Manna	Hoop	J. Walters	J. Walters	schooner	Dutch	20	4	101
Brazen	28 Jan.	off Currou	Vogel, or L'Oiseau.	- -	- -	- -	- -	16	2	70
Redwing	- -	- -	Pylades	- -	- -	- -	Spanish	23	3	97
Esk	4 Mar.	R. Benin	Netuno	J. C. Gomez	J. C. de Pinto	brigantine	Brazilian	16	2	77
D°	- -	- -	Esperança	J. B. Lopez	C. G. da Silva	sloop	- -	12	-	46
Redwing	8 -	off Whydah	Cantabre	Chenum	Chenum	brig	French	24	4	219
Maidstone	18 April	off Anno Bono	Perpetuo De- fensor.	Mendouca	J. C. Silva	- -	Brazilian	54	11	212

## THE SLAVE TRADE.

21

TIME of Sailing.	WHERE			Number of Slaves.	CARGO.	REMARKS, &c.
	From.	Bound.	Belonging.			
11 hours	- - -	Havanna	Havanna	292	-	
- - -	- - -	D°	D°	35	tobacco, spirits, &c.	
- - -	- - -	St. Jagoda, Cuba.	St. Jagoda, Cuba.	248	- - -	Lost in a tornado, three days after capture; 192 slaves, one seaman, two marines and a boy drowned.
- - -	- - -	D°	D°	273	- - -	Crew escaped to the shore.
9 Oct.	R. Bembia	D°	D°	106	- - -	Buried 82 prior to condemnation; but 50 of the Teresa's cargo were removed on board by Capt. Clavering's orders.
23 Aug.	Bourdeaux	Trading	St. Eustatius	49	brandy and rice.	
4 months	Havanna	Trading	Havanna	245	general.	
10 Nov.	Whydah	Bahia	Bahia	387	- - -	Lost only one slave, and that by accident prior to condemnation.
14 - - -	Lagos	- - -	- - -	260	- - -	From extraordinary length of passage to Sierra Leone, lost 82 slaves, and, with the exception of 10, by actual starvation.
27 Oct.	Point à Petre	Guadaloupe	Guadaloupe	266	- - -	Ostensibly the property of French merchants, having French and Dutch papers.
- - -	- - -	Liverpool	Liverpool	-	palm oil, ivory, wood, &c.	
24 Dec.	Lagos	Havanna	Havanna	423	- - -	
				3,649		

10 Dec.	St. Eustatius	Trading	St. Eustatius	-	general	This vessel, like several of the former ones, would have been provided with two sets of papers, Dutch and French, prior to leaving the coast with her slaves.
- - -	- - -	- - -	- - -	-	- - -	Provided with Dutch and French papers.
- - -	- - -	- - -	- - -	-	- - -	Recaptured by a Brazilian privateer.
- Nov.	Pernambuco	Pernambuco	Pernambuco	92	- - -	
- - -	D°	D°	D°	4	- - -	
3 Jan.	Flushing	J. St. Thomas	Nantes	-	general	Retaken by the French Commodore on her passage to Sierra Leone, as French property.
4 April	Badagry	Rio Janeiro	Rio Janeiro	424	- - -	Liberated by the court at Sierra Leone, being detained in south latitude, but the slaves emancipated. From the very delay in bringing her to trial, and the inefficiency of the medical man placed in charge, 87 slaves died, 52 on passage up, and the rest in Sierra Leone River.

## PAPERS RELATING TO

22

1826—continued.

CAPTOR.	DATE.	PLACE.	NAME OF			Rig.	Colours.	Number of		
			Vessel.	Master.	Owner.			Men.	Guns.	Tons.
Atholl	1826 : 18 April	Lat. Long. 5.16 S. -	Activo	F. Pinto	J. Oleveiro	- -	- -	15	-	149
Brazen	15 May	1.42N. 6.22E.	Fortuna	Gimbert	Gimbert	schooner	Dutch & French.	19	4	90
Maidstone	20 -	off Whydah	Nicanor	J. Legrand	J. Legrand	- -	Spanish	20	1	66
Brazen	June -	off Popoe -	Benedict	J. Sabino	J. Oleveira	ship	Brazilian	32	4	251
Maidstone	6 Aug.	3.22 N. 4.11 E.	Principe de Guiane.	Alvereida	Albuguergue	brig	- -	72	9	280
Esk	10 -	2.8N. 6.20E.	Intrepida	Reynaldo	J. Hora	brigantine	Spanish	32	5	113
Brazen	27 Sept.	- -	{ Snelheid, also Intrepid, also Enterprise }	- -	- -	- -	{ Dutch, Spanish, & French }	23	5	127
Maidstone	17 Oct.	Off Lagos -	Heroina	M. A. Netto	J. C. Santos	- -	Brazilian	30	3	224
D°	6 Dec.	5.4N. 4.42E.	Paulita	Anto	Ferreiro	schooner	Spanish	24	1	79
Esk	21 -	R. Camaroons	Invincivel	-	J. Ac Guamaras	ship	Brazilian	30	5	163
								462	63	2,364

1827 :

Esk	1827 : 9 Jan.	off Prince's 2.20 N. 6.0 E.	Lynx	Terrasse	Terrasse	brig	Dutch	18	2	112
North Star	4 -	off Whydah	Eclipse	Fereia	Remental	schooner	Brazilian	26	1	120
D°	31 -	R. Bonny	Emilia	M. Prende	- -	- -	Spanish	18	1	90
Esk	6 Feb.	2.50 N. 6.20 E.	Venus	J. Presa	Albuguergue	- -	Brazilian	17	-	133
North Star	7 -	R. O. Calabar	Fama da Cuba	J. Migull	- -	- -	Spanish	12	-	33
Esk	8 -	off Prince's Island 1.12 N. 8.20 E.	Dous Amigos	J. Isoquim Ladistas.	V. P. de Silva	brigantine	Brazilian	24	-	136
Conflict	28 -	off Accra	Independencia	Pereim	J. C. Lima	schooner	- -	25	3	201
North Star	4 March	off Whydah	Conceição de Maria.	J. de Fuza	Ferrare	brig	- -	20	-	111
D°	12 -	R. O. Calabar	Selveirhina	Ferieire	Ben Jose da Costa	- -	- -	20	4	82

## THE SLAVE TRADE.

23

TIME of Sailing.	WHERE			Number of Slaves.	CARGO.	REMARKS, &c.
	From.	Bound.	Belonging.			
- - -	Whydah	Pernambuco	Pernambuco	165	- - -	This vessel liberated also, being detained in south latitude, but her slaves emancipated.
- - -	Bonny	Surinam	- - -	245	- - -	Provided with two sets of papers; buried 126 (prior to condemnation) of her cargo.
20 May	Popoe	Havanna	Havanna	174	- - -	Lost only one slave, and that by accident.
- - -	Bahia	Molembo	Bahia	-	- - -	
4 Aug.	Whydah	Bahia	D°	608	- - -	Taken after a very severe action of two hours and forty minutes; 579 landed at Sierra Leone; 18 drowned and killed during the action; and 12 died on passage up.
27 July	R. Bonny	Havanna	Havanna	293	- - -	Buried 57 prior to condemnation.
- - -	- - -	- - -	- - -	23	- - -	Furnished with Dutch, French, and Spanish papers.
4 July	Bahia	Molembo	Bahia	-	general.	
2 Dec.	R. Benin	Havanna	Havanna	221	- - -	Buried 18 prior to condemnation.
- - -	- - -	Rio Janeiro	Rio Janeiro	440	- - -	Was twice struck by lightning on her passage to Sierra Leone; buried 178 slaves prior to arrival there, five of whom were killed by the lightning.
				3,589		

6 Jan.	Rivér the 1st	Martinique	St. Eustatius	264	- - -	Ostensibly French property.
6 Sept.	Bahia	Bahia	Bahia	-	- - -	
- - -	- - -	Havanna	Havanna	282	- - -	
29 Jan.	Ajudo	Bahia	Bahia	190	- - -	
- - -	- - -	Havanna	Havanna	100	- - -	
1 Feb.	Whydah	Bahia	Bahia	317	- - -	
27 Aug.	Bahia	Molembo	- - -	-	general	Same as "Trajano" and others.
4 hours	Whydah	Bahia	Bahia	232	- - -	
12 hours	O. Calabar	Pernambuco	Pernambuco	266	- - -	Buried 47 slaves prior to condemnation.



## PAPERS RELATING TO

24

1827--continued.

CAPTOR.	DATE.	PLACE.	NAME OF			Rig.	Colours.	Number of		
			Vessel.	Master.	Owner.			Men.	Guns.	Tons.
Maidstone	1827: 13 March	Lat. Lang, off Whydah	Trajano	J. A. de Silva Rios.	J. A. da Cruz Rios.	brig	- - -	28	-	208
D°	- 14 -	off Badagry	Venturoso	J. P. de Susa	Albuquerque	- - -	- - -	31	2	203
D°	- - -	- - -	Carlota	F. da Costa	J. C. Lima	schooner	- - -	27	4	176
D°	- - -	of Ajudo	Tentadora	Jun das Stas Lopez.	A. D. Passo	- - -	- - -	24	2	207
-	- 16 -	off Lagos	Providencia	J. P. da Suzu	J. P. Olevieiros	brigantine	- - -	18	-	147
D°	- 22 -	off R. Benin	Conceição, Packet de Rio.	J. Arungo	Almeida	sloop	- - -	18	2	77
Conflict	- 3 April	off Aguay	Bahia	Carvalho	J. C. Lima	brig	- - -	38	6	217
Maidstone	- 11 -	off Fernando Po.	Creola	Gumares	Albuquerque	brigantine	- - -	22	2	88½
North Star	- 17 -	off Cape S. Leone.	Tres Amigos	- - -	- - -	schooner	- - -	13	1	87
Clinker	- June	- - -	unknown	- - -	- - -	brig	- - -	32	2	142
								431	32	2,570¾

Making a Total of SLAVES

In 1824	-	-	-	-	-	-
1825	-	-	-	-	-	-
1826	-	-	-	-	-	-
1827	-	-	-	-	-	-
Grand Total	-	-	-	-	-	-

## THE SLAVE TRADE.

25

TIME of Sailing.	W H E R E			Number of Slaves.	CARGO.	R E M A R K S, &c.
	From.	Bound.	Belonging.			
27 Nov.	Bahia	Molembo	Bahia	-	General	Detained for trafficking in slaves to the northward of the Line, and being furnished with passports permitting them to call at the Coast of Guinea, and Islands of St Thomas and Princes.
11 -	-	-	-	-	-	
19 Dec.	-	-	-	-	-	
11 Nov.	-	-	-	-	-	
16 Jan.	-	-	-	-	-	
28 -	Pernambuco	-	Pernambuco	-	-	
Feb. -	Bahia	-	Bahia	-	-	
8 April	O. Calabar	-	-	309	-	Buried 21 prior to condemnation.
16 -	S. Leone	-	-	3	-	
-	-	-	-	-	General	Same as "Trajano" and others.
				1,963		

and SHIPPING, Captured.

Slaves Emancipated.	Men.	Guns.	Tons.
1,613	165	8	998
3,649	457	46	2,312
3,589	462	63	2,364
1,963	431	32	2,570 $\frac{3}{4}$
10,814	1,515	149	8,244 $\frac{3}{4}$

(signed)

Charles Bullen,

Commodore.

## SCHEDULE OF PAPERS.

## (B.)

Containing Copies or Extracts of INSTRUCTIONS issued by the Admiralty to Naval Officers, since the 1st January 1826, and not already laid before the Honourable House of Commons, relative to the Suppression of the Slave Trade.

- N<sup>o</sup> 1.—Copy of a Letter from Mr. Barrow to Captain Arabin, of His Majesty's Ship North Star; dated Admiralty Office, the 19th of June 1826 - - - - - p. 27
- N<sup>o</sup> 2.—Copy of a Letter from Mr. Barrow to Commodore Bullen, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 1st of July 1826.—With two Enclosures - - - - - p. 27
- N<sup>o</sup> 3.—Copy of a Letter from Mr. Barrow to Commodore Bullen, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 5th of September 1826.—With three Enclosures - - - - - p. 28
- N<sup>o</sup> 4.—Extract from the Instructions issued by the Lords Commissioners of the Admiralty, on the 29th of January 1827, to Vice-Admiral the Honourable Charles Elphinstone Fleeming, as Commander-in-Chief of His Majesty's Ships and Vessels on the West India Station - - - - - p. 29
- N<sup>o</sup> 5.—Copy of a Letter from Mr. Barrow to Commodore Bullen, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 15th of February 1827.—With one Enclosure - - - - - p. 30
- N<sup>o</sup> 6.—Extracts from the Instructions issued by the Lords Commissioners of the Admiralty, on the 9th of April 1827, to Commodore Collier, C. B., as Senior Officer of His Majesty's Ships on the African Station - - - - - p. 31
- N<sup>o</sup> 7.—Copy of a Letter from Mr. Barrow to Commodore Christian, commanding His Majesty's Ships and Vessels on the Cape of Good Hope Station; dated Admiralty Office, the 5th of July 1827.—With two Enclosures - - - - - p. 31
- N<sup>o</sup> 8.—Extract of a Letter from Mr. Croker to Commodore Christian, commanding His Majesty's Ships and Vessels on the Cape of Good Hope Station; dated Admiralty Office, the 22d of August 1827. - - - - - p. 32
- N<sup>o</sup> 9.—Copy of a Letter from Mr. Barrow to Commodore Collier, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 8th of September 1827.—With two Enclosures - - - - - p. 32
- N<sup>o</sup> 10.—Copy of a Letter from Mr. Barrow to Lieutenant Medley, commanding His Majesty's Gun Brig, Plumper; dated Admiralty Office, the 18th of October 1827 p. 34
- N<sup>o</sup> 11.—Copy of a Letter from Mr. Croker to Commodore Collier, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 3d of November 1827 - - - - - p. 34
- N<sup>o</sup> 12.—Extract from the Instructions issued by His Royal Highness the Lord High Admiral, on the 19th of December 1827 to Commodore Skipsey, as Senior Officer of His Majesty's Ships on the Cape of Good Hope Station p. 34
- N<sup>o</sup> 13.—Copy of a Letter from Mr. Barrow to Commodore Collier, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 24th of March 1828 p. 35
- N<sup>o</sup> 14.—Copy of a Letter which has been issued to the Commanders of all such of His Majesty's Ships and Vessels as have been ordered, from the 17th of March 1826 to the 13th of March 1828, to proceed to either of the following stations; viz. West Indies, South America, Cape of Good Hope, and East Indies p. 35

(B.)

Instructions issued by the Admiralty to Naval Officers,  
since the 1st January 1826.

N<sup>o</sup> 1.—Copy of a Letter from Mr. Barrow to Captain Arabin, of His Majesty's Ship North Star; dated Admiralty Office, the 19th of June 1826.

(B.)

Instructions to  
Naval Officers.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for your information and guidance, a copy of an Act 5 Geo. IV. c. 113, intituled, "An Act to amend and consolidate the Laws relating to the Abolition of the Slave Trade;" and with reference to the treaties which have been entered into with Spain, Portugal, and the Netherlands, for the prevention of an illicit traffic in Slaves, and of which copies are contained in the said Act; I am also to enclose to you three Instructions, signed by their Lordships, authorizing you, in conformity with the treaties, to search vessels bearing those flags; in doing which, as well as in the whole of your conduct towards such vessels, you are to be strictly governed by the said treaties, and the instructions attached to them.

I am, &c.

(signed) *John Barrow.*

N. B.—Similar letters were addressed on the 17th of July 1826, to Captain Elliott of His Majesty's ship Lively, on the 29th of November 1826, to Commander Hallowell, of His Majesty's sloop Cadmus; and on the 29th of December 1826, to Lieutenant Matson, commanding His Majesty's gun brig Clinker.

N<sup>o</sup> 2.—Copy of a Letter from Mr. Barrow to Commodore Bullen, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 1st of July 1826.—With two Enclosures.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for your information, copies of two letters from His Majesty's Commissioners at the Havanna, respecting the departure of three Spanish vessels, the Minerva, Dolorita, and Jacinta, from Cuba for the coast of Africa.

I am &c.

(signed) *John Barrow.*

Enclosure 1, in N<sup>o</sup> 2.

Sir,

Havanna, April 16th, 1826.

WE have the honour to inform you, that on the 2d instant the Spanish schooner Minerva, Manuel Fernandez, master; and on the 14th, the Spanish schooner, Dolorita, Joaquin Aureycochen, master, sailed from this port for the coast of Africa.

We have, &c.

(signed)

*Henry T. Kilbee.*  
*W. J. Macheay.*

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

(B.)

Instructions to  
Naval Officers.

Enclosure 2, in N° 2.

Havanna, April 30th, 1826.

Sir,

ON the 24th instant, the Spanish schooner Jacinta, Don Francisco Prieto, master, sailed from this port for the coast of Africa.

Since the date of our despatch, N° 6, we have not heard of the arrival, on the coasts of this island, of any vessels with slaves.

We have, &c.  
(signed) *Henry T. Kilbee.*  
*W. J. Macheay.*

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

N° 3.—Copy of a Letter from Mr. Barrow to Commodore Bullen, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 5th of September 1826.—With three Enclosures.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty, to transmit to you, for your information, a copy of a letter from Lord Howard de Walden, with copies of the two letters therein referred to from His Majesty's consul-general at the Cape de Verd Islands, respecting the prevalence of the Slave Trade in that quarter.

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

Enclosure 1, in N° 3.

Sir,

Foreign Office, 31 August 1826.

I AM directed by Mr. Secretary Canning to send to you the accompanying copies of letters from Mr. Clarke, His Majesty's consul-general at the Cape de Verds, containing statements respecting the prevalence of the Slave Trade in those Islands; and I am to request that you will be pleased to lay the same before the Lords Commissioners of the Admiralty, for their Lordships information.

I am, &c.  
(signed) *Howard de Walden.*

To the Secretary to the Admiralty.

Enclosure 2, in N° 3.

Sir,

St. Jago, 20th June 1826.

I BEG leave to acquaint you, for the information of Mr. Secretary Canning, that the Juliana Filles, Portuguese schooner (with Brandon), arrived at Brava, on or about the 12th instant, with upwards of 50 slaves; likewise another schooner (formerly Spanish), but whose name at present I have not been able to learn, arrived at the same period, with nearly 100 slaves; I regret I cannot give the necessary information to the authorities at Sierra Leone, having little or no communication with that settlement or the Gambia.

The brig that Brandon purchased about two years since, is at present lying at Brava, with the intention of proceeding with a large cargo of slaves direct to the Brazils.

I would beg to suggest, that if one of His Majesty's cruizers were stationed between Bissao, on the coast of Africa, and the Island of Brava, it would in all probability intercept the vessels, trading in slaves, from the former place to the latter, as that island now appears to be the principal depôt.

I have, &c.  
(signed) *J. P. Clarke, Consul-General.*

To John Bidwell, Esq.  
Superintendent of the Consular Department.

## THE SLAVE TRADE.

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Enclosure 3, in N° 3.

(B.)

Instructions to  
Naval Officers.

Sir,

St. Jago, 28th June 1826.

I BEG leave to acquaint you, for the information of Mr. Secretary Canning, that since the intercourse between the Portuguese and Brazilians has been renewed, a system of traffic in slaves, foreign to the intentions of the English Government, is carried on from these Islands to the southern ports (Rio Janeiro, Maranham, &c.) in which it is presumed they (the Portuguese) act strictly with the existing treaties.

Slaves (termed domestics) are sent from hence, openly, with a regular passport; there is now lying in this harbour a Portuguese brig, with 67 slaves on board, going direct from hence to Rio Janeiro; there are also three other vessels, two Portuguese and one American, with a deputation from the governor-general of these provinces to the court of Brazil, in which every person composing that deputation takes a certain number of slaves, nominally as attendants, but actually for traffic.

While passports can be obtained with such facility as is now the case, and the trade between these islands and the Portuguese settlements on the coast is conducted in the manner it has been hitherto, a final stop cannot take place to the traffic in slaves, they having little or no other returns to make for merchandize imported there but these unfortunate beings.

Mr. Secretary Canning must be perfectly aware that the Americans have great intercourse with the various settlements on the coast, and although they may not appear openly in the trade, they are finally paid by the produce of slaves shipped to these islands; one circumstance I am well aware has taken place within a very short period, a Mr. Gould, merchant of Boston, (United States), sent a cargo of merchandize to Bissao, and which was disposed of to the governor, Joachim Antonio de Mattas, and a note of hand passed by the latter to the American consul for the amount, and which I can positively assert has been compromised by a return of slaves.

By the arrival of His Majesty's ship *Leven*, Captain Owen, I am informed, that it is the intention of Commodore Bullen to visit this island shortly, when I shall make him acquainted with every particular on this and other subjects relative to the Slave Trade.

I have, &amp;c.

(signed)

*J. P. Clarke*, Consul General.

John Bidwell, Esq.

Superintendent of the Consular Department.

N° 4.—Extract from the Instructions issued by the Lords Commissioners of the Admiralty, on the 29th of January 1827, to Vice-Admiral the Honourable Charles Elphinstone Fleeming, as Commander-in-Chief of H. M. Ships and Vessels on the West India Station.

"WE transmit to you herewith, for your information and guidance, a copy of the Act 5 Geo. IV. c. 113, intituled, "An Act to amend and consolidate the Laws relating to the Abolition of the Slave Trade;" and copies of Instructions, which, in conformity with the treaties between this country and the Kings of Spain, Portugal and the Netherlands (of which copies are contained in the above Act), are issued under our signatures to the commanders of His Majesty's ships and vessels on the West India and certain other stations, to authorize them to search vessels bearing the flags of the three before-mentioned nations. You will take care that the said Act, Treaties and Instructions, be strictly adhered to by the commanders of the ships and vessels under your orders; and you will observe that vessels of the said nations, which may be detained for illicit trafficking in slaves, are to be sent for adjudication to the following places, as may be most convenient, according to the situation in which the detention may take place, viz.:

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

(B.)  
Instructions to  
Naval Officers.

“Vessels under English colours may be sent to or tried at either of the places above enumerated, and of course at any British port, where proper courts of judicature exist, as explained in the before-mentioned Act of Parliament.

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

N<sup>o</sup> 5.—Copy of a Letter from Mr. Barrow to Commodore Bullen, commanding His Majesty’s Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 15th of February 1827.—With one Enclosure.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you a copy of a letter from Governor Sir Neil Campbell to Earl Bathurst, relative to the utility of stationing a vessel of war between the Gambia and the Gallinas, with a view to the suppression of the Slave Trade, which may be carried on from that part of the coast.

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

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

My Lord, Head Quarters, Cape Coast Castle, 27th October 1826.

I HAVE the honour to submit to your Lordship the copy of a report received this day, which I considered it my duty to send to Commodore Bullen, in order to draw his notice to the Sherbro’ and Gallinas; for although the number of slaves exported from that part of Africa bears but a very small proportion to those who are exported from Benin and Biafra, it is, I presume, of great importance that in the immediate vicinity of Sierra Leone the traffic of slaves should be entirely put an end to, and that part of the coast of Africa never without one ship of the squadron between the *Gallinas* and the *Gambia*. The casual appearance of a ship of war in her passage from the Bight of Benin to Sierra Leone with a prize, or when sent for stores to that place, often without even seeing the Sherbro’, has a very different effect from the “special appropriation” of *one ship at all times*, and has only the effect of encouraging the preference to that part of Africa, which has the advantage of a much shorter voyage, at any rate.

I trust that your Lordship will not consider these remarks arise from any desire to interfere with another branch of service totally distinct from my own; and it would be very unjust towards Commodore Bullen not to acknowledge that he has shown the utmost zeal to assist my wishes; but I presume to think that your Lordship will consider it essentially necessary that one ship of the squadron should at all times be stationed between the Gallinas and the Gambia, until relieved by another; and that the views of His Majesty’s Government, with respect to that colony, are promoted in a much greater degree by totally extinguishing the Slave Trade in that part of Africa, than by taking an additional slaver or two in the Bight of Benin. The triumphant acts of piracy which have been perpetrated on that part of the coast by the slavers, have served to encourage the tuckers, and are very injurious to the colony.

I have, &c.

(signed) *Neil Campbell,*  
Govr W. C. of Africa.

To The Earl Bathurst, K. G.  
&c. &c. &c.

(B.)

Instructions to  
Naval Officers.

N° 6.—Extracts from the Instructions issued by the Lords Commissioners of the Admiralty, on the 9th of April 1827, to Commodore Collier, C. B., as Senior Officer of His Majesty's Ships on the African Station.

" You are then so to employ the force placed under your command as you may deem best, to afford every necessary countenance and assistance to the British settlements, and protection to the British commerce, and to prevent to the utmost of your power any illicit traffic in slaves by His Majesty's subjects, or by the subjects of the Kings of Spain, Portugal, and the Netherlands, with whom treaties, as hereinafter mentioned, have been concluded by this country respecting that traffic.

" We herewith transmit to you a copy of the Act 5 Geo. IV. c. 113, intituled, " An Act to amend and consolidate [the Laws relating to the Abolition of the " Slave Trade;" by which you are to be governed with regard to such British subjects as you may discover to be engaged in the said traffic, and to use every means in your power to carry into full effect the said Act.

" With regard to vessels belonging to the subjects of the Kings of Spain, Portugal, and the Netherlands, we refer you to the treaties or conventions concluded with those Sovereigns, and the other documents relating thereto, of which copies are contained in the Act before mentioned; and we herewith inclose instructions, signed by us, authorizing you, in conformity with the treaties to search vessels bearing the flags of the said nations respectively.

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

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

" And you are to understand, that any ships of the three before-mentioned nations which may be captured for illicit trafficking in slaves, are to be sent for adjudication to the following places, as may be most convenient, according to the situation in which the capture may be made, viz. ships of *any of the three nations*, to Sierra Leone, or *Spanish* ships, to the Havannah; *Dutch* ships to Surinam; courts having been established at these places for the trial of offences of the above description, committed by vessels of those nations respectively, as above detailed.

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

N° 7.—Copy of a Letter from Mr. Barrow to Commodore Christian, commanding His Majesty's Ships and Vessels on the Cape of Good Hope Station; dated Admiralty Office, the 5th of July 1827.—With two Enclosures.

Sir,

I AM commanded by his Royal Highness the Lord High Admiral to transmit to you copies of a note and its enclosure, addressed by the Portuguese Secretary of State to His Majesty's Ambassador at Lisbon, on the subject of the abuses stated to exist in regard to the Slave Trade on the Mozambique coast.

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

Enclosure 1, in N° 7.

THE undersigned, &c. in reply to the note which he received on the 23d of April last from his Excellency Sir William A'Court, &c., has the honour to forward to his Excellency a copy of the orders which her Serene Highness the Infanta Regent has caused to be issued through the Colonial Department to the governor and



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and captain-general of Mozambique, until other measures, now in contemplation, shall be taken to put a stop to the abuses and illegality which may exist in the Slave Trade on that coast.

The Undersigned renews, &c.

(signed) *D. Francisco D'Almeida.*

Alfarrobeira, 29th May 1827.

Enclosure 2, in N° 7.

A NOTE and its accompanying documents, from His Britannic Majesty's ambassador at this court, demanding the exact observances of the treaties existing between Portugal and Great Britain upon the Slave Trade, which in the above-mentioned documents is stated to be carried on in an illegal and consequently criminal manner, in the ports of Mozambique, and more particularly at Ibo, by the granting of passports in due form for the Brazils to ships which are destined to the ports of other countries, and which, being foreign property, go under different names, and are said to be Portuguese; having been laid before the Infanta Regent, in the name of the King, it is her Highnesses command that the Governor and Captain General of Mozambique immediately take adequate and strong measures for the prevention of such offences, in the certainty that the slightest omission in this important object will subject any authority, in whom so shameful a dereliction of duty shall be observed, to the most severe proceedings, and that the utmost rigour of the laws will be exercised upon those against whom it shall be proved that they have taken part, however indirectly, in such scandalous practices, of which the mere statement requires measures to be adopted by her Highness.

(signed) *Antonio Manoel de Norouha.*

Beneficia, May 26, 1827.

N° 8.—Extract of a Letter from Mr. Croker to Commodore Christian, commanding His Majesty's Ships and Vessels on the Cape of Good Hope Station; dated Admiralty Office, the 22d August 1827.

“ I AM to acquaint you that the *Espoir* is sent out for the special purpose of repressing the Slave Trade, and enabling you to keep one small vessel always on that station, (the *Mauritius*;) whose commander should have directions to attend to the suggestions of the governor of the *Mauritius* in the execution of this service.”

N° 9.—Copy of a Letter from Mr. Barrow to Commodore Collier, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 8th of September 1827.—With two Enclosures.

Sir,

I AM commanded by his Royal Highness the Lord High Admiral to transmit to you a copy of a letter from His Majesty's Consul at Bahia, with a list of vessels which have arrived from, or sailed for, the coast of Africa, between the 1st of April and 9th of June last.

I am, &c.

(signed) *John Barrow.*

Enclosure 1, in N° 9.

Sir,

Bahia, 9th June 1827.

I HAVE the honour to enclose a list of the vessels which have arrived from and sailed for Africa from this port, from the 1st April to this date. Of the last four vessels arrived here with slaves, three are from the north, (with 1,306 slaves,) and one from the south of the Line, (with 128 slaves.) I found this assertion on common report, accredited and uncontradicted; the former circumstance will probably nominate the enterprize of the illicit speculators, which the recent captures by our cruisers had somewhat paralyzed.

I observe the departure of two vessels unusually small one of 13, (the accuracy of which is doubtful,) and the other of 14 tons, for the coast of Guinea. These,

I am

## THE SLAVE TRADE.

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I am told, are not to bring slaves, but to facilitate the operations of other slave vessels, for the purpose of better eluding the increased vigilance which has lately been exercised by our squadron.

The tonnage which I quote may not be so accurate as heretofore, as the access to an authentic source, which I formerly had, has been recently denied to me, but with an intimation that I may remove the difficulty by a proper *douceur*.

I have, &amp;c.

Right Hon. George Canning.

(signed) *Wm. Pennell*, Consul.

(B.)

Instructions to  
Naval Officers.Enclosure 2, in N<sup>o</sup> 9.

List of Vessels which have arrived at Bahia from Africa, or which have sailed from Bahia for Africa, from 1st April to 9th June 1827; taken from the Register kept at the Arsenal at Bahia.

## Arrived.

2d April.—2<sup>o</sup> *Rosalia*; A. V<sup>o</sup> dos Santoz, master; 76 tons; 43 days from Onia.

11th April.—*União Zeliz*; J. D. S. Pocheeo; 43 days from Ambris, with 189 slaves.

13th April.—*Zeferina*; J. da Roza, jun.; 126 tons; 30 days from Molembo, with 246 slaves.

15th April.—*Caradora*; J. Barboza; 191 tons; 29 days from Molembo, with 303 slaves.

20th April.—*Vélós*; Z. S. Pereira; 184 tons; 23 days from the coast of Nieva.

21st April.—*São Benedito Zeliz*; J. d. S. Moreira; 135 tons; 32 days from Molembo, with 105 slaves.

23d April.—*Esperança*; D. J. de Bietto; 175 tons; 26 days from Molembo, with 111 slaves.

1st May.—*Ceylon*; J. West; 38 days from Coast of Mina, (an American.)

1st May.—*D. Anna*; J. R. Zerreira; 137 tons; 23 days from Angola, with 302 slaves alive, (14 died.)

12th May.—*Eclipse*; J. A. de Zaria; 80 tons; 33 days from Sierra Leone.

15th May.—*Santo Amaro*; J. Borges; 171½ tons; 28 days from Angola, with 251 slaves.

25th May.—*Tiberio*; Z. P. de Viana; 299¾ tons; 23 days from Molembo, with 520 slaves alive, (134 died.)

25th May.—*Nova Viagem*; J. C. Silveira; 103½ tons; 21 days from Molembo, with 350 slaves.

8th June.—1<sup>o</sup> *Rosalia*; J. Machad; 194½ tons; 29 days from Molembo, with 436 slaves.

9th June.—*S. Vicente Zerreira*; J. D. de Carvalho; 73½ tons; 38 days from Cabinda, with 128 slaves.

## Total of Slaves :

Arrived	-	-	-	-	-	-	-	2,941
Died	-	-	-	-	-	-	-	148

## Sailed :

5th April.—*Caridade*; J. R. Gomes; 106 tons; for the Coast of Mina.

11th April.—*Pueta da Franca*; B. Gomes da Sa; for Coast of Mina.

14th April.—*Emilia*; E. W. Zerreira; 106 tons; for Cabinda.

27th April.—*Cysteus*; R. Bace; for the Coast of Mina, (an American.)

12th May.—*Diligente*; Z. G. de Almeida; 182 tons; for Cayongo.

12th May.—*Henriquetta*; J. C. dos Santos; 256 tons; for Cabinda.

19th May.—*S. Joze Especulador*; S. Z. Cavaliero; 166½ tons; for Angola.

21st May.—*Aguia de Bahia*; J. G. de Mello; 112 tons; for Babo Lopo.

21st May.—*Despique*; A. L. Peixoto; 71½ tons; for Molembo.

30th May.—*Constituciao*; T. Luis; 102 tons; for Coast of Mina.

30th May.—*Petré*; P. Valentein; 14 tons; for Coast of Mina.

31st May.—*Caradora*; J. Barboza; 191 tons; for Ambris.

(signed) *Wm Pennell*.

(B.)

Instructions to  
Naval Officers.

N° 10.—Copy of a Letter from Mr. Barrow to Lieutenant Medley, commanding His Majesty's Gun Brig Plumper; dated Admiralty Office, the 18th of October 1827.

Sir,

I AM commanded by his Royal Highness the Lord High Admiral to transmit to you, for your information and guidance, a copy of an Act 5 Geo. IV. c. 113, intituled, "An Act to amend and consolidate the Laws relating to the Abolition of the Slave Trade;" and with reference to the treaties which have been entered into with Spain, Portugal, and the Netherlands, for the prevention of an illicit traffic in slaves, and of which copies are contained in the said Act; I am also to enclose to you three Instructions, signed by His Royal Highness, authorizing you, in conformity with the treaties, to search vessels bearing those flags; in doing which, as well as in the whole of your conduct towards such vessels, you are to be strictly governed by the said treaties, and the instructions attached to them.

I am, &c.

(signed) *John Barrow.*

*N. B.*—A similar letter was addressed, on the 29th of October 1827, to Commander Griffinhoofe of His Majesty's sloop Primrose.

N° 11.—Copy of a Letter from Mr. Croker to Commodore Collier, commanding His Majesty's Ships and Vessels on the Coast of Africa; dated Admiralty Office, the 3d of November 1827.

Sir,

HAVING laid before his Royal Highness the Lord High Admiral a letter from the Under Secretary of State for Foreign Affairs, transmitting copies of a despatch, and its enclosures, from His Majesty's commissioners at Sierra Leone, respecting the expediency of imposing some restriction upon the eventual sale, by British naval officers, of condemned slave vessels employed as tenders by His Majesty's ships on the African station; in order to prevent their falling into the hands of persons by whom they may again be used with illegal traffic in slaves, I am commanded by his Royal Highness to signify his direction to you to recommend to the officers under your orders not to purchase vessels of the description alluded to as tenders; but if they do so, it is to be under a clear understanding that they are not to sell them again unless it be into the King's service, and not to individuals in Africa or America.

I am, &c.

(signed) *J. W. Croker.*

N° 12.—Extract from the Instructions issued by his Royal Highness the Lord High Admiral, on the 19th of December 1827, to Commodore Skipsey, as Senior Officer of His Majesty's Ships on the Cape of Good Hope Station.

" You are to appropriate at least one of the squadron under your orders for the duties of the Isle of France; and you will direct the officer commanding the ship or ships stationed at the said island to attend to the suggestions of the governor for the prevention of any traffic in slaves.

" For the more effectual performance of this service, you are to observe, that in addition to the signed instructions which that officer will have received, in common with the other ships on the station, respecting Spanish and Portuguese ships trading in slaves, he is also to be furnished with the signed instruction relative to vessels engaged in such trade under the *Dutch* flag, which, under the limitation of the number of His Majesty's ships which may be furnished with such instructions, has been issued to the squadron on the Cape station; and that upon any change of the ship assigned to the service of the Isle of France, this instruction is to be successively transferred to the commander of the ship arriving to replace the former, with an alteration of the address of the instruction.

You

“ You will observe and signify the same to the captains and commanders under your orders, that vessels of the three nations above mentioned, captured for illicit trafficking in slaves, are to be sent for adjudication to the following places, at which courts have respectively been established for the trial of offences of that description ; viz. ships of *any of the three nations*, to Sierra Leone ; or *Spanish* ships, to the Havannah ; and *Dutch* ships to Surinam.”

(B.)

Instructions to  
Naval Officers.

N<sup>o</sup> 13.—Copy of a Letter from Mr. Barrow to Commodore Collier, commanding His Majesty's Ships and Vessels on the Coast of Africa ; dated Admiralty Office, the 24th of March 1828.

Sir,

WITH reference to my letter to you of the 26th of last month, N<sup>o</sup> 9, respecting the employment of a lieutenant in the command of the vessel called the *Black Joke*, attached as a tender to the ship you command, I am commanded by his Royal Highness the Lord High Admiral, to transmit to you a copy of the Act to amend and consolidate the laws relating to the abolition of the Slave Trade ; with three signed instructions authorizing the search of slave vessels under the Spanish, Portuguese, and Dutch flags ; and printed copies of the two letters which are usually addressed to the commanders of His Majesty's ships to whom those instructions are issued ; and I am to signify his Royal Highness's direction to you to take care that every officer successively placed in the command of the above tender, be regularly furnished with the said documents, and directed to attend strictly to them in all his proceedings, relative to slave vessels.

I am, &amp;c.

(signed) *John Barrow.*

N<sup>o</sup> 14.—Copy of a Letter which has been issued to the Commanders of all such of His Majesty's Ships and Vessels as have been ordered, from the 17th of March 1826 to the 13th of March 1828, to proceed to either of the following Stations ; viz. West Indies, South America, Cape of Good Hope, and East Indies.

Sir,

Admiralty Office.

I AM commanded by his Royal Highness the Lord High Admiral (*or*, my Lords Commissioners of the Admiralty,) to transmit to you, for your information and guidance, a copy of an Act, 5 Geo. IV. c. 113, intituled, “ An Act to amend and consolidate the Laws relating to the Abolition of the Slave Trade ;” and, with reference to the treaties which have been entered into with Spain and Portugal for the prevention of an illicit traffic in slaves, and of which copies are contained in the said Act, I am also to inclose to you two Instructions, signed by his Royal Highness, (*or*, by their Lordships), authorizing you, in conformity with the treaties, to search vessels bearing those flags ; in doing which, as well as in the whole of your conduct towards such vessels, you are to be strictly governed by the said treaties and the instructions attached to them.

The foregoing letter, with the documents therein referred to, have been issued between the 17th of March 1826 and the 13th of March 1828, to the commanders of the following ships and vessels of His Majesty :

Aurora,	Barham,	Victor,
Espiegle,	Thetis,	Alert,
Success,	Menai	Satellite,
Java,	Cadmus,	Maidstone,
Ganges,	Fairy,	Grasshopper,
Heron,	Slaney,	Mersey,
Forte,	Espoir,	Sapphire.
Arachne,	Tweed,	

P A P E R S

RELATING TO

THE SLAVE TRADE:

*VIZ.*

COPIES AND EXTRACTS OF THE

CORRESPONDENCE

Between the Admiralty and Naval Officers, since  
1st January 1826, not already laid before the  
House of Commons, relative to the Suppression  
of the Slave Trade:

November 1825—July 1827.

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*Ordered, by The House of Commons, to be Printed,  
23 May 1828.*

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366.