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SLAVE TRADE.

RETURN to an Address of the Honourable The House of Commons,
dated 25 November 1847 ;—for,

- “ RETURN of the Number of Her Majesty’s SHIPS of WAR employed on the Coast of *Africa* for the SUPPRESSION of the SLAVE TRADE, in the Month of June 1847, stating the Number of Men and Guns on board of each, and the Aggregate.”
- “ ESTIMATE of the EXPENSE of Her Majesty’s SHIPS of WAR employed for the SUPPRESSION of the SLAVE TRADE, and of all their Appointments, so as to exhibit the Aggregate Charge to the Country for their Support in the Year 1846-7.”
- “ RETURN of the Number of SHIPS of WAR belonging to *France*, and the Number belonging to the United States of *America*, employed on the Coast of *Africa* for the SUPPRESSION of the SLAVE TRADE, agreeable to Treaties with *Great Britain*, stating the Number of Ships of each Class, and the Number of Men and of Guns belonging to each, and the Aggregate, so far as the same can be ascertained.”
- “ AND COPIES OF EXTRACTS of all the REPORTS or DESPATCHES received from the OFFICERS commanding Her Majesty’s SHIPS of WAR employed for the SUPPRESSION of the SLAVE TRADE on the Coast of *Africa*, since January 1847, on the State of Slavery and the Slave Trade.”

Admiralty,
25 February 1848. }

H. F. AMEDROZ,
Chief Clerk.

A RETURN of the Number of Her Majesty’s SHIPS of WAR employed on the Coast of *Africa* for the SUPPRESSION of SLAVE TRADE, in the Month of June 1847, stating the Number of Men and Guns on board of each, and the Aggregate.

SHIP.	GUNS.	MEN.	SHIP.	GUNS.	MEN.
Penelope - - - -	22	270	Brought forward - -	149	1,510
Actæon - - - -	24	200	King-Fisher - - - -	12	110
Favourite - - - -	14	130	Flying-Fish - - - -	12	110
Prometheus - - - -	5	100	Albatross - - - -	12	120
Heroine - - - -	6	80	Ferret - - - -	8	80
Bittern - - - -	16	130	Styx - - - -	4	145
Rolla - - - -	10	80	Siren - - - -	16	140
Ranger - - - -	8	80	Devastation - - - -	6	147
Water-Witch - - - -	8	80	Hound - - - -	8	80
Wanderer - - - -	12	130	Rapid - - - -	8	80
Mariner - - - -	12	120	Sealark - - - -	8	80
Contest - - - -	12	110	Grappler - - - -	4	70
Carried forward - -	149	1,510	Tortoise - - - -	12	109
			TOTAL - - - -	259	2,781

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A RETURN of an ESTIMATE of the EXPENSE of Her Majesty's SHIPS of WAR employed for the SUPPRESSION of the SLAVE TRADE, and of all their Appointments; so as to exhibit the Aggregate Charge to the Country for their Support, in the year 1846-47.

DESCRIPTION OF CHARGE.	CHARGE.
Estimate of the expense of the Wages and Victuals of the Crews of Her Majesty's Ships of War employed in the Suppression of the Slave Trade in 1846-47 - - - - -	£. 220,233
Estimate of the Expense of the Wear and Tear of the Hulls, Masts, Yards, Rigging and Stores supplied for the use of Her Majesty's Ships employed in the above service, according to the statement received from the Surveyor's Department - - - - -	49,313
Estimate of the Expense of the Wear and Tear of the Machinery of Her Majesty's Steam Vessels employed as above, according to the statement received from the Department of the Comptroller of Steam Machinery - - - - -	17,790
Estimate of the Value of Coals provided for the use of the above Steam Vessels, according to the statement received from the Store-keeper-general's Department - - - - -	14,287
AGGREGATE CHARGE - - - £.	301,625

Admiralty, 13 December 1847.

J. T. Briggs,
Acc^t-Gen^l of the Navy.

RETURN of the Number of SHIPS of WAR belonging to *France*, and the United States of *America*, employed on the Coast of *Africa*, for the SUPPRESSION of the SLAVE TRADE, agreeable to Treaties with *Great Britain*, stating the Number of Ships of each Class, and the Number of Men and Guns belonging to each, and the Aggregate, as far as can be ascertained.

Name of Ship.	Guns.	Number of Men.	Name of Ship.	Guns.	Number of Men.
BELONGING TO FRANCE:			Jonquille - - -	4	} -- The number of men allowed in the complement not known.
Mercure - - -	20	} -- The number of men allowed in the complement of these ships not known.	Hirondelle - - -	6	
Abeille - - -	20		Australia, steam-vessel (160 horse power).		
Camille - - -	20		Narval, steam-vessel (160 horse power).		
Indienne - - -	14		Galibé, steam-vessel (80 horse power).		
Infatigable - - -	14		Adour Transport - - -		
Aleyone - - -	10		Aube ditto - - -		
Bougainville - - -	10		Marsouin ditto - - -		
Comète - - -	10		Total Number of Guns	216	
Cygnogue - - -	10		BELONGING to the UNITED STATES:		
Dupetit Thouars - - -	10		James Town - - -	22	} -- The number of men allowed in the complement not known.
Flèche - - -	10	Boxer - - -	10		
Leger - - -	10	Total Number of Guns	32		
Papillon - - -	10				
Rossignol - - -	10				
Surprise - - -	10				
Panthere - - -	8				
Amaranthe - - -	4				
Frère - - -	6				

Admiralty, 24 February 1848.

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COPIES of all REPORTS or DESPATCHES received from the OFFICERS commanding Her Majesty's SHIPS of WAR, employed for the Suppression of the SLAVE TRADE on the Coast of *Africa*, since January 1847, on the State of Slavery and the Slave Trade.

Received 9 January 1847.

(No. 51.)

Sir,

“Devastation,” Ascension, 24 November 1846.

I REQUEST you will lay before my Lords Commissioners of the Admiralty the enclosed copy of a despatch from Commander Murray, detailing the manner in which he had executed their Lordships' orders of the 24th of July last.

This statement appears to me so clear, that I have only to add my hope that their Lordships may think proper to transmit, without delay, the promised present to the King of Cape Mount, as this individual appears faithfully to have performed his engagements with us.

I have, &c.

(signed) *Charles Hotham*,

Commodore.

The Secretary of the Admiralty.

Enclosure No. 1, in Letter No. 51, dated 24 November 1846.

H. M. Sloop “Favourite,”

Off Cape Mount, 31 October 1846.

Sir,

I HAVE the honour to report for your information, that on arriving here I lost no time in letting King Fana Taro and the chiefs know that I had a communication to make to them; after several days' delay, having crossed the bar with Commander Dacres on the 22d, I proceeded a few miles up the river to Grey Town, and there met the chief Tom Levin and another chief, who excused the appearance of Fana Taro, on the plea of ill health and old age.

After assuming that England did not claim any right of interference with their system of domestic slavery, in obedience to the paragraph of your order, dated 8th October 1846, marked 1, I promised that a present in goods should be made to them, should they strictly observe the treaty of the 2d of January 1846.

The chiefs contended that the treaty had been strictly observed; that no barracoons or collection of slaves for exportation existed anywhere on the territory of Cape Mount; and expressed much disappointment that the presents which the late Commodore Jones had led them to expect had not been forwarded.

The chiefs represented that as yet no adequate compensation had accrued to them for having given up the slave trade; that no legitimate commerce had commenced, though their country was rich in cam-wood, timber, palm oil, ivory and gold dust; and an idea seemed to exist in their minds, that traders were prevented approaching the coast by the French and English men-of-war. I asserted that such was not the case, and Commander Dacres informed them that four months previously he had written to the Governor of Sierra Leone, requesting him to invite the merchants of that colony to open a trade with the Cape Mount territory.

I have also addressed a letter to Governor Macdonald on the same subject, a copy of which I herewith submit.

On the 24th, Prince George Cain came on board to a palaver, at which Commander Dacres was present; this chief, who is son-in-law to Fana Taro, is, I believe, sincerely desirous of suppressing the slave trade, of establishing a legitimate commerce in this territory, and of getting rid of the notorious Theodore Canot, who is the only person who supplies their wants with European goods; that individual is at present absent, it is said, in America; Prince Cain voluntarily pledged himself to expel him from the country, asking our aid to do so if necessary, should he be able to acquire proofs of his being engaged in slave dealing anywhere in this vicinity after his return, which is expected soon.

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On the 28th, accompanied by Commander Dacres, I paid a visit to the Governor of the free settlement of Monrovia, who expressed himself exceedingly anxious to repress the slave trade in this neighbourhood; he stated that he had no reason to believe that any slaving existed at Cape Mount at present.

I called upon the individual whose name you confidentially indicated to me; he assured me that in the event of any preparation being made for shipping slaves from Half Cape Mount, which is a territory distinct from Cape Mount, with which we have no treaty, though the Monrovia have, that the Mesurada militia would instantly be put in motion to seize and liberate the slaves. The distance from Monrovia is not more than 20 miles, and the place is watched carefully by land.

I may here mention, that the 750 slaves from the Congo, who were put on shore at Monrovia last December, though very embarrassing to that place at first, have now become useful and industrious.

It therefore does not appear to me that any reason at present exists for calling on the chiefs of Cape Mount to observe the treaty with England more strictly.

Should Mr. Canot return, I have little doubt of being able to prevail on Prince Cain to expel him from his territory, if proofs of slave dealing can be adduced against him.

I shall now forward a copy of this letter to the Secretary of the Admiralty, for their Lordships' information.

I have, &c.

(signed) *Alex. Murray,*
Commander.

George Mansell, Esq.,
Captain H. M. S. Actæon.

Enclosure No. 2, in Letter No. 51, dated 24 November 1846.

Sir,

H. M. Sloop "Favourite,"
Off Cape Mount, 25 October 1846.

I HAVE the honour to state, for your Excellency's information, that on my arrival here to assume the charge of the Sierra Leone division of the squadron from Commander Dacres, that I made it [my business to have personal interviews with some of the chiefs, to ascertain their disposition with regard to the slave trade.

Fana Taro, the king, has, from age and ill-health, lost all influence. The most powerful man is Prince George Cain, his son-in-law, who will probably succeed him.

My impression is that this chief is sincerely desirous of suppressing the slave trade, and of observing the treaties with England; but he, with the other chiefs, assert, that while they are foregoing the ancient profits derived from slave dealing, no legitimate commerce finds its way to their shore, and the only store existing here belongs to the notorious Theodore Canot, whom Prince Cain professes himself heartily desirous of getting rid of, but that there is no one else to whom they can have recourse for supplies of merchandize, &c.

Under these circumstances, I think it my duty to submit, for your Excellency's consideration, the propriety of your inviting the merchants of Sierra Leone to establish a factory here, which Prince Cain promises to build and protect.

I have, &c.

(signed) *Alex. Murray,*
Commander.

His Excellency the Governor of Sierra Leone.

Received

Received 3 February 1847.

(No. 64.)

“Devastation,” Ascension,
17 December 1846.

Sir,

IN pursuance of their Lordships' instructions dated 23 July 1846, I directed Captain Mansel to proceed in Her Majesty's ship “Actæon” to Brinbia, and compel King William to carry into effect the treaty ratified with Great Britain, under date 17 February 1844. I now do myself the honour to enclose copies of Captain Mansel's reports on the subject, wherein he expresses his entire conviction that King William has always punctually fulfilled his agreement with us. The last paragraph of Captain Mansel's letter, dated 21st November, merits their Lordships' attention. Captain Mansel points out the necessity of placing King William on an equal footing with the kings of the Cameroons and the Calabar; and it certainly appears highly impolitic to reward his very questionable neighbours on the right and left, and pass over the chief against whom not a shadow of suspicion exists.

I have, &c.
(signed) *Charles Hotham,*
Commodore.

The Secretary, Admiralty.

Enclosure No. 1, in Letter, 17 December 1846. No. 64.

H. M. S. “Actæon,” off Fernando Po,
20 November 1846.

Sir,

I BEG leave to inform you, that in pursuance of your orders dated 19th October, I proceeded to Brinbia, for the purpose of carrying into execution the instructions of Her Majesty's Government for the due fulfilment of the treaty with Great Britain on the part of King William and chiefs of that country.

I readily availed myself of a voluntary offer by Captain Beecroft, of Fernando Po, to accompany me on this service, as his knowledge of the localities was likely to prove extremely useful, should I have found it necessary to have resorted to coercive measures.

I anchored off Brinbia the night of the 18th ultimo, in company with Her Majesty's steam sloops “Hydra” and “Styx,” and the following morning landed and saw King William, whose conduct I found so perfectly open and honest, that I sent on board for Captain Beecroft to witness the communications I was about to make.

I also invited the English missionaries, who have been established there for some time past, to assemble and furnish me with such information as they possessed relative to the object I had in view.

I fully satisfied myself, 1st, That no ground whatever of suspicion exists that any exportation of slaves had taken place from the territories of King William, or that any of his people under his authority had aided or assisted in any export of slaves.

2d. That no persons, Europeans or others, had been allowed to reside in Brinbia, for the purpose of carrying on slave trade, and that no houses, stores or buildings had been erected, or are in existence for that object.

3d. That no British subjects or liberated Africans are held in captivity in the territory of King William. I beg leave also to state, from the concurrent testimony of Captain Beecroft, Mr. Linslayer (who has a factory at Brinbia), the English missionaries there resident, who have free access to all parts of the country at all seasons, that not only has the conduct of King William been honest and faithful to his engagements with us, but even prior to such engagements, he had voluntarily and practically opposed the export of slaves. I distinctly set forth that nothing was more foreign to our object than an interference with the system of domestic slavery, as established in Africa.

It is to be regretted that King William is not possessed of a copy of the treaty with our Government, neither had I the means of supplying the deficiency, but I clearly explained to him in the presence of his own people, of the missionaries, and Captain Beecroft, that Her Majesty's Government regretted he should have supposed he had a right to expect any other present than that which he had received on the definitive conclusion of the treaty. He expressed himself as
much

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much hurt and humiliated, that he was not deemed worthy to receive a remuneration or mark of regard similar to his neighbours of Calabar and the Cameroons, but this was done without the least symptom of resentment.

It is but justice to observe, that his conduct throughout evinced good feeling, good sense, and propriety.

I have, &c.

(signed) *George Mansel*, Captain.

Commodore Sir C. Hotham, K.C.B.,
&c. &c. &c.

Enclosure, No. 2, in No. 64.

Her Majesty's ship "Actæon,"
Fernando Po, 21 November 1846.

Sir,

I TRUST I may be excused in making the following observations on the subject of our relations with Brinbia, as connected with the abolition of the slave trade.

In my letter of yesterday's date which I had the honour to address you, I stated that King William had practically and voluntarily opposed himself to the exportation of slaves prior even to the treaty with Great Britain.

I now beg leave to offer an illustration of that assertion. In January 1844, King William sent a special messenger to Fernando Po to Captain Beecroft, giving information of the arrival in his harbour of a brigantine, endeavouring to purchase slaves, and requesting a British vessel of war might be sent for the purpose of effecting her capture. Very shortly, Her Majesty's brig "Rapid" arrived at Fernando Po, when her late commander, Erle, promptly availed himself of the information, ran over to Brinbia, and there captured the brigantine "Isabel," Fernando Rivel, master.

I beg further to state, that the offer to purchase was a strong temptation to King William, as he possesses a very large number of slaves, and had every facility of embarking them without risk of obstruction.

These slaves, in considerable numbers, are located in the vicinity of the towns within his territory, for the purpose of securing the allegiance of the inhabitants.

When these circumstances are taken into consideration, together with the well-authenticated proofs of the exemplary fulfilment of the treaty by King William, I venture with great deference to express my conviction, that were Her Majesty's Government to put him on an equal footing with respect to presents with his immediate neighbours to the east and west, the kings of the Cameroons and Calabar, that the measure would be productive of good results; it would tend to uphold his authority in the eyes of his people, establish him in his good resolves, and prove to his less honest neighbours that the British Government are as capable of generously rewarding good conduct, as of purchasing an abstinence from evil.

I have, &c.

(signed) *Geo. Mansel*, Captain.

Commodore Sir C. Hotham, K.C.B.,
&c. &c. &c.

Received 3 April 1847.

(No. 11.)

"Devastation," Sierra Leone,
11 February 1847.

Sir,

WITH reference to your letter dated 23 July 1846, and its enclosures, signed by the Under-Secretary of State for Foreign Affairs, I have the honour to request that you will move my Lords Commissioners of the Admiralty to order a present to be made to King Fana Taro, chief of Cape Mount, the commanding officer of the division being of opinion that this individual has faithfully executed the treaty.

It appears that Captain Mansel directed Commander Murray to confirm the promise of a present; and as the African race in general place the most undi-
vided

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vided confidence in British loyalty and good faith, the further withholding the present would create dissatisfaction, and render them suspicious in their future dealings.

But I recommend that the whole payment to King Fana Taro, or his successor, should be limited to the value of 600 dollars in goods, to be remitted in three instalments, on the requisition of the officer commanding this station, and that the first portion should be sent forthwith.

I have, &c.

(signed) *Charles Hotham*,
Commodore.

The Secretary, Admiralty.

(No. 12.)

Sir,

“Devastation,” Sierra Leone,
11 February 1847.

I REQUEST you to lay before my Lords Commissioners of the Admiralty the accompanying copy of a letter from Commander Murray, and treaty concluded between that officer and the chiefs of Manua.

I trust that their Lordships will remark with pleasure, that the first overtures were made by the chiefs, whose object probably was to alter the character of the trade of their country, and substitute palm oil for slaves.

And I entertain hopes that, reviewing these circumstances, Her Majesty's Government will ratify this treaty, and sanction the presents which Commander Murray held out.

I should recommend that the principle laid down in my despatch, No. 64, should be observed. The territories of Cape Mount and Manua are contiguous, and were a present made to the one, and withheld from the other, invidious comparisons might be drawn.

As the Manua country is more limited in extent than the territory of Cape Mount, a smaller present should be awarded; and I therefore suggest that goods to the amount of 300 dollars be remitted in three separate instalments, the first to be made forthwith; the remainder to depend upon the report of the senior officer commanding this station.

I have, &c.

(signed) *Charles Hotham*,
Commodore.

The Secretary, Admiralty.

Enclosure No. 1, in Sir *Charles Hotham's* Letter to the Secretary of Admiralty, dated 11 February 1847.—(No. 12.)

H. M. Sloop “Favourite,” Cape Mount,
2 January 1847.

Sir,

OVERTURES having been made to me by the chiefs of the Manua country to enter into a treaty with them similar to that concluded with Cape Mount, I deemed it my duty not to neglect so favourable an opportunity of extending the influence of England into the very heart of the slave-dealing territory.

Manua country is bounded on the N. W. by the Solyman River, which enters the sea near Gallinas, and extends along the coast about 12 miles to Manua Point; several slave factories and barracoons existed on the left bank of the Solyman within these last six weeks, but they have been much destroyed and the slaves liberated and dispersed, in the course of the native war now waging between the natives on each side of the Solyman.

The Manua people are assisted by George Cain, a chief of Cape Mount, who I believe to be the person who has induced their desire to make a treaty with us.

Having received Prince George Cain on board at Cape Mount, I proceeded off Manua on the 28th ultimo, and on the 30th received the chiefs on board, and concluded a treaty in the terms of the Appendix to Sec. 7.

It immediately afterwards occurred to me that power ought to have been reserved to the King of the French to join in the treaty, according to Article 5, of the Convention of 1848; and as Captain Chaigneau, of the French brig “Bougainville,” arrived the same evening, and incidentally asked if I had made such reservation, I hastened to reassemble the chiefs and procure their signatures to a treaty in triplicate; the original and duplicate of which I here-

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with transmit to you, for your consideration, as you will perceive it requires your ratification.

Captain Chaigneau sailed for Cape Mount the day before, declining to be present at the meeting, as he had no authority to negotiate, but expressed a hope that I would furnish him with a copy of the treaty, as the King of the French is mentioned therein.

In treating with the chiefs, I refused to promise that England would make them any present; but said that I would submit to you the propriety of their receiving such a one as may be given to the chiefs of Cape Mount, in proportion to the size of their territory and people, which may be considered as perhaps two-thirds, being much more populous; and I trust I do not presume in expressing a hope, that should this treaty be accepted, that it will not be left in the power of the chiefs to say that they have agreed to the proposal of England, but have received nothing in return.

One refractory chief holds out a town, and keeps possession of 240 slaves, intended for exportation; they are now endeavouring to reduce him by force, and promise to give the slaves up when they take the town.

I have furnished the chiefs with a copy of the treaty, and Captain Chaigneau, of the "Bougainville," with another. You will observe that the Manua country is separated from Cape Mount by the Surgury territory only. I have reason to believe that a treaty with the Surgury chiefs also may shortly be entered into, and the whole country from the River Solyman to Half Cape Mount River, where the Liberian territory commences, will be engaged to abandon the slave trade.

I have, &c.

(signed) *Alex. Murray,*
Commander.

Commodore Sir C. Hotham, K.C.B.,
&c. &c. &c.

Enclosure No. 2, in Sir *Charles Hotham's* Letter to the Secretary of the Admiralty, dated 11 November 1847. (No. 12.)

ALEXANDER MURRAY, Esq., Commander of Her Majesty's sloop "Favourite," on the part of Her Majesty the Queen of England, and the Chiefs of Manua and of the neighbourhood, on the part of themselves and of their country, have agreed up on the following articles and conditions:—

Article 1.—THE export of slaves to foreign countries is for ever abolished in the territories of the chiefs of Manua; and the chiefs of Manua engage to make and proclaim a law, prohibiting any of their subjects, or any person within their jurisdiction, from selling or assisting in the sale of any slave for transportation to a foreign country; and the chiefs of Manua promise to inflict a severe punishment on any person who shall break this law.

Art. 2.—No European or other person whatever shall be permitted to reside within the territory of the chiefs of Manua for the purpose of carrying on in any way the traffic in slaves, and no houses or stores or buildings of any kind whatever shall be erected for the purpose of slave trade, within the territory of the chiefs of Manua.

Art. 3.—If at any time it shall appear that slave trade has been carried on through or from the territory of the chiefs of Manua, the slave trade may be put down by Great Britain, by force, upon that treaty, and British Officers may seize the boats of Manua found anywhere carrying on the slave trade; and the chiefs of Manua will subject themselves to a severe act of displeasure on the part of the Queen of England.

Art. 4.—The subjects of the Queen of England may always trade freely with the people of Manua in every article they may wish to buy or sell, in all the places and ports and rivers within the territories of the chiefs of Manua, and throughout the whole of their dominions, and the chiefs of Manua pledge themselves to show no favour and give no privilege to the ships and traders of other countries, which they do not show to those of England.

Additional Article 1.—The slaves now held for exportation shall be delivered up to the British ships at Cape Mount, for the purpose of being carried to a British colony and there liberated, and all the implements of slave trade, and the barracoons or buildings exclusively used in the slave trade, shall be forthwith destroyed.

Additional

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Additional Article 2.—Europeans or other persons now engaged in the slave trade are to be expelled the country; the houses, stores or buildings hitherto employed as slave factories, if not converted to lawful purposes, within three months of the conclusion of this engagement, are to be destroyed.

Power is hereby expressly reserved to his Majesty the King of the French to become a party to this treaty, according to the 5th Article of the Convention between Her Majesty and the King of the French, signed the 29th May 1845.

Given under our hands and seals, on Manua Beach, this 1st day of January 1847.

(signed) ^{his} Thos. × Cole, Chief of Manua Rock.
mark.

^{his} Geo. × Robin, Chief of Manua River.
mark.

Wm. B. Morrison, for Samuel Caulker.

^{his} Jim × Cole.
mark.

Alexander Murray,
Commander of H. M. S. "Favourite" and
Senior Officer of the Sierra Leone Division.

By virtue of the power deputed to me, I do hereby declare the approval of Her Majesty the Queen, my mistress, to the above engagement.

Given under my hand, on board H. M. S. "Devastation," at Sierra Leone, this 6th day of February 1847.

(signed) Charles Hotham,
Commodore.

The foregoing treaty was signed, sealed and delivered in our presence.

Witness,

(signed) Alfred Roger, } Lieutenants H. M. S.
E. L. Strangways, } "Favourite."

^{his} Geo. × Cain, One of the Chiefs of
mark. Cape Mount.

^{his} Jo. × Parker, Pilot and Interpreter,
mark. H. M. S. "Favourite."

A. Curtis, Settler at Cape Mount.

^{his} James × Freeman, }
mark. } Two of the Chiefs
^{his} Thos. × Freeman, }
mark. } of Surgury.

Received 3 April 1847.

(No. 14.)

"Devastation," Sierra Leone,
11 February 1847.

Sir,
WITH reference to your letter dated 31 August 1846, authorizing me to delegate the duty of concluding treaties with the native chiefs of Africa to officers in whom I have confidence, I now have the honour to request that you will lay the accompanying treaty, concluded with the King of Caguabac by Commander Murray, of Her Majesty's sloop "Favourite," before my Lords Commissioners of the Admiralty, as well as the letter of that officer, dated 31 January 1847.

I have, &c.
(signed) Charles Hotham,
Commodore.

The Secretary of the Admiralty.

Enclosure No. 1, in Sir *C. Hotham's* Letter to Secretary of Admiralty, 11 February 1847. (No. 14.)

ALEXANDER MURRAY, Esq., Commander of Her Majesty's sloop "Favourite," on the part of Her Majesty the Queen of England, and *Antonio*, King or the principal Chief of the island of Caguabac, on the part of himself and of his country, have agreed upon the following Articles and Conditions :

Art. 1. THE export of slaves to foreign countries is for ever abolished in the territories of Antonio, King or the principal Chief of the island of Caguabac ; and Antonio, King or the principal Chief of the island of Caguabac, engages to make and proclaim a law prohibiting any of his subjects, or any person within his jurisdiction, from selling or assisting in the sale of any slave for transportation to a foreign country ; and Antonio, King or principal Chief of the island of Caguabac, promises to inflict a severe punishment on any person who shall break this law.

Art. 2. No European or other person shall be permitted to reside within the territory of Antonio, King or principal Chief of the island of Caguabac, for the purpose of carrying on in any way the traffic in slaves ; and no houses or stores or buildings of any kind whatever shall be erected for the purpose of slave trade within the territory of Antonio, King or the principal Chief of the island of Caguabac.

Art. 3. If at any time it shall appear that slave trade has been carried on, through or from the territory of Antonio, King or principal Chief of the island of Caguabac, the slave trade may be put down by Great Britain by force upon that territory, and British officers may seize the boats of the island of Caguabac found anywhere carrying on the slave trade ; and Antonio, King or the principal Chief of the island of Caguabac, will subject himself to a severe act of displeasure on the part of the Queen of England.

Art. 4. The subjects of the Queen of England may always trade freely with the people of the island of Caguabac in every article they may wish to buy or sell, in all the places and ports and rivers within the territories of Antonio, King or the principal Chief of the island of Caguabac, and throughout the whole of his dominions ; and Antonio, King or the principal Chief of the island of Caguabac, pledges himself to show no favour, and give no privilege to the ships and traders of other countries, which he does not show to those of England.

Power is hereby expressly reserved to his Majesty the King of the French to become a party to this treaty, according to the 5th Article of the Convention between Her Majesty and the King of the French, signed the 29th May 1846.

Given under our hands and seals, on the island of Caguabac, this 26th January 1847.

(signed) ^{his} King × *Antonio*.
mark.

Alex^r Murray, Commander,
H. M. S. "Favourite."

By virtue of the power deputed to me, I hereby declare the approval of Her Majesty the Queen, my mistress, to the above engagement.

Given under my hand, on board Her Majesty's sloop "Favourite," this 26th day of January 1847.

(signed) *Alex^r Murray*, Commander,
and Senior Officer of the Sierra
Leone Division.

The foregoing treaty was signed, sealed and delivered in our presence.

Witness, (signed) ^{his} *Antonio*, × a Chief of Caguabac.
mark.

^{his} *Kaitano*, × Interpreter.
mark.

A. M^r Murdo, Commander of H. M.
Sloop "Contest."

E. H. Towsey, Lieutenant, H. M. S.
"Favourite."

W. A. Parker, Pilot and Interpreter,
H. M. S. "Favourite."

Enclosure

Enclosure No. 2, in Sir *C. Hotham's* Letter to Secretary of Admiralty, No. 14, of 1847; dated 11 February 1847.

H. M. Sloop "Favourite," at Sea,
31 January 1847.

Sir,

HEREWITH I have the honour to enclose the original and duplicate of a treaty which, in obedience to your order, dated 24 November 1846, I have concluded with the King of Caguabac, in whose possession I have left the triplicate.

Caguabac is an island situated in the Bissagos Archipelago, in lat. $10^{\circ} 15' N.$, and long. $15^{\circ} 40' W.$; Damiong Bay, on the N. E. shore, is spacious, with good holding-ground and watering-places, where even at this season any quantity may be obtained; the island is populous, and the natives all go armed to the teeth; they are somewhat barbarous, wearing no clothes, and little understanding the value of money; there does not appear ever to have been any slave trade carried on. The existing trade seems to be with Bissao, where the palm oil produced on the island is taken in large canoes. Vessels seldom anchor at Caguabac.

The island is very beautiful; the surface consisting of grassy plains and forests of palm trees; the soil is dry and wholesome, and the shores entirely without the noxious mangrove; in no part of the world have I ever seen a place apparently so free from all unhealthy influences; the temperature was sometimes as low as 72° in the cabin, and never exceeded 78° ; cattle and poultry abound. The raw material for an immense trade in palm oil exists in great perfection, as indeed the palm is the only tree on the island, which is covered with it; the smooth water anchorage all round the shores would be very favourable to the traders accustomed to the surf of the main coast.

I found little difficulty in persuading the King to conclude the treaty, or in permitting me to take a copy of the one entered into with the French, which I now transmit to you. On the occasion of the treaty being signed, I thought it right to order a present of rum and tobacco to be made to the King, which I hope will not meet with your disapproval; but as he makes no sacrifice in engaging to abstain from the slave trade, I did not deem it necessary to lead him to expect that any present would be made to him by the English Government.

I trust I have not erred in concluding this treaty; having introduced into it in all other respects exactly according to the Appendix to Section 7, a reservation in favour of the King of the French, as provided for in the 5th Article of the Convention entered into between Her Majesty and the King of the French, dated 29th May 1845, which date you will observe is a few days later than that of the French Caguabac treaty.

I have, &c.

(signed) *Alexander Murray*, Commander,
and Senior Officer of the Sierra Leone Division.

Commodore Sir Charles Hotham, K. C. B.,
&c. &c. &c.

Received 26 May 1847.

(No. 100.)

Sir,

"Penelope," at St. Helena,
7 April 1847.

THE instructions under which I am acting, direct that an annual report on the state of legal commerce, and the extent of the slave trade throughout this station, should be made by the Senior Officer to the Board of Admiralty; and as I have now completed my visit to the whole coast, and received much information from the officers commanding the different division of ships, I request you will do me the honour to lay the result of my inquiries before the Lords Commissioners of the Admiralty; at the same time it would be well to add, that the fraud, and deceit and cunning, which are mixed up in the dealings between the whites and Africans, render attempts to elicit the truth beyond measure difficult; therefore I am desirous that no more importance should be attached to these opinions than a six months' residence on this station may warrant.

As a necessary preliminary to a successful co-operation, a personal acquaintance with the officers commanding the French and American squadrons was required, I therefore sailed on December the 26th, for the Cape de Verd Islands,

where I had reason to believe Commodore Read would be found; unluckily he happened to be on the coast, and so without loss of time I proceeded to Goree.

As their Lordships have been already informed of all the particulars connected with the melancholy loss of the "Caraipe," bearing the flag of Rear-Admiral Montagnées de la Roque, I shall not dwell upon them, except to repeat that the sincere sympathy which every one in the "Devastation" evinced on that occasion, was most cordially received by the French officers, and that Admiral Montagnées paid me the unusual compliment of saluting my broad pendant on the very first moment he had it in his power.

It is needless to add, that our subsequent arrangements were concluded in the most friendly and cordial spirit, and that I rejoiced to find in my colleague, a sincere and hearty desire to exert all his power in the suppression of the slave trade, and the due fulfilment of the treaty.

From hence I proceeded to Sierra Leone. The general opinion of the best informed persons in that colony, supported by Governor Macdonald, leads me to believe that the slave trade in the neighbouring districts is effectually checked, and the vigilant watch which our cruisers maintain over that part of the coast will, I have no doubt, induce the chiefs to turn their attention to legitimate commerce, and abandon this precarious traffic.

Occasional shipments may be made, but the expense of maintaining a large body of slaves for an uncertainty, will deter the professional dealer from embarking in the trade.

Recent circumstances confirm this opinion. Their Lordships have been already made acquainted with the spontaneous desire of the chiefs of the Manua country to enter into a treaty with us. They wish to make the wealth and produce of their country known to the British merchants, and they are keen enough to see the advantages of a certain traffic on small gains. Assisted by the officers under my command, I have given every publicity to this wish, in the hope that vessels trading on the coast might be drawn there. The country abounds in palm and nut oil, and a commencement only is required to ensure a lucrative traffic.

Copies of treaties made with the King of Caguabac and the Chiefs of Manua have already been transmitted. Captain Mansel and Commander Murray are entrusted with the duty of concluding others, their object being the promotion of commerce and the extinction of the slave trade.

The principle of obtaining treaties through presents has been so long established, that I fear these means must be still employed; but I anxiously hope that punctuality may be observed in the payment; any relaxation would recoil on the head of the legitimate trader, who bases all his speculations on trust and credit.

Before I conclude my observations on the northern part of the coast, I wish to call their Lordships' attention to the colony of Liberia.

On perusing the correspondence of my predecessors, I find a great difference of opinion existing as to the views and objects of the settlers; some even accusing the Governor of lending himself to the slave trade. After discussing the whole subject with officers and others best qualified to judge on the matter, I not only have satisfied my own mind that there is no reasonable cause for such a suspicion, but further, that this establishment merits all the support we can give it. Their views may or may not tend to an increase of territory; but so long as they observe their present system of government, both humanity and civilization are directly interested in their progress. It is only through their means that we can hope to improve the African race, for commerce unaided may sharpen the wits, but will not raise the Negro above his present standard.

On the ability of Governor Roberts, their Lordships will best form an opinion by a perusal of his despatch under date the 10th December 1846.

From the north part of the coast I proceeded to the Bight of Benin and Kabenda.

I heartily wish it were in my power to make a favourable report of the suppression of the slave trade in these districts; but difficulties are here accumulated greater than our cruisers have been able to overcome.

The greater part of the slaves are sent to Bahia and Pernambuco; the vessels employed are of the best construction, and in many cases outsail our men-of-war. The "Dos Amigos" has beaten two of our finest brigs in a fair chase; she is well handled, and carries over 800 slaves each trip.

There is an internal water communication round the Bight of Benin and Biafra, affording the greatest facility for transporting slaves, so that a cargo can
always

always be directed to the point vacated by a vessel seeking water or provisions, and the information conveyed to the slavers 50 miles from the coast. I am, however, not without hope that means may be found to check this evil, but certainly this is the most difficult part of the coast to watch.

The direct participation in the profits of the trade by neutral vessels tends to increase their chance of success. The money or goods to pay for the cargo is invariably brought over by a neutral; in some cases the interest in the transaction ceases on the delivery of the cargo, but unfortunately where the flag of the United States is concerned, it often happens that the vessel changes hands on the coast, and the sale concluded, when the slave deck is laid. The best arrangements would be frustrated by this scheme, and the day of the slaver's sailing rendered dependent on the temporary absence of the cruiser. Under such circumstances, their Lordships will not wonder that the United States' flag is to be seen every where. Their country produces the articles most sought for by the African race; rum, tobacco, coarse clothes, powder and arms find a ready sale, and in three of these the British trader is undersold.

On rounding Cape Lopez, the character of the slave trade changes, and the speculation on the part of the Brazilian is founded on the principle of employing vessels of little value to be crowded to excess with slaves. It is said that one arrival in four pays the adventure; here it is, therefore, that the traffic assumes its most horrid form; at this moment the "Penelope" has in tow a slaver of certainly not more than 60 tons, in which 312 human beings were stowed; the excess of imagination cannot depict a scene more revolting.

Vessels for this part of the coast sail out of Rio and its adjacent ports, and the papers of a felucca I captured were indorsed by the Minister of Marine; still this vessel must have been a known slaver, differing entirely in her rig and build from the traders of the Brazilian empire.

Here, therefore, our greatest number of prizes have been taken.

The plan of transporting masses of slaves from point to point is also pursued, but as there is no internal water communication, numerous barracoons have been constructed a short distance inland, to which the slaves are marched, and their irons are conveyed by canoes.

The Governor of Angola and the Portuguese authorities in general are entitled to our warmest praise. To overturn a line of commerce so long established, required a constant determination and a disregard to the entreaties and wishes of a large portion of his countrymen dwelling in the province; but his Excellency the Governor, looking neither to the right or to the left, has strictly obeyed his orders, and the traffic has, in consequence, received the severest check.

I have now recapitulated the principal points connected with the slave trade on this coast. It would be premature on my part to allude to the probable result of the endeavours we are making in conjunction with the government of France; but I feel confident that our advances will be slow unless the government of the United States will either sanction the right of search or bring to trial their citizens who may be convicted of selling vessels on the coast for the known purpose of carrying slaves.

Of many instances in point, I may mention a bark belonging to Theodore Canet, lying for some weeks at Monrovia, under the American flag; she made all her preparations, but her Spanish captain and crew were on the spot, ready to take command, on the embarkation of the slaves.

The officers of the United States' navy are extremely active and zealous in the cause, and no fault can be attributed to them, but it is greatly to be lamented that this blemish should in so great a degree nullify our endeavours.

My short experience of this station renders me unwilling to make a report upon the commerce of the country.

Rich and valuable its products unquestionably are, and in one article in particular capable of great extension—the oil made from the ground nut; it is admirably adapted for all mechanical purposes; it abounds in the Mallacori and Nunez rivers and districts near Sierra Leone. It could be easily collected and shipped during the healthy season. The oil from the palm is to be obtained from all parts of the coast, and is a certain cargo. Indian corn on the Grain Coast, and in the neighbourhood of Cape Coast and Accra, is also plentiful; hides, ivory, gold-dust, bees-wax and dyes are also to be procured, but it is difficult to obtain a full cargo at any one place. Activity and local knowledge are required, and it is in these qualifications that the Americans shine, and therefore their trade flourishes.

The province of St. Paul de Loando is rich in tropical productions; besides the articles already mentioned, the coffee plant and sugar-cane are indigenous; and Doña Anna S. dos Santos é Silva, has established a sugar factory on a large scale.

Finally, I am delighted to have it in my power to inform their Lordships that the general state of health in the squadron is excellent; the per centage of the whole squadron, including the hospital, is only $4\frac{3}{4}$, a marvellously low average for any part of the world.

It will be my study to change the stations of the cruisers periodically, and remove any vessel where the symptoms of disease may be developed. By these means, and the cessation of boat service, I entertain confident hopes that the squadron may be kept healthy, and Her Majesty's ships in an efficient state for active service.

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

The Secretary of the Admiralty.

Received 28 June 1847.

(No. 117.)

"Penelope," Ascension,
3 May 1847.

Sir,

I REQUEST you will lay before my Lords Commissioners of the Admiralty the accompanying copy of a despatch from Captain Mansel, relative to the treaties he was ordered to conclude, and the state of trade on that part of the coast between St. Andrews and Grand Bassam.

These treaties differ in form from the draft given in page 225 of the Slave Instructions; but as the main object appeared to me to be to assimilate our treaties with those previously made by the French, and as the slave trade does not exist on that part of the coast, I directed Captain Mansel as follows:

"Your first duty will be to conclude a treaty according to the form given in the Instructions for the Suppression of the Slave Trade, on page 225; but should you fail in inducing the chiefs to abandon the slave trade, your next step will be to obtain a sight of the treaty recently concluded with the French, and demand the ratification of a mercantile treaty in all respects similar.

"The governing principle of your action must be perfect equality, and a footing with the most favoured nation.

"You will demand no exclusive advantages, but you will be careful to include all local topics which might hereafter be made matter of dispute."

Captain Mansel was further directed to enter into the nature of the French relations with the native chiefs, their views, their desire to form establishments on advantageous points, and the feeling of the colonial population towards them, more especially at St. Andrews, where it appears they had seriously contemplated a settlement.

The despatch is clear, and well merits their Lordships' attention, and confirms the idea which is generally entertained, that the French are striving and will strive every effort to turn their powerful squadron to good account.

Nor is this the worst; I am in possession of convincing proof that monopoly is their aim, and that once established, it will be difficult, if not impossible, for another nation to trade.

Captain Mansel says he was forcibly struck by the favourable nature of the locality, either for the safe establishment of a factory, or the position of an important colony.

Their Lordships will also see the end to which the French are turning their missionaries, and they should know that they are educating some of the influential blacks at Paris.

It appears to me that we should employ the same means, but not through missionaries, who are generally men zealous in their calling, but ill fitted for other purposes.

In my despatch, No. 69, dated 21 December 1846, I took the liberty of recommending their Lordships to form a school establishment at Ascension, to which native children might be admitted. I still think that an institution of that description would prove most useful.

Captain Mansel also remarked, that the French treaties on this part of the coast are all dated 10 July 1845, 43 days after our Convention.

M. Baudin

THE SLAVE TRADE ON THE COAST OF AFRICA. 15

M. Baudin, who signed them all, could not have been every where at the same time; this circumstance, and the opening to exclusiveness and monopoly afforded by the commencement of Article 3, induced Captain Mansel to propose a treaty in precisely the same words as the French; and it appears to me that they (the French) cannot complain of a proceeding traced by their example, and merely allowing England to participate in the trade.

It will be my business narrowly to watch the French proceedings, and give their Lordships the earliest information in my power.

I am, &c.
(signed) *Chas. Hotham,*
Commodore.

The Secretary of the Admiralty.

Enclosure No. 1, in Sir *Charles Hotham's* Letter to the Secretary of the Admiralty, No. 117, of 1847; dated 3 May.

H. M. S. "Actæon," off Accra,
3 April 1847.

Sir,

I BEG leave to offer a detail of my proceedings in the execution of your orders, after having embarked Captain Beecroft at Fernando Po, the 19th February.

In consequence of having been obliged to communicate with the cruisers in the Bight of Benin, of strong lee currents and light winds, I found I should not be able to accomplish more communication with the coasts than what is comprised between St. Andrews and Grand Bassam. I accordingly commenced with the former as the weathermost, and where Captain Beecroft's previous knowledge of some of the inhabitants, who had worked with him as Kroomen, tended at the outset to facilitate our communications. I shall commence my detail with that place, which will be followed by those afterwards visited in succession.

ST. ANDREWS.

March 22d.—King George, of St. Andrews, came on board shortly after we anchored, as he happened to be at the time on board an English merchant brig, then trading in the bay.

I informed him I had come there for the purpose of establishing peace and amity between his country and Great Britain; that we sought to obtain no advantages beyond those enjoyed by other nations, for which reason I requested he would let me see the treaty he had concluded with the French, which he promised without hesitation, and immediately sent for the documents on shore.

A number of very unimportant papers were produced, but the treaty was not forthcoming. The king left the ship, promising to return with the paper in question the following morning, when he accordingly came on board, but stated his inability to produce the treaty, assigning his reason, that he thought it had been last in possession of his son, who was employed at the present time in an English vessel, the "Adonis," then trading on the coast.

I then, without any difficulty, prevailed upon him to sign two treaties; one for the abolition of the slave trade, and the other for commercial intercourse with Great Britain, setting forth, that no people were to be allowed greater privileges, either afloat or on shore, than our own.

The king informed me the French had made him some presents when the treaty was executed, and I availed myself of the discretion afforded me in your orders to follow that example on the present and subsequent occasions, by distributing articles of the very trifling value enumerated in the enclosed paper.

The king stated that a French brig of war had communicated with St. Andrews about a month previous to our arrival, and had made a proposition that they should be allowed to form an establishment on shore. The position they required was pointed out to me. I can offer my testimony to the judicious nature of the locality, which would have commanded both the town and entrance of the river, within range of grape.

The application was met with a positive refusal, and as they informed me, they declared they were English, and not French.

The king also begged an English flag; I accordingly gave him an old union jack, but as I felt a display of the English colours might be construed into a virtual protection of his territory by the Crown of England, and which I had no authority to guarantee, I caused the centre of the union to be cut out, substituting

stituting for it a white ground, on which was painted in black letters the words "King George." He promised me further, that should any application be hereafter made by another country for permission to form an establishment within his territory, that on producing the English treaty, he should observe that he had not covenanted for the formation of an English settlement; he could allow it to no other nation without exposing himself to a charge of breach of contract.

With respect to the slave treaty which you desired me to consider as the first duty to perform, I followed the injunctions laid down in the Foreign Office letter appended to your instructions.

As it is on all hands admitted that no exportation of slaves takes place from this part of the coast, considering that the insertion of Articles 2 and 3 of the Appendix to Section 7, were consequently far from being indispensably necessary, but that they might, on the other hand, tend to excite alarm and distrust at a period when I had a greater object to obtain; I have taken upon myself the responsibility of omitting both these articles, not only at St. Andrews, but at the other points of this coast, and allow me to express my hope that I have not erred in this exercise of discretion.

I now proceed to offer such information as I have been able to procure, which I shall present under different heads.

I regret to think you will suffer disappointment at my inability to furnish, according to your desire, anything even approaching to a statistical account of the state of trade, either at St. Andrews or the other places I have visited in the course of this late service.

1.—*Imports.*

I could acquire no data whatever to guide me; the people are so careless, and as ignorant of figures as of dates; but I was informed by an intelligent master of an English brig, who has traded for many years on the coast, which information has proved in unison with what I have since obtained, that English manufactures are generally preferred, such as Manchester and Glasgow goods, rough cutlery, iron and brass pans and kettles, coarse earthenware, muskets, which for this trade are at present manufactured in England at the rate of 8s. 6d. each, and gunpowder.

The English vessels also bring the produce of other countries, as beads of German manufacture, tobacco and rum.

The French, who have very small trade on this part of the coast, bring their cheap Lyons cloths, dearer than the Manchester; some Manchester goods, iron pots of English manufacture, muskets and cutlasses of German, inferior brandy, together with powder, tobacco and rum.

The Americans bring inferior cotton cloths, rum, tobacco and powder.

This meagre account constitutes all the information I have been enabled to acquire of the imports.

2.—*Exports.*

The exports from St. Andrews consist chiefly of palm oil, some gold dust and ivory.

I was also informed they had recently discovered a gold mine, about 20 miles up the river St. Andrews, a specimen of which had been lately sold to the English brig "Adonis."

3.—*Relations with neighbouring States.*

For the instant, pacific; but expecting war with Drewin, which appears not to be an unusual event.

4.—*Treatment of Prisoners of War.*

As far as I could learn, quarter is not always given, but prisoners are released on ransom, otherwise detained as slaves.

This appears to be the custom of the places we subsequently visited.

5.—*Character of Chief.*

King George is an ignorant savage, but shrewd; his people have the reputation of being cruel and treacherous, in consequence of which white people very rarely land.

GRAND LAHON.

March 25.—King Peter, of Grand Lahon, came on board bringing with him the French treaty, dated 10 July 1845, a copy of which document I beg leave to forward.

I discovered

I discovered that by some accident the king of Grand Lahon possesses the treaty signed for Antonio Lahon, and the latter holds that which was intended for Grand Lahon.

Here we concluded the treaty for the abolition of the slave trade, likewise another embracing every point contained in the French treaty, from the literal translation of which it varies alone in the two following particulars:—1st. I have added to the 1st Article that our people shall be placed in all respects on a footing with the most favoured nations.

2d. In the 4th and last Article I have omitted all mention of annual gifts or presents, and substituted an engagement on the part of Her Majesty to indemnify King Peter for any loss that he or his chiefs might sustain in the faithful execution of the treaty.

I have followed a similar course in all the subsequent treaties, and I also impressed on King Peter the propriety of refusing permission for establishments on shore to other countries, on the same grounds I had intimated to the king of St. Andrews; I made some trifling presents here, as I have done to all the other chiefs.

1. *Nature of Imports.*—Similar to St. Andrews.

2.—*Exports.*

As at St. Andrews, but I have reasons to believe on a larger scale.

3.—*Relations with neighbouring States.*

Said to be pacific, but it was easy to perceive a greater degree of jealousy exists of their neighbours at Antonio Lahon.

4.—*Treatment of Prisoners of War.*

Redeemed by ransom, or detained as slaves.

5.—*Character of Chief.*

King Peter an ignorant sensual savage.

ANTONIO LAHON.

March 26.—King Antonio, of Antonio Lahon, came on board, bringing the French treaty, similar in date and substance to that of Grand Lahon; he professes his unwillingness to allow a French establishment in his territories, as well as his readiness to permit the instruction of his people by English missionaries, to whom he promises a good reception. We concluded similar treaties to those of Grand Lahon.

The town of Antonio Lahon is of a very recent foundation, which it owes to the present king; it is only separated from Grand Lahon by the river of the same name.

Antonio emigrated from Grand Lahon, when King Peter's jealous rapacity having become excited by the prosperity of the new settlement, he endeavoured to destroy the establishment by force, but suffered a repulse. The war lasted for some years, and peace has only been restored very recently.

1.—*Nature of Imports.*—Similar to Grand Lahon.

2.—*Exports.*—As from Grand Lahon.

3.—*Relations with neighbouring States.*—Said to be pacific.

4.—*Treatment of Prisoners of War.*

Redeemed by ransom, or detained as slaves.

5.—*Character of Chief.*

King Antonio was more quiet in manner, and less rapacious than the other chiefs I had seen. His son has been in England, and appears not only susceptible of instruction himself, but desires it should be communicated also to his countrymen.

JACK JACK, OF GREAT JACK.

March 27.—King Quasshee, of Jack Jack, came on board with the French treaty, which was in all respects similar to the others; he concluded engagements with us of the same form and nature as those of Lahon; he received some trifling presents.

The trade, both import and export, resembles exactly that of Lahon.

3.—*Relations with neighbouring States.*

Stated to be pacific.

4.—*Treatment of Prisoners of War.*

Redeemed by ransom, otherwise detained as slaves.

5.—*Character of Chief.*

King Quasshee, an ignorant man, of quiet demeanour.

IVORY BAY.

March 27.—King Big Tom, of Ivory Bay, came on board with the French treaty, and concluded two with us similar to those we had made with his neighbour King Quasshee; he was also furnished with the like presents. This man's rule appears extensive.

The export and import trade similar to that of Jack Jack.

3.—*Relations with the neighbouring States.*

Stated to be friendly.

4.—*Treatment of Prisoners of War.*

Redeemed by ransom, or detained as slaves.

5.—*Character of Chief.*—Reputed good.

PICCANINNY BASSAM.

The French treaty was sent off, the state of the beach was impracticable for our boats, and the king did not come off, although every opportunity was afforded him, as the ship remained in his vicinity nearly two days.

GRAND BASSAM.

We neither succeeded in getting sight of the French treaty, or in communicating with King Peter.

OBSERVATIONS.

I beg leave to offer the following remarks which presented themselves to me in the accomplishment of your orders:—

1st. The whole of the French treaties which came under my inspection were strictly and literally alike. They each bore the date of the 10th July 1845, and were so very deficient in point of formal attestation, I should be induced to believe them invalid as documents of importance; the accompanying copy may serve as a specimen.

2d. The natives evinced a strong feeling of distrust towards the French, more particularly as we approached Bassam, they came to us with great caution, and on one occasion I experienced difficulty in prevailing upon them to come up, even when on the ship's side; their confidence was only restored when satisfied of our nationality.

They appeared in great dread of falling under the same denomination as the people at Grand Bassam.

3d. In consequence of the late attempt of the French to obtain a footing at St. Andrews, I was induced to land, which I did in a canoe, the beach being even there, where considered good, impracticable for our boats; I there found the surf was not breaking quite across the bar.

I was

I was forcibly struck by the favourable nature of the locality, either for the safe establishment of a factory, or the position of an infant colony. I enclose a rough sketch to illustrate my remarks. At A., the western point of the river's mouth, is a small rocky eminence covered with a few trees about 40 or 50 feet high, whose summit could be easily cleared so as to admit of the erection of a redoubt or battery, which would command the entrance of the river, the beach and landing to the westward, plunging upon the town within musket-shot. A stockade might be thrown up from the river to the beach, with a banquette for musketry, in the rear of which would be ample room for the erection of a loop-holed barrack, with factory and storehouses. Stone is at hand for these purposes.

Should you desire an establishment on a larger scale, the position is equally susceptible of defence.

At B. stands a wooded hill, which I should judge to be above 100 feet in height; the distance from A. to B. about 800 yards. It will be observed, that when the eastern side of the hill B. has been cleared away, an enemy attempting to ascend would be exposed to a fire in reverse from A., while the beach itself would be swept by a cross fire of grape from both hills.

Another wooded hill borders the river about 1,200 yards above A., marked in the sketch C., the occupation of which would effectually secure the space enclosed in the triangle A. B. C., if properly defended, from any irregular attack which could be made by the natives and forces now on this coast. The position presents a most important advantage, the lowland in which the town is situated, consists of sea sand; neither could I perceive, in the course of my cursory inspection, anything that appeared likely to create marsh miasma. The entrance of the river opens upon a large estuary, and they have 18 feet in the bar at high water. This I ascertained from Kroomen who had been previously with Captain Beecroft, and were in the habit of serving with our merchant vessels. Many of the people speak English, and express a strong predilection for our country.

4th. On our arrival at Grand Lahon many of the people abandoned the town, which is close to the beach, fearing we were French.

It appears that a few years since, a merchant brig of that nation had been thrown on the beach and wrecked. The cargo was plundered, as it would have been in some civilized countries. To avenge this act, a man-of-war brig visited the place and kept up a fire, which killed and wounded many people. The landing here was worse than at St. Andrews, and a heavy surf constantly breaking across the bar.

The position is low, and from the rich character of the vegetation down to the river's side, gave me the idea of an immense swamp.

The town of Grand Lahon appears the largest on the coast.

It appears from the paper I have the honour to forward, indorsed "Commander Harris, at Grand Lahon," that a formal offer had been made to us of the sovereignty of the place, which was, however, declined.

At Antonio Lahon, on the opposite bank of the bar, I was informed the river had three branches, one taking a direction towards the river St. Andrew; another towards Grand Bassam, extending near to that place; the third directly to the interior, where there exists a very large town called Cassa, whose people are stated to be of good character, possessing a very great trade in gold, ivory and palm oil. The town is said to be two days' distance from Lahon.

It appears fair to presume, should an European power establish itself at Grand Lahon, that another would seize Antonio Lahon, which would render the command of the river and its navigation uncertain, tend to embarrass all free commercial enterprise, and engender difficulties of a serious character.

If I may be permitted to offer my own suggestions as to the most expedient course to be adopted at present on this part of the coast, I should recommend an immediate examination of the River St. Andrew and Lahon; the former, if possible, by a steam-vessel of light draught of water, as well as the establishment of missionaries from England, as we have the experience of other nations exercising an influence in foreign countries under the specious pretext of protecting the Roman Catholic faith; a plan which might be adopted here should such nation be first in the field of conversion. It may not be idle to remark, that an officer of the French flag-ship mentioned incidentally to me, that the admiral had applied for a small steam-vessel to explore the River Bassam, but she had not come out.

At Grand Bassam, I sent an intelligent officer on shore to endeavour quietly to arrange an interview with King Peter of that territory, as well as to discover the exact nature of the French redoubt. Lieutenant West reports the French work to consist of a palisaded square, without breast-work or ditch, each front of about 300 feet, having, at the angles projecting, a raised platform, mounted with a gun à la Paixhans, of 24 lbs. calibre.

The enclosure contains a wooden block-house and a store, the garrison very small and apparently in bad health. Lieutenant West was informed that King Peter was two miles up the river, and some unwillingness was shown to facilitate any communication; a message was sent and a promise made that the king should come off to the ship, an engagement which was not fulfilled.

We ran down the coast from Bassam to Assinee to see the nature of the French establishment at that place; we had no communication with the shore, but it appeared from the ship very similar to that of Bassam. I could perceive no guns mounted.

It now remains for me to express my regret that I have not been enabled more fully to carry out your instructions to the extent I could have desired, and only trust that such disappointment may not be attributed to inadvertency, or any want of zeal on my part for the public service.

I have, &c.

(signed) *George Mansel,*
Captain.

STATION OCCIDENTALE D'AFRIQUE.

CONVENTIONS passées avec les Chefs de la Fraction de la Côte Occidentale d'Afrique comprise entre la Rivière de St. André et le Comptoir Français de Grand Bassam, par le Capitaine de Corvette *Auguste Baudin*, agissant au nom de S. M. Le Roi des Français.

Art. 1. LES Chefs Signataires de ces Conventions desirent rester en paix et en rapports d'amitié avec le Roi des Français, et ils font alliance avec les chefs et les habitans des établissemens Français de Grand Bassam et d'Assinée.

Ils engagent à bien recevoir et à laisser librement trafiquer tous les navires et tous les commerçans Français.

Art. 2. Les Français qui débarqueront sur cette Fraction du Littoral Africain pour commercer, seront garantis de tout mauvais traitement, et ils leur seront rendus justice s'il s'élève des contestations sur les achats et sur les ventes.

Les navires Français qui feront naufrage sur la côte seront préservés de tout pillage; les marchandises sauvées seront laissées ou préservées et rendues à leur propriétaires, et les navires et les passagers seront recueillis jusqu'à ce qu'ils puissent être emmenés par un autre navire.

Art. 3. Les Chefs de cette partie du Littoral s'engagent à faire venir à la côte, et à livrer aux traqueurs Français en prix d'abattre la plus grande quantité possible d'or, d'ivoire, d'huile, et d'autres produits du pays.

Ils reconnaissent que le seul bon commerce est celui qui se fait par l'échange du produit de la terre, contre d'autres marchandises, et que la vente des esclaves pour l'exportation est un trafic mauvais et criminel; ils déclarent qu'ils le prohibent, et qu'ils feront tout ce qui dépendra d'eux pour le faire cesser, ou le prévenir, dans l'étendue du pays soumise à leur autorité, et à cet effet ils accepteront l'assistance des officiers, des matelots, et des soldats du Roi des Français; ils s'obligent de plus d'avertir les batimens Français de la présence de tout négrier qui tenterait d'effreindre les présens prohibitions.

Art. 4. En considération de cette resolution, et pour indemniser les differents chefs du dommage que l'accomplissement de ces conditions pourra leur faire éprouver, le Capitaine de corvette *Auguste Baudin* s'engage au nom de S. M. le Roi des Français à leur faire remettre chaque année pendant trois ans, un cadeau dont la valeur sera facultative.

Ces cadeaux seront delivrés lorsqu'on aura acquis la certitude que les conventions stipulées plus haut, ont été fidèlement exécutées.

A bord du "Grenadier," le 10 Juillet 1845 ; le Capitaine de Corvette, Commandant la Station, Occ. d'Afrique.

(signé) *H. Baudoin.*

(signé) *Augt. Bonet, Officier sur le "Grenadier."
Antony, Chef du Village d'Antony Lahon.*

A true copy of the original Document.

(signed) *G. Mansel, Captain H. M. S. "Actæon."
H. Temple, Lieutenant.
John Becroft.*

Received 28 June 1847.

(No. 118.)

Sir,

"Penelope," Ascension, 3 May 1847.

I REQUEST you to lay the accompanying copy of a letter from Commander Murray, and also the copy of the French treaty with the Chiefs of the Garraway, before my Lords Commissioners of the Admiralty, and draw their Lordships' attention particularly to the French treaty, and the important country over which they have acquired rights.

I have, &c.

(signed) *Charles Hotham,*

The Secretary of the Admiralty.

Commodore.

Enclosure No. 1, in Letter of Commodore Sir C. *Hotham*, dated the 3d of May 1847. (No. 118.)

H. M. S. "Favourite," Cape Palmas,
31 March 1847.

Sir,

I HAVE the honour to enclose the originals and duplicates of three treaties, which I have concluded on the 25th, 28th and 30th instant, in obedience to your order dated 24 November 1846. The duplicates remain in the possession of the respective chiefs.

I was somewhat at a loss to decide upon any one particular spot situated between Booton and the Garraway, as your order specified. By the map I had the honour to forward to you in December, you will perceive that the greater part of that line of coast has been purchased by the Liberians, and as I have been unable to discover at what point the French have lately concluded a treaty, I determined to proceed to Little Booton, at one extremity of the territory mentioned, and to Grand Sesters, near the other, which, with the exception of Settra Kroo, would appear to be the only places retaining their native independence ; and I have the satisfaction to inform you, that I have succeeded in concluding treaties with both, which I hope you will consider as according with the spirit and intention of your order.

Little Booton extends from Grand Booton N.W. to Tassoo, being bounded on both sides by the acquisitions of the Liberians ; it is a place of considerable trade in palm oil.

Grand Sesters extends from Little Sesters to the Garraway River, and is one of the most important trading stations on the whole coast ; a large English bark was there shipping a cargo of pepper, which, with palm oil, are its exports.

The Chiefs of Garraway seem prepared to deliver their country up to the French, should they claim it, which, however, does not now seem to be expected.

They readily concluded a treaty with me ; I forward to you a copy of a treaty concluded by Captain A. Baudin, the same officer who negotiated at Caguabac, and Rio Grande ; the treaty is without date, but appears to have been signed on the 4th of July 1845, by an entry made in the Chief Black Will's certificate book, a copy of which, with another made by Lieutenant De L'Angle, commanding "La Malouine," I also forward ; the original treaty was destroyed when

the town was burnt some years ago ; I therefore have been unable to procure a copy of that, but the chiefs assert, that as the promised price or presents have never been paid, they consider the bargain with France as still uncompleted.

I have in each case directed the paymaster and purser to make a trifling present of rum and tobacco to the chiefs, on opening the palaver, which, I hope, will meet with your approbation.

I have, &c.

(signed) *Alex. Murray,*
Commander.

Commodore Sir Charles Hotham, K.C.B.

Enclosure No. 2, in Letter from Commodore Sir *C. Hotham*, dated the 3d of May 1847. (No. 118.)

STATION OCCIDENTALE D'AFRIQUE.

ARTICLES Additionnels aux Conventions passées les X^{bre} 1838 et 7 Fevrier 1842, avec *Black Will*, aîné, et *Black Will*, jeune, Chefs de la Rivière de Garroway.

Art. 1. LES deux chefs *Black Will* de la Rivière Garroway s'engagent à prohiber le commerce des esclaves de l'étendue des pays soumis à leur autorité, et à faire ce qui dependra d'eux pour engager leur voisins à renoncer à ce trafic.

Ils accepteront à cet effet l'assistance des bâtiments, des officiers, des matelots, et des soldats du Roi des Français, et promettent de donner aux officiers de sa Majesté tous les avertissements qui pourront les aider à chercher et à arrêter les navires négriers.

Art. 2. En recompense de cet engagement et comme dédommagement du préjudice à leurs intérêts, le Capt. de corvette *Auguste Baudin* s'engage au nom de S. M. le Roi des Français à leur faire payer chaque année pendant trois ans les objets désignés ci-après.

10 fusils à un coup.
6 barils de poudre.
4 pièces d'étoffes.
4 chapeaux blancs.
2 parapluies.
30 kilogrammes de tabac.

Les dits cadeaux seront delivrés lorsqu'on aura acquis la certitude que les conventions exprimées plus haut ont été fidèlement exécutées.

A bord du "Grenadier," le Capitaine de Corvette, Comm^{dt} la Station Occidentale d'Afrique.

(signé) *A. Baudin.*
Auguste Bonet,
Officier sur le "Grenadier."
Black Will, aîné,
Chef de Garroway.
×
Black Will, jeune,
Chef de Garroway.
×

D'après le traité il est convenu que la souveraineté et possession pleine et entière de tout la territoire de Garroway est concédée à toujours au Roi des Français.

Dans cet acte de concession, *Black Will* l'aîné conserve vis-à-vis des naturels tous ses droits regaliens et princiers, tels que de rendre la justice et de regler tous les differents qui peuvent survenir entre les naturels.

Il demande à être instruit de tous les differents qui peuvent survenir entre les Français et les naturels.

Si un Français a souffert dommage d'un des naturels, il fera rendre justice au Français.

Si un Français a occasionné quelques dommages à un naturel, le commandant du

du poste fera rendre justice au naturel, mais toujours par l'intermédiaire du Roi, qui est très jaloux de son autorité à cet égard, et ne veut la ceder à aucun des siens.

Il demande à établir son frère Black Will, jeune, chef des courtiers ; il demande à ce qu'avant de confier des avances à un naturel, ou de faire des affaires avec lui, on le consulte pour connaître la solvabilité et le caractère de cet homme.

Pour qu'un étranger fasse un établissement à Garroway, il faut qu'il ait l'assentiment du Gouverneur de Sénégal et celui de Black Will.

Fait à Garroway, le 22 Jun 1843.

A. De L'Angle,
Lt. de V^{au} Corvette "La Malouine."

Par un nouveau traité en date de 4 Juillet 1845, les Chefs de Garroway s'engagent à prohiber le commerce des esclaves dans l'étendue des pays soumis à leur autorité, et à faire ce qui dépendra d'eux pour engager leurs voisins à renoncer également à ce trafic.

Un cadeau leur est en conséquence promis chaque année pendant trois ans.

Le Capitaine de Corvette,
A. Baudin.

Received 28 June 1847.

(No. 121.)

Sir,

"Penelope," Ascension, 3 May 1847.

I REQUEST you to lay the enclosed copy of a letter from Commander M'Murdo to Commander Murray, senior officer of the Sierra Leone Division, before my Lords Commissioners of the Admiralty.

Their Lordships will there find unequivocal proof of the participation of Theodore Canot in the slave trade ; acting on which, and in the spirit of our treaty with King Fano Taro, Commander Murray called upon the chiefs to destroy Canot's house, which they immediately did in the presence of the two commanders and others.

Slave irons were found on the premises, and a forge in full employ. I have directed Commander Murray to compel the chiefs to banish Canot for ever from their territory.

As the French brig "Comète" happened to be lying at the anchorage, Commander Murray very properly invited her commander to be present at the destruction of the house. This M. Troquez not only declined, but remonstrated in writing against our undertaking any operations without him. It was in vain to explain to him that he acted under a treaty made four years before our convention with the French ; he asserted that the latter destroyed all anterior treaties, and having taken his stand, protested against the proceeding.

Commander Murray therefore disregarded his opinion, and in the fulfilment of his orders, caused the chiefs to burn Theodore Canot's house to the ground.

I have, &c.

(signed) *Charles Hotham,*
Commodore.

The Secretary of the Admiralty.

Enclosure No. 1, in Sir *Charles Hotham's* Letter to the Secretary of the Admiralty, No. 121, of 1847 ; dated 3 May.

H. M. S. "Contest," Cape Mount,
16 March 1847.

Sir,

I HAVE the honour to inform you, that on my arrival at this place on the 13th of March, I received information from a Mr. Curtes, a resident here (which information was also confirmed by Prince Cain), that about 35 slaves had been taken by force the previous night from Theodore Canot's house, and conveyed

to Gallinas, and there placed in barracoons; and also that slave irons, upwards of 200 in number, had been manufactured within the last week on his premises, and sent down to the same quarter; this led me to further inquiries, when I ascertained, on the 15th instant, that the manufacture was actually going on. I immediately took with me acting Lieutenant Fead, of this sloop, as a witness, as also my gig's crew, and proceeded to Theodore Canot's establishment, when I found a large forge in full operation, with two blacksmiths in the act of making slave irons, two sets of which I brought on board with chains, and iron in the process of forging into slave irons.

On asking for the person in charge of the establishment, a man by the name of Jones stated that he was, and that the property belonged to him, but on demanding the liberation of the slaves carried to the Gallinas, on the night of the 12th instant, and his authority for the manufacture of slave irons, at the same time stating that I would give him six hours to consider and give me an answer, at the expiration of which time, if one satisfactory was not given, I should burn the whole of the premises in accordance with the treaty made between our Government and the chiefs of Cape Mount. He then stated that the property belonged to M. Canot, and that he was only placed in charge.

I have, &c.

(signed) *A. M'Murdo,*
Commander.
Commander Murray, H. M. S. "Favourite,"
and Senior Officer Sierra Leone Division.

I attest the truth of the foregoing statement as far as regards the events described on the 15th March 1847.

(signed) *W. F. G. Fead,*
Act. Lieut. H. M. S. "Contest."

Witnesses to the above signature,

(signed) *M. Heath, Act^g Master.* } H. M. S. "Favourite."
Wm. Dewar, Clerk. }

Enclosure No. 2, in Sir *Charles Hotham's* Letter to the Secretary of the Admiralty, No. 121, of 1847; dated 3 May.

By Alexander Murray, Esq., Commander of H. M. S. "Favourite," and Senior Officer of the Sierra Leone Division.

BE it known unto you, King Fano Taro, that Captain M'Murdo, of Her Majesty's Sloop "Contest," has this day discovered in the house of M. Theodore Canot a person engaged in the manufacture of slave irons. I therefore call upon you immediately to destroy the house and all the property therein contained, collected for the purpose of foreign slave trade, according to the provisions of the treaties concluded by you with Her Majesty Queen Victoria.

Given under my hand on board Her Majesty's sloop "Favourite," at Cape Mount, this 15th March 1847.

I have, &c.

(signed) *Alex. Murray.*

To Fano Taro, King of Cape Mount.

Enclosure No. 3, in Sir *Charles Hotham's* Letter to the Secretary of the Admiralty, No. 121, of 1847; dated 3 May.

THIS is to certify, that at a palaver held this day on the premises of Theodore Canot, that Commander Murray, of Her Majesty's sloop "Favourite," having adduced proofs to the chiefs present (who were Prince George Cain and a brother of King Fano Taro) of works for carrying on the foreign slave trade, having been carried on in the said premises on the preceding day, and having called upon them to destroy the said premises according to the terms of the treaties entered into

THE SLAVE TRADE ON THE COAST OF AFRICA. 25

into with England, that the chiefs present proceeded to demand the houses, and that the buildings were set on fire by Prince George Cain's own hand.

Given under our hands on board Her Majesty's sloop "Favourite," at Cape Mount, this 16th day of March 1847.

(signed) *A. M'Murdo*,
 Commander H. M. S. "Contest."
W. F. G. Fead,
 Act. Lieut. H. M. S. "Contest."
Thomas Chaloner,
 Commander H. M. S. "Siren."
 his
George × Cain,
 mark.
 Chief of Cape Mount.
W. A. Parker,
 Pilot and Interpreter H. M. S. "Favourite."

Witnesses to the above signatures,

(signed) *M. Heath*, Master. } "Favourite."
William Dewar, Clerk. }

Received 8 July.

(No. 162.)

"Penelope," Ascension,
 21 May 1847.

Sir,

As the British Consul at the Cape de Verd Islands has probably transmitted to the Foreign Office the copy of a letter which he addressed to the Commissioners at Sierra Leone, dated 26 September 1846; I request you will inform my Lords Commissioners of the Admiralty, that I directed Commander Hay to proceed in Her Majesty's steam sloop "Prometheus," to the neighbourhood of the Bissagos, to endeavour to ascertain the probable correctness of the Consul's opinion.

Commander Hay has executed this duty with his usual ability, and satisfied my mind that the slave trade can hardly be said to exist in that quarter.

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

The Secretary of the Admiralty.

Received 27 October 1847.

(No. 232.)

"Penelope," at Sea,
 Lat. 5° 26' S., Long. 11° 19' E.
 10 August 1847.

Sir,

I HAVE the honour to send you copies of the documents named in the margin.

Their Lordships will remark, that Commander Hope states, that the chiefs of Batanga were "not at all aware" of the contents of the French treaty; and from Commander M'Murdo I learn that when it was explained, they jumped on their feet, declaring the king had no power to sell the country, and that they would fight to the last in its defence.

It does not appear, however, that up to this time the French have taken any steps to assert their sovereignty.

The country is rich in ivory; large tusks were shown to the commanders ready for exportation; but its value is known to only one English merchantman, who, for obvious reasons, keeps his own secret.

It is much to be desired that British trade should be brought to the Batanga and Cama countries. At present two or three individual traders reap the harvest, and sufficient inducement is not given to the natives to enter upon commercial speculations of any extent.

So long as the exportation of slaves affords a sure and certain return, and the produce of the country is not received in exchange for manufactured articles, which

1. Commander Hope's proceedings at Batanga.
2. Copy of the French treaty.
3. Commander Hope's treaty at Batanga.
4. Commander Hope's treaty at the River Moonay.
5. Copy of French treaty in the Moonay.
6. Ditto.

which custom has now made necessary to the natives, will that unnatural trade, which we are making such exertions to put down, continue in undiminished vigour.

The treaty made by M. Baudin on the 4th September 1845, with the chiefs of the River Danger, sets aside, I presume, that made in 1842: it appears in all respects similar to the other treaties concluded by M. Baudin in the same year, only that it is dated after the convention of London. The same desire for trade exists here; but I presume that from its vicinity to the Gaboon, the country must be well known to our traders.

I have, &c.

(signed) *Charles Hotham*,
Commodore.

The Secretary of the Admiralty.

Enclosure N^o. 1, in Sir *Charles Hotham's* Letter to Secretary of Admiralty, No. 232, of 1847, dated 10 August.

H. M. Sloop "Bittern," off the Danger River,
16 July 1847.

Sir,

HAVING joined the "Contest" the afternoon of the 20th, we weighed in company the morning of the 22d.

Anchored off the river Bonny the afternoon of the 24th, at that time blowing a strong breeze from the W. S. W. and S. S. W., with a very heavy sea.

The weather being very thick, it was impossible to see any leading marks. Under these circumstances, I did not deem it prudent to attempt a passage into the Bonny, and having consulted with Commander M'Murdo, he was of the same opinion.

Seeing no prospect of the weather clearing up, I determined to proceed in the execution of the other orders, leaving the Bonny for a future occasion.

We weighed in company the afternoon of the 25th, anchored in Clarence Cove, Fernando Po, the afternoon of the 26th. My reasons for going to Fernando Po were to complete water, and also to get some information from Mr. Becroft regarding the situation of Batanga. He was not exactly acquainted with the situation of it, but advised me to proceed to the River Borea, and make inquiries there; he also advised me to remain at Fernando Po until after the full of the moon, as probably the weather would be more settled, in which he was nearly correct; weighed in company with the "Contest," from Fernando Po the 1st July, and anchored off the River Borea the afternoon of the 2d. After firing a gun, a canoe came off, from which I procured a native of the Cameroons, and two others, to show me where Batanga was; I was obliged to take three, as one would not go without the others. We weighed from the Borea on the 3d, and proceeded alongshore to the southward, and anchored off a small creek in lat. 2° 58' N.

Having communicated with the shore, we found the chief lived about eight miles further south, at Banaka, called Banoco by the natives.

We waited upon him immediately, and agreed with him to meet the chiefs on the 5th. They were perfectly willing to make a commercial treaty, and without the slightest hesitation produced the French treaty, of which we procured a copy.

The chiefs were not at all aware of the contents of it; they were utterly astonished when we explained it to them.

The treaty was made out and signed on the 5th, according to the treaty drawn out in page 225, in the Book of Instructions for the Suppression of Slave Trade, without the additional articles, as they have stated in most positive terms that there never had been at any period any slave trade in this country, which I believe to be a fact, from further inquiries.

Both chiefs and people appear to be a mild and rather intelligent race, and I consider them to be superior to the generality of people I have seen on the coast.

They do not seem to have had much communication with Europeans, and are very anxious for trade, but have nothing but ivory to give in return.

The Manchester cotton goods seem to be preferred; nearly all the trade cloth on shore was English. There were also a few trifles of French, I observed, such

as

as hats and caps, and one or two uniform coats, but the French articles were altogether very trifling.

I was not able to ascertain very correctly the treatment of prisoners of war but have reason to believe they are put to death; but they do not seem to be a very warlike people; some of them were armed with small light spears, which they throw. We also observed a few English muskets about them. Although the chiefs made no stipulations, nor did they mention a word about presents, after the manner they treated us we deemed it prudent to give them a small present, which they seemed perfectly satisfied with. Leaving the "Contest" to complete her water at a waterfall about three miles to the northward of Banaka, I weighed that afternoon to land the natives at the River Borea, as I had promised them.

The native of the Cameroons was excessively useful, he acted as interpreter; we would have had a great deal of difficulty if it had not been for his assistance.

They were landed at Borea on the 7th, and I returned that afternoon to Batanga.

We proceeded on, and anchored about half a mile off the mouth of the River Mooney or Danger, in $5\frac{1}{2}$ fathoms. The afternoon of the 12th the king came on board himself, with two French treaties, which we obtained copies of; one is much similar to that obtained at Batanga.

We agreed to meet the kings and chiefs on the 10th; they were perfectly willing to conclude the treaty, page 225. The treaty was concluded on that day.

They made no stipulations about presents, but we deemed it prudent to give them similar ones to the former. I beg to enclose you a list of the presents, also duplicates of the treaties concluded; also copies of the French treaties.

The people here are also very anxious for trade; their produce is ivory, beeswax, bar wood and some ebony; also I saw a little gum. They wish in return cotton goods, tobacco and rum. I could not ascertain the treatment of prisoners of war correctly.

They deny exporting slaves, which I believe is correct, but I suspect it is going on at the island of Corisco. The natives here state distinctly that they have no intercourse with the Corisco people.

I shall take the earliest opportunity of visiting the Bonny, when the weather is more settled.

I saw several traders from the Bonny at Fernando Po. They informed me that every thing is going on quietly at the Bonny, the traders making the usual lamentations of their inability to get in their debts, and of course anxious for our interference; but I have distinctly declined having any thing to do with their debts.

Having now executed your orders, with the exception of the Bonny, I shall despatch the "Contest" on the 18th for Kabenda direct, as the "Contest" did not arrive at Lagos till the 20th June, and also having completed her water at Batanga; as you might be anxious about her arrival, I deemed it prudent to send her direct.

Hoping that this will meet with your approval,

I have, &c.

(signed) *Thomas Hope,*
Commander.

Commodore Sir C. Hotham, K.C.B.

Sub-Enclosure No. 1, in Sir C. Hotham's Letter to the Secretary of Admiralty, No. 232, of 1847; dated 10 August.

List of Presents given to the King and Chiefs of Batanga, 5 July 1847.

Rum - - - - -	20 gallons.
Tobacco - - - - -	40 lbs.
Blue Cloth Jackets (No. 2) -	5 in number.
Blue Baize - - - - -	52 yards.

(signed) *J. Mallard,*
Act^s Paym^r and Purser.
Thomas Hope, Commander.

C. Hotham.

Also 12 Handkerchiefs, supplied by the "Contest."

28 PAPERS RELATIVE TO THE SUPPRESSION OF

Sub-Enclosure No. 2, in Sir *Charles Hotham's* Letter to the Secretary of the Admiralty, No. 232, of 1847; dated 10 August.

LIST of Presents given to the King and Chiefs of the River Mooney,
17 July 1847.

Rum	-	-	-	-	-	15 gallons.
Tobacco	-	-	-	-	-	50 lbs.
Blue Cloth Jackets (No. 2)	-	-	-	-	-	4 in number.
Blue Serge	-	-	-	-	-	25 yards.

(signed) *J. Mallard*, Acting Paymaster.
Thomas Hope, Commander.

“Alouette,” 30 Mars 1842.

LES Rois *Ymlai*, *Machouka*, *Koutanga*, *De Banaco*, considerant qu'il est dans leur intérêt d'ouvrir des relations commerciales avec une nation grande et riche, et de se ranger sous la souveraineté d'un puissant monarque, conviennent d'exécuter les Articles du Traité ci-joint, passé avec M. *Phillippe de Vertralles* (Charles), Commandant le brig de guerre “L'Alouette,” assisté de M. *Voisin*, Capitaine du trois mâts “Le Diligent,” le premier agissant d'après l'autorisation de M. *Edouard Bonet*, Ct. la station navale des Côtes Occidentales d'Afrique, par suite aux noms de sa Majesté Louis Philippe 1er. Roi des Français, son Souverain.

Art. 1^{er}.—La souveraineté du pays appartenant aux villages est concédée, pleine et entière, au Roi des Français. Les Français auront par suite le droit d'y arborer leur pavillon et d'y faire toutes batisses ou fortifications qu'ils jugeront nécessaires ou utiles, en achetant le terrain aux propriétaires particuliers. Aucune autre nation ne pourra s'y établir en raison menue de la souveraineté concédée aux Français.

Art. 2^{eme}.—Les rois cedent également deux mille canies de terrain au choix des Français.

Art. 3^{eme}.—En échange de ces concessions, il sera accordé aux rois et à leur peuples protection et assistance des batimens de guerre Français.

En outre lors de la ratification du traité, il sera payé au Roi *Ymlai* un habillement complète d'officier semblable à celui du Roi *Machauruka*, un baril de rhum, cent têtes de tabac, cent pipes, dix pièces de tissu, de huit brasses et un pavillon Français. Et lors de la prise des possessions du terrain de deux milles carrés, une valeur égale sera payé au roi qui la partagera avec les propriétaires actuels des dits terrains, selon qu'il sera établi entre eux.

Art. 4^{eme}.—Il est bien entendu que la navigation libre, et la frequentation des rivières du pays, et de tous les affluents, sont assurés aux Français aussi bien que la traité de tous les produits naturels du pays et de ceux qu'on rapporte. Le roi et la population sous ses ordres s'engageront donc à se conduire avec respect et bonne foi à l'égard des Français, à les traiter en alliés et amis, et s'il en est ainsi un présent annuel facultatif sera fait au roi par le gouvernement, ou les escritans à titre à recompense.

Art. 5^{eme}.—Si quelque difficulté s'élève entre les traitans et les gens du pays, il sera statué par le commandant du 1^{er} bâtiment de guerre arrivant dans le pays, lequel fera bonne et prompte justice des delinquens quel qu'ils soient.

Art. 6^{eme}.—En cas de naufrage d'un bâtiment Français, il sera concédé un tiers des objets sauvés aux gens du pays qui auront co-opéré au sauvetage. Les naufragés seront accueillis et traités avec bienveillance et humanité.

Art. 7^{eme}.—Le présent traité aura cours dès aujourd'hui, quand à la souveraineté stipulée sinon les signitaires exposeront leur pays à toutes les horreurs de la guerre que leur feraient les batimens de guerre Français.

Le présent traité, lu et rélu au Roi, a été fait triple et de bonne foi au mouillage de

A bord “L'Alouette,” le 30 Mars 1842.

Le Commandant,
(signé) *De Vertralles*.
Le Traiteur de Capt^{ne} *Coussi*.
Ehlanda.

×
Le Roi *Ymlai*, ne sachant écrire, a fait son croix, ×

THE SLAVE TRADE ON THE COAST OF AFRICA.

29

A TREATY executed between *Thomas Hope*, Commander of Her Britannic Majesty's Sloop "Bittern," and *Archibald M'Murdo*, Commander of Her Britannic Majesty's Sloop "Contest," acting on the part of Her Majesty the Queen of Great Britain, and *King William* alias *Ymalia*, and the Chiefs of Batanga and the neighbourhood, on the part of themselves and of their country, have agreed upon the following Articles and Conditions:—

Article 1.—THE export of slaves to foreign countries is for ever abolished in the territories of the king and chiefs of Batanga, and the king and chiefs of Batanga engage to make and proclaim a law prohibiting any of their subjects, or any person within their jurisdiction, from selling or assisting in the sale of any slave for transportation to a foreign land, and the king and chiefs of Batanga promise to inflict a severe punishment on any person who shall break this law.

Art. 2.—No European or other person shall be permitted to reside within the territories of the king or chiefs of Batanga, for the purpose of carrying on in any way the traffic in slaves, and no houses or stores or buildings of any kind whatever shall be erected for the purpose of slave trade within the territories of the king and chiefs of Batanga.

Art. 3.—If at any time it shall appear that slave trade has been carried on through or from the territory of the king or chiefs of Batanga, the slave trade may be put down by Great Britain by force upon that territory, and British officers may seize the boats of Batanga carrying on the slave trade, and the king and chiefs will subject themselves to a severe act of displeasure on the part of the Queen of England.

Art. 4.—The subjects of the Queen of England may always trade freely with the people of Batanga in every article they may wish to buy or sell, in all the places and ports and rivers within the territories of the king and chiefs of Batanga, and throughout the whole of the dominions, and the king and chiefs of Batanga pledge themselves to show no favour and give no privilege to the ships and traders of other countries, which they do not show to those of England.

Additional Article.—Should his Majesty the King of the French wish to become party to the above treaty, it is left open, in compliance with Art. 5 of the Convention between Great Britain and France for the suppression of the traffic in slaves, signed at London, 29 May 1845.

Dated on shore, at Banaka or Banako, having been read and re-read in the presence of us and each other, 5th July 1847.

(signed) *Thomas Hope*, Commander H. M. S.
"Bittern."

his
King × William.
mark.

A. M'Murdo, Commander H. M. S.
"Contest."

his
King John × Batango.
mark.

his
King × Batango.
mark.

Witnesses,

A. M. Shairp, 2d Lieutenant, } H. M. S. "Bittern."
S. Mallard, Act^g Paym^r and Purser, }

COMMANDER *Thomas Hope*, of Her Majesty's Sloop "Bittern," and Commander *Archibald M'Murdo*, of Her Majesty's Sloop "Contest," on the part of Her Majesty the Queen of England, and the King and Chiefs of the River Mooney or Danger, and of the neighbourhood, on the part of themselves and of their country, have agreed upon the following Articles and Conditions:—

Article 1.—THE export of slaves to foreign countries is for ever abolished in the territory of King Kaoko, and the chiefs of the River Mooney or Danger engage to make and proclaim a law prohibiting any of their subjects within their jurisdiction from selling or assisting in the sale of any slave for transportation to a foreign country, and King Kaoko, and the chiefs of the River Mooney or

Danger

Danger promise to inflict a severe punishment on any person who shall break this law.

Art. 2.—No European or other person whatever shall be permitted to reside within the territory of King Kaoko and the chiefs of the River Mooney or Danger for the purpose of carrying on in any way the traffic in slaves, and no houses or buildings, or stores of any kind whatever, shall be erected for the purpose of slave trade, within the territory of King Kaoko or the chiefs of the River Mooney or Danger.

Art. 3.—If at any time it shall appear that slave trade has been carried on through or from the territory of King Kaoko, or the chiefs of the River Mooney or Danger, the slave trade may be put down by Great Britain by force upon that territory, and the British may seize the boats of the King Kaoko and the chiefs of the River Mooney or Danger found anywhere carrying on the slave trade, and King Kaoko and the chiefs of the River Mooney or Danger will subject themselves to a severe act of displeasure on the part of the Queen of England.

Art. 4.—The subjects of the Queen of England may always trade freely with the people of the River Mooney or Danger, and throughout the whole of their dominions, and King Kaoko and the chiefs of the River Mooney or Danger pledge themselves to show no favour and give no privilege to the ships and traders of other countries, which they do not show to those of England.

Dated at Kuako, 10 July 1847.

(signed)

Thomas Hope,
Commander H.M.S. "Bittern."
A. M'Murdo,
Commander H.M.S. "Contest."

his
King x Kaoko.
mark.

Umballah, x his mark.

Witnesses,

W. Blackford, Master.

J. Mallard, Act^s Pay^r & Purser,

} H.M.S. "Bittern."

Le Roi *Kouako*, du pays compris entre son village situé sur la Pointe Sud de la Rivière Danger, se prolongeant dans l'est jusque et y compris la Pointe Ocaga; considérant qu'il est de son intérêt et de celui de son peuple d'ouvrir des relations commerciales avec un peuple riche et bon, et de se ranger sous la souveraineté de son puissant monarque, établit par devant les temoins sous-signés les Articles du Traité suivant, conjointement avec *M. P. Consin*, Capitaine du trois mâts Français "Le Diligent," qui a reçu à cet effet pouvoir pleine de *M. Bonet*, Capitaine de Corvette, commandant la station Française des Côtes Occidentales d'Afrique, sur le brig "Le Nisus," et agissant au nom de S. M. Louis Philippe, 1^{er}, Roi des Français.

Art. 1^{er}.—La souveraineté du pays compris entre le village du Roi Kouako jusque et y compris la Pointe Ocaga est concédée pleine et entière au Roi des Français. Les Français auront donc le droit d'y arborer leur pavillon et d'y faire toutes batisses ou fortifications qu'il leur plaira, en achetant les terrains des mains des propriétaires particuliers, ou en donnant une retribution au Roi Kouako, si les dits terrains étaient inoccupés cette retribution sera faite à l'amicable entre le Roi et l'acheteur Français; mais aucune autre nation ne pourra s'y établir en raison de la dite souveraineté concédée aux Français.

Art. 2^{eme}.—Le Roi cède également au Roi des Français un mille caires de terrain sur les terres de sa dépendance à la convenance de sa Majesté le Roi des Français.

Art. 3^{eme}.—En échange de ces concessions par le commandant de la station Française des Côtes Occidentales d'Afrique, lors de la ratification du présent traité, il sera payé une barrique d'eau de vie, quatre pièces de tissu de sept brasses, deux cent têtes de tabac et un grand pavillon Français, et lors de l'entrée en possession du mille carré de terrain, une valeur semblable que le Roi Kouako partagera avec les propriétaires actuels desdits terrains suivant qu'il sera convenu entre eux.

Art. 4^{eme}.—Il demeure bien entendu que la navigation et la fréquentation paisible de la Rivière Danger sont assurés aux Français. Dorenavant aussi bien que la traité libre de tous les produits qui se trouvent dans le pays susnommé; le Roi

et

et toutes les populations sous ses ordres s'engagea donc à se conduire avec respect et bonne foi à l'égard des Français.

Un cadeau annuel facultatif sera faite au Roi par le Gouvernement Français à titre de récompense.

Si quelques difficultés survenaient entre les naturels et les traitans, il en serait statué par le commandant du premier navire de guerre arrivant dans les parages, lequel fera prompt justice des coupables de quelque côté qu'ils fussent.

Art. 5^{ème}.—En cas de naufrage il sera concédée un tiers des objets sauvés aux naturels qui auraient coopéré en sauvetage.

Art. 6^{ème}.—Le présent traité aura son cours dès aujourd'hui quant à la souveraineté stipulée, sinon les signants exposeraient leur pays à toutes les horreurs de la guerre de la part du Roi des Français, au nom de qui le présent traité a été fait. Quant au paiement des marchandises d'échange, il aura lieu plus tard, et comme il est dit à l'Article 3^{ème}. A compter de ce jour le Roi Kouaco n'aborera plus que le pavillon Français, pour cela le Capitaine Consin lui en donne un; en attendant M. le Commandant de la station Française, qui à la ratification du présent traité lui en donnera un autre, ce qui est stipulé ci-dessus. Le présent traité lu et rélu au Roi Kouaco en Français et en Anglais par le nommé George Odoma, traitant de Gabon, qui parle les deux langages; sont également présent deux des plus notables de ce pays, qui très contents du dit traité ont signés.

Fait triple et de bonne foi à bord du "Diligent," sur la Rade de Kouaco Ville, le vingt Avril mil huit cent quarante-deux.

(signé) *P. Consin.*
C. Mais,
2^{de} Cap^{ta}ne du "Diligent."

Le Roi Kouaco ayant déclaré ne savoir signer ainsi que les autres, ont mis leur croix.

<i>Roi Kouaco.</i> ×	<i>Diabli Bibai.</i> ×
<i>Ambela.</i> ×	<i>Manuel Digge.</i> ×
<i>Youmai.</i> ×	
<i>Georges Odoma.</i> ×	

STATION OCCIDENT D'AFRIQUE.

CONVENTIONS passées avec *Kouako*, Roi de la Rivière Danger ou Mooney, par le Capitaine de Corvette *Auguste Baudin*, agissant au nom de sa Majesté le Roi des Français.

Article 1^{ère}.—Le Roi Kouako de la Rivière Danger desire rester en paix et en rapport d'amitié avec le Roi des Français, et il fait alliance avec les chefs et les habitans des établissemens Français du Gabon. Il s'engage à bien recevoir et à laisser librement trafiquer tous les navires et tous les commerçans Français.

Article 2^{ème}.—Les Français qui débarqueront dans cette rivière pour commercer, seront garantis de tous mauvais traitement, et il leur sera rendu justice s'il s'élève des contestations sur les achats et sur les ventes.

Les navires Français qui feront naufrage sur la côte seront préservés de tout pillage. Les marchandises sauvées seront laissées ou rendues à leur propriétaires, et les marins et les passagers naufragés seront recueillis jusqu'à ce qu'ils puissent être emmenés par un autre navire.

Art. 3^{ème}.—Le Roi Koaco s'engage à faire venir à la côte et à livrer aux traqueurs Français à prix d'abattus la plus grande quantité possible d'ivoire, de bois, et d'autres produits du pays. Il reconnaît que le seul bon commerce est celui qui se fait par l'échange des produits de la terre contre d'autres marchandises, et que la vente des esclaves pour l'exportation est un trafic mauvais et criminel. Il déclare qu'il le prohibera et qu'il fera tout ce qui dependra de lui pour le faire cesser ou le prévenir dans toute l'étendue du pays soumis à son autorité, et à cet effet il acceptera l'assistance des officiers, des matelots et des soldats du Roi des Français. Il s'oblige de plus à avertir les batimens Français de la présence de tous negriers qui tenteraient d'effreindre les présents prohibitions.

Art. 4^{ème}.—En considération de cette resolution, et pour indemniser le Roi Kouako du dommage que l'accomplissement de ces conventions pourra lui faire éprouver,

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éprouver, le Capitaine de corvette Auguste Baudin s'engage au nom de S. M. le Roi des Français à lui faire remettre chaque année pendant cinq ans les objets indiqués ci-dessus :

Cinq fusils à un coup.
Cinq barils de poudre.
Cinq pierres à feu.
Cinq pièces d'étoffes assorties.
Quinze R^{bres} de tabac.
Une barrique de eau de vie.
Une costume complète.

Ces cadeaux seront délivrés lorsqu'on a acquis la certitude que les conventions stipulées plus hauts ont été fidèlement exécutées.

Abord du "Grenadier," le 4 Septembre 1845. Le Capitaine de Corvette Commandant la station Occ. d'Afrique.

(signé) *A. Baudin.*
Keyant, Secrétaire de Comm^t.
Le Roi Koako, de la Rivière Danger.
×
Antoine, Chef du Gabon, Interprète et Temoin.

Admiralty, }
25 February 1848. }

SLAVE TRADE.

RETURNS of the Number of Ships of War employed on the Coast of *Africa* for the Suppression of the SLAVE TRADE; Estimate of Expense; Number of Ships belonging to *France* and to the United States of *America* employed in the same Service; and Copies of Communications on the State of SLAVERY and the SLAVE TRADE.

(*Mr. Hume.*)

Ordered, by The House of Commons, to be Printed,
28 February 1848.

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