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AFRICA. No. 7 (1888).

REPORTS

ON

SLAVE TRADE

ON THE

EAST COAST OF AFRICA:

1887-88.

*Presented to both Houses of Parliament by Command of Her Majesty.
November 1888.*

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Reports on Slave Trade on the East Coast of Africa.

No. 1.

Admiralty to Foreign Office.—(Received November 1.)

(Extract.)

Admiralty, October 27, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to transmit, for the information of the Marquis of Salisbury, extract of a letter received from Rear-Admiral Sir Frederick Richards, dated the 26th ultimo, reporting on the following subject, viz. :—

Slave Trade between Réunion and St. Augustine's Bay.

Inclosure 1 in No. 1.

Rear-Admiral Sir F. Richards to Admiralty.

(Extract.)

"Bacchante," at Zanzibar, September 26, 1887.

FROM the information I was able to obtain from inquiries made among the European residents at St. Augustine's Bay, I am satisfied that there has been no further attempt to carry on a Slave Trade between that place and Réunion since the French Government took action in the matter.

The visit of the "Reindeer" in February 1887 had the effect of frightening the Europeans engaged in the Traffic, and a subsequent visit of the French vessel of war has apparently convinced the French creoles from Réunion who were implicated that their Government was in earnest in its suppression.

The Norwegian missionary at Tullear (M. Rostvig) appears to be a very respectable and reliable person, and gave a straightforward account of the recent slave-dealing transactions at these places.

He corroborates the information obtained at Nos Vey, that there had been no further cases of slave-dealing since the visit of the "Reindeer."

Inclosure 2 in No. 1.

Extract from Memorandum on the State of Affairs in Madagascar and Proceedings of the French in the Island.

THE Slave Trade is thought to be carried on to some considerable extent. Numbers of dhows have the French flag, which I am told is readily granted to them.

No. 2.

Admiralty to Foreign Office.—(Received November 29.)

Sir,

Admiralty, November 24, 1887.

I AM commanded by my Lords Commissioners of the Admiralty to forward herewith, for the information of the Secretary of State for Foreign Affairs, copy of a letter (with inclosures), dated the 19th ultimo, from the Commander-in-chief

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B

of the East Indies, having reference to the Slave Trade in the station under his command during the year ending the 30th June last.

2. With reference to the proposal contained in the inclosure from the commanding officer of Her Majesty's ship "Kingfisher," for an extended system of cruising in the Persian Gulf during certain months, my Lords desire me to state that the proposal is not feasible, as the India Office has decided to reduce the naval force in the Persian Gulf.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 2.

Rear-Admiral Sir F. Richards to Admiralty.

Sir,

"*Bacchante*," at *Seychelles*, October 19, 1887.

I FORWARD herewith, for the information of my Lords Commissioners of the Admiralty, a Return of vessels captured upon the East Indies Station on the ground of being engaged in the Slave Trade during the year ending the 30th June, 1887.

2. The total of vessels taken into the Vice-Admiralty Courts at Zanzibar and Muscat during the period amounted to sixteen, of which number fourteen, with an aggregate tonnage of 678 tons, were condemned as slavers, and two were released. The total number of slaves emancipated during the period is 128.

3. From this it will be seen that the captures during the year amounted to only about half the number of vessels taken during the previous year, and the slaves liberated to half the number also. This is due not to any decrease in the Slave Trade, which is without doubt in full activity, but to the fact that the "Turquoise" and the "Reindeer," the only two vessels I have been able to spare for the service of the East Coast of Africa division of the station, have, in consequence of the political situation, passed a great part of their time in the harbour of Zanzibar.

4. An important capture was effected off Fundu Gap, Island of Pemba, by Lieutenant Frederick F. Fegen, in the pinnace of the "Turquoise" at the latter end of May 1887, when a dhow with a cargo of slaves on board, running through the Gap in the early morning, saw the boat at anchor, and it being too late to escape, endeavoured to run her down; at the same time, the crew of twelve well-armed Arabs, all being armed with rifles, tried to board. A desperate fight ensued, in which Lieutenant Fegen and four of the "Turquoise's" men were badly wounded, one since dead, notwithstanding which the dhow having bore up for Pemba was followed, and eventually, the helmsman having been shot, broached to and capsized. In this engagement eleven Arabs are reported to have been killed; 53 slaves, all children, were saved from the wreck, and subsequently taken to Zanzibar and liberated; some were drowned when the vessel capsized.

Mozambique and Madagascar.

5. No captures were effected on this part of the division, there having been no vessel available to watch the Slave Trade to Madagascar. In the month of February I dispatched the "Reindeer" to St. Augustine's Bay to inquire into a question of slave-dealing at Tullear and Nos Vey for the supply of the labour market at Réunion. One of the vessels engaged in this Traffic, a brig named the "Town of Liverpool," was seized at Mauritius and the case tried in the Vice-Admiralty Court there, but, unfortunately for want of evidence from Réunion, she was released, notwithstanding the notorious facts of the case. The French Government having interfered in the matter, this new development of the Trade has, for the present, been checked.

Aden.

6. The vessels employed upon the Aden division have been as usual engaged in political duties, and no captures have been effected. The Traffic in the gulf has practically ceased, though occasional slave-dhows from the African coast are said to land their slaves in the neighbourhood of Maculla.

Persian Gulf.

7. On the Persian Gulf division much good work has been done by officers and men, though but one capture has been effected. This has not been for want of zeal and energy on the part of the officers and crews of the vessels employed upon the service, as will be seen from the Reports of the Senior Officers who have had charge of the division during the year, which I inclose for their Lordships' information, as they give a clear and intelligent account of the manner in which the work is carried on during the running months September and October, and April to June. I agree entirely with Commander Gissing, that the strict blockade which has been established on the Arabian coast during the past two seasons has to a great extent stopped the transport of cargoes of slaves in large numbers from Africa to the Arabian coast and Persian Gulf.

I have, &c.
(Signed) FREDK. W RICHARDS

Inclosure 2 in No. 2.

List of Vessels detained as being engaged in the Slave Trade by Ships of the East India Squadron between July 1, 1886, and June 30, 1887.

Ship making Capture.	Where, and Date.	Name of—			Under what Colours.	How rigged.	Number of—			Where—			Date of sailing from last Port.	Nature of Cargo.	To whom consigned.	If with Slaves on Board.				To what Port sent for Adjudication, and whether Condemned or not.	Condition of Slaves. 3. Condition of Vessel. 4. Number of Deaths before adjudication. 4. Number emancipated.
		Vessel.	Master.	Owner.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Ken.	Women.	Boys.	Girls.			Where shipped.
British	Tondoni Cap, Pemba, July 2, 1886	Unknown	Unknown	Unknown	Boat	...	90 approx.	Unknown	Unknown	Unknown	6	10	4	3	Unknown	Zanzibar; condemned	1. In a weak and helpless condition from want of food. 2. Vessel went to pieces on rocks. 3. Six slaves escaped previous to adjudication. 4. Sixteen emancipated.				
Ditto	Pemba, July 17, 1886	Ditto	Ditto	Ditto	Dhow	3	49	Pemba	...	Tanga, July 16	Ditto	...	3	1	Tanga	Ditto	1. Slaves captured after landing; total number carried not known. 2. Vessel destroyed as unseaworthy. 3. Nil 4. Seven.				
Ditto	Pemba, July 18, 1886	Ditto	Ditto	Ditto	Ditto	Not known	61	Unknown	Unknown	Unknown	...	...	...	...	...	Ditto	1. Run on reef and destroyed. 2. Nil. 3. Nil. 4. Captured on shore after dhow had been run on reef.
Beindex	Sadawa, Pemba, Oct. 14, 1886	Fatal Khair	Juma	Yusuf Ben Ali, Pemba	Ditto	3	26-97	Kinduchee.	Pemba	Unknown	Unknown	Unknown	Unknown	Ditto	Yusuf Ben Ali	Zanzibar; not condemned	1. Fair. 2. Leaky. 3. Nil. 4. Not stated.				
Ditto	Cheoni, Oct. 19, 1886	Kandar or Akundoo	Selim Ben Hamed	Selim Bassef, Pemba	Ditto	...	15-23	Maryani	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Selim Bassef	Zanzibar; condemned	1. Fair. 2. Leaky; 1 3. Nil. 4. Five.				
Turquoise	Off Pemba, Oct. 18, 1886	Unknown	Unknown	Unknown	Ditto	...	26	Tanga	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	None on board	Ditto	1. Unseaworthy and destroyed.				
Beindex	Off Cohani, Nov. 1, 1886	Mali	Shaha Tom-bata	Mahomed Ben Auctilla, of Pemba	Ditto	5	49-98	Kinduchee.	Cohani	Pemba	Unknown	Unknown	Unknown	Ditto	...	Ditto	1. Good, but dirty. 2. Good. 3. Nil. 4. Ten.				
Ditto	Kuawa Creek, Nov. 13, 1886	Unknown	Bakhshi Bin Combo	Adi Bin Toi, of Finja	Dhow, Botela	5	14-9	Ditto	Finja	Finja	Unknown	Unknown	Unknown	Ditto	...	Zanzibar; not condemned	No slaves; vessel rotted.				
Ditto	Kwali Island, Jan. 17, 1887	Ditto	Jamecha	Jamecha	...	3	3-44	Ditto	Zanzibar	Jamecha	Unknown	Unknown	Unknown	Ditto	...	Zanzibar; condemned	1 and 2. Good. 3. Nil. 4. Two.				

Ship making Capture.	Where, and Date.	Name of—			Under what Colours.	How rigged.	Number of—			Where—			Date of sailing from last Port.	Nature of Car.	To whom consigned.	If with Slaves on Board.				To what Port sent for Adjudication, and whether Condemned or not.	1. Condition of Slaves. 2. Condition of Vessel. 3. Number of Deaths before adjudication. 4. Number emancipated.																	
		Vessel.	Master.	Owner.			Men.	Guns.	Tons.	From.	Bound.	Belonging.				Men.	Women.	Boys.	Girls.			Where shipped.																
Turquoise	Off Pemba, Feb. 18, 1887	Unknown	Unknown	Unknown	None	Dhow	...	...	39.5	...	Utumbivi	Pemba	Unknown	Nil	...	...	4	...	...	Utumbivi	...	1. Good. 2. Unseaworthy; destroyed. 3. Nil. 4. Four.										
Ditto	Off Brisk Island, April 9, 1887	Ditto	Ditto	Ditto	Ditto	Dhow, 2-masted	...	...	100 approx.	...	Pangani	Ditto	Ditto	Slaves	...	...	4	...	...	Near Kwala Island and Pangani	...	1. Good. 2. Old and rotten. 3. Nil. 4. Six.										
Ditto	Off Ras Kurjoe, April 15, 1887	Mutashah	Mahomed	(?)	Arab	Dhow	...	...	55	...	Coast near Kwala Island	Ditto	Ditto	Ditto	Unknown	...	3	...	...	In neighbourhood of Kwala Island	...	1. Good. 2. Nearly new 3. Nil. 4. Four.												
Ditto	Suida Island, Zanzibar Channel, April 13, 1887	Unknown	Unknown	Unknown	Nil	Ditto	...	...	13	...	Unknown	Unknown	Ditto	Nil	...	...	...	...	...	...	...	1. None on board 2. Fair.							
Ditto	Tango Bay, May 4, 1887	None	Saadi	Saadi	Arab	Ditto	3	...	13.25	...	Pangani	Pemba	Pangani	Goats	...	...	1	...	...	...	...	1. Healthily. 2. Old, rotten; sunk. 3. Nil. 4. One.										
Ditto	Fundu Gap, Pemba, May 30, 1887	Unknown	Unknown	Unknown	None	Ditto	...	...	100.9	...	Near Dar-es-Salaam	Ditto	Ditto	Slaves	...	...	35	20	...	Near Dar-es-Salaam	...	1. Such as survived good. 2. Not ascertained; show Nil. 3. Nil amongst survivors. 4. Fifty three.												
Kingfisher	Off Muscat, May 27, 1887	Fatal Kheir Abri	Hadeb Bin Nassab	Hadeb Bin Nassab	Arab	Ditto	7	...	70	...	Zanzibar and Socotra	Bunder Abbas	Bunder Abbas	Rafters	Captain	...	...	...	...	...	...	Four slaves from Melindi landed at Kuryat. May 22.										
											Not condemned															
											Tonnage of vessels condemned									
											730.16							
											41.87					
											678.29	
											128

(Signed) **FREDK. W. RICHARDS, Rear-Admiral, Commander-in-chief.**

Inclosure 3 in No. 2.

Commander Rainier to Rear-Admiral Sir F. Richards.

(Extract.)

"Kingfisher," at Busrah, January 1, 1887.

I MENTIONED in my previous Report that the theory of dhows not passing inside Masirah Island was a fallacy.

The small dhows that were reported to have run slaves in August and September to Masirah Island and its vicinity all left again in October for Zanzibar and other southern places for slaves next season, so it was reported to our boats; and the crews were inclined to chaff our people for being too late.

Inclosure 4 in No. 2.

Commander Gissing to Rear-Admiral Sir F. Richards.

(Extract.)

"Osprey," at Kurrachee, July 10, 1887.

ON the 9th June Her Majesty's ship "Ranger" arrived at Muscat, and on the 10th proceeded to cruize in the neighbourhood of the Suadi Islands and coast of El Batinah. She was given this station on account of a letter received by me from the Resident, stating that the native agents reported that several dhows were expected in that neighbourhood from Zanzibar bringing a cargo of slaves. The "Ranger," from the 10th to the 30th June, boarded and examined forty dhows, out of which one case only was suspicious, but on being taken to Muscat the Consul considered it should not be taken into Court. The dhow was therefore towed by "Ranger" to the place where she had originally been detained, and there released.

The "Osprey" placed boats inside Masirah Island to cruize between it and the mainland in addition to her boats at Madraka. On the 26th May I withdrew my boats from Ras Madraka, the swell being too heavy. On the 1st June withdrew the boats from inside the Masirah Channel and took up the Ras-al-Hadd station, having boats night and day off the head, and steam cutter and whaler every night off Sur; the ship herself was generally anchored off Khor Hajarah. The "Osprey" has stopped and examined 174 dhows, out of which there have been no suspicious cases.

As regards the general results, it may be said to be unsatisfactory that more dhows were not captured; but from all the information that I have received, there have not been many slaves landed this season. Accounts on this subject differ so much that it is hard to say where truth exists, but one test that many do not arrive is that the price of slaves is continually going up, showing that they are more difficult to obtain. I feel sure that many that find their way to the Gulf are landed in the neighbourhood of Makullah, or, at any rate, to the westward of the Kuryian Muryian Group; from there are brought on camels to Sur and other places.

I have received from the slaves themselves circumstantial accounts of being landed and brought to Sur in this way. From Sur they have no occasion whatever to embark to reach the Gulf, they can be marched along the coast with perfect safety; there is water fresh enough for them to drink in numberless places on the way. It is one of the curious features of Southern Arabia that quite close to the sea there are wells with fresh water in so many places along the coast. A good many of the dhows that were boarded were in ballast, having landed their cargoes at Makullah. Many of these were from Zanzibar, and had probably brought slaves up from there. I feel quite sure, in my own mind, that there could not have been many dhows which could have escaped boarding by one of the ships or the boats, and of course many of them were boarded several times.

Though the actual result in release has been so small, still I think the moral effect of our presence on the coast acts as a strong deterrent sufficient to prevent any fairly rich Arab or owner of a good dhow embarking in it; at any rate, at present, it is not a trade as it used to be, but merely a smuggling business at the best, carried on by Arabs who enjoy the spice of danger which a possible encounter with our boats or ships gives to it; and were our cruisers withdrawn I feel sure it would revive again, as all the Arabs I have ever talked to not only see no harm in it, but consider that God gave the Africans for servants, and resent our preventing their getting them for that purpose.

The coast here to be protected is very large, and landing-places almost everywhere. Also the population inhabiting the country is against us in this matter to a man; therefore it is no wonder if some get through the watch we keep.

No. 3.

Sir E. Baring to the Marquis of Salisbury.—(Received December 12.)

My Lord,

Cairo, December 1, 1887.

MAJOR SEALY, Acting Political Agent and Consul for the Somali Coast, has stated that a caravan from the interior was shortly expected at Ambadu.

I have the honour to transmit an extract from a letter which Major Sealy has received from the Acting Vice-Consul at Zeyla, giving further particulars respecting this caravan.

I venture to call your Lordship's attention to the statement that fifty slaves joined the caravan after it had proceeded ten days' journey from Ankobar. Of these, twenty are said to have died on the road, and the remaining thirty to have proceeded on Tajourra.

I have not made any communication to the French Consul-General on this subject, but it might perhaps be desirable to draw the attention of the French Government to the alleged Traffic in Slaves.

I have, &c.
(Signed) E. BARING.

Inclosure in No. 3.

Acting Vice-Consul Moss to Major Sealy.

(Extract.)

Zeyla, November 14, 1887.

THE Abyssinian kafilā reached Takusha on Saturday, the 12th instant, and came into Beyla on Sunday morning. The kafilā, which consisted of more than eighty camels, brought nothing but ivory. Mahomed Abubekr (Burhan's brother) and four Europeans also came in, viz. :—

M. Alfred Ilg, King Menelek's engineer, who is proceeding to his home in Switzerland for about three months.

M. Ernest Zimmermann, a Swiss mechanic, also in King Menelek's employ.

M. Henri Audon, Frenchman, and traveller for his uncle, M. Deschamps, of Aden.

Louis, M. Audon's servant.

M. Ilg tells me that they started from Ankobar, in Menelek's country, two months ago; their kafilā consisted of 250 camels, 20 escort, and 50 slaves. M. Ilg refused to permit the slaves to accompany the kafilā, and therefore their owners sent them by another route, and they joined the kafilā after it had proceeded ten days' journey from Ankobar.

Before leaving Abyssinia they received a letter from Obokh, advising them to avoid Zeyla and to proceed to Ras Jibuti or Tajourra. The kafilā split up at Surman, and 150 camels and 30 slaves proceeded to Tajourra. All the ivory came to Zeyla. The cargo for Tajourra consisted of hides and a little coffee, and there were only thirty slaves, twenty having died on the road.

No. 4.

Major Macdonald to the Marquis of Salisbury.—(Received January 16, 1888.)

My Lord,

Zanzibar, December 17, 1887.

I HAVE the honour to report that on the 8th December I received a letter from M. Émile Piat, Acting French Consul at this place, a copy of which I inclose, together with a deposition made at the French Consulate by the captain of an Arab dhow.

As your Lordship will observe from M. Piat's letter and the deposition above mentioned, it would appear that the officer in charge of the man-of-war's boats cruising to the south of the island had fired two shots at a dhow flying French colours, had boarded, "violated," searched, and, finally, detained her for more than an hour, and that the interpreter, Ali Kakrouche, had made use of offensive expressions towards the captain of the dhow.

As I was aware that the boats cruising to the south of the island were those of Her Majesty's ship "Garnet," which ship has only recently arrived on the station, I thought that perhaps the officer in charge of the boats might through inexperience have slightly exceeded his instructions.

As Her Majesty's ship "Garnet," Captain Jenkings, Senior Naval Officer, was away on a cruise, I requested Captain Durnford, Her Majesty's ship "Mariner," to communicate with the officer in charge of the boats, and inform him of the complaint which had been lodged at the English Consulate-General, with a view to his being more careful in future. Captain Durnford, who was about to visit his boats in the Pemba Channel, also kindly consented, should he see the "Garnet," to inform Captain Jenkings of what had happened, with a view to his returning to Zanzibar to make the necessary inquiries.

The same day I called on my French colleague, with whom I have always maintained the most cordial relations, and informed him of the steps I had taken in the matter, for which he thanked me, stating that it was his belief that the whole incident was the outcome of a private pique between the captain of the dhow and Ali Kakrouche.

Her Majesty's ship "Garnet" returned on the 13th December, and on the 14th I held an inquiry in Her Majesty's Consular Court, and took down the evidence of Lieutenant Martin and three other officers of the "Garnet" who were with the boats at the time of the alleged detention. I inclose copies of the affidavits made by these officers. From their evidence it will be seen that no shots were fired, the dhow was in no way detained, searched, or "violated," and Ali Kakrouche asserts that he made no sarcastic observations.

I hereupon wrote to the French Consul, and sent him copies of the above affidavits, pointing out that nearly everything the Arab captain had said was untrue, and concluded by saying that I was sure after reading the evidence given by the English officers he would agree with me in thinking that what the Arab said was untrue, and that the boarding officer, so far from exceeding his instructions, had executed a very delicate duty with great tact and discretion.

In reply, I received a letter dated to-day from the French Consul, begging me to convey his thanks to the English officers for their kindness in coming on shore and giving evidence, and saying that he had no doubt whatever but what their version was the right one, but pointing out that Article V of the Conventions of 1859 laid down that vessels flying French colours were only to have their papers verified when the officer commanding the man-of-war's boats was of opinion, either from positive information or from other special indications, that the vessel in question did not belong to the nation whose colours she had assumed; also that by Article VIII, when the papers were verified, the boarding officer should draw up a written statement wherein should be stated all the circumstances attending the verification. M. Piat added that from the evidence of the English officers it appeared that the latter had not been done, and that Lieutenant Martin had boarded the dhow on the simple suspicions, "*lesquels n'étaient, du reste, pas du tout fondés,*" of Ali Kakrouche.

Thinking that the least said on these occasions the more satisfactory the result arrived at, I simply acknowledged my French colleague's reply, and said that I would ask Captain Jenkings to request officers in charge of boats to be very careful in future to carry out the regulations laid down in Articles V and VIII.

My colleague thanked Captain Jenkings and myself for what we had done, and the affair has, I hope, terminated. I inclose copy of the French Consul's last letter to me.

I have ventured to enter into this matter in some detail, in order to bring to your Lordship's notice the extreme jealousy with which the French regard any interference with dhows sailing under French colours, and also to the difficulties naval officers have to contend with, for, though in the instructions given to both English and French cruisers Article V is drawn up as quoted by my French colleague, in the Station Orders for East Africa it is laid down that, owing to the numerous instances of slaves being carried in French dhows, "it is very desirable

that vessels sailing under the French colours should be boarded and the papers verified."

I have, &c.
(Signed) C. M. MACDONALD.

Inclosure 1 in No. 4.

M. Piat to Major Macdonald.

Monsieur et cher Consul,

Zanzibar, le 7 Décembre, 1887.

J'AI l'honneur de vous adresser ci-joint copie d'une déposition, qui a été faite ce matin à la Chancellerie de ce Consulat par le nommé Rachidi M'souri, patron du boutre Français "M'sapéré," du port de Mayotte.

Il résulte de cette déposition et de l'enquête à laquelle je me suis livré qu'une chaloupe Britannique croisant dans les parages de l'îlot de Kevale, près de Zanzibar, s'est permis, au mépris des Conventions en vigueur, de tirer deux coups de feu sur ce boutre, de le violer, bien qu'il eût son pavillon arboré, de le visiter, et de l'arrêter pendant plus d'une heure.

J'aime à croire que cet incident regrettable n'est que le fait du zèle excessif d'un officier récemment arrivé dans la station et qui aurait été circonvenu par l'interprète "Ali Kakroutche," mais il n'en constitue pas moins une violation flagrante de l'accord intervenu entre nos deux Gouvernements. Je vous prie donc, Monsieur et cher Consul, de recueillir de votre côté les informations qui vous paraîtront utiles et de me faire savoir, dans le cas où les faits reprochés seraient prouvés, si vous pouvez en assurer ici le redressement.

Je me repose d'ailleurs entièrement sur votre esprit d'équité et sur la légitime rigueur dont a déjà fait preuve à Zanzibar en plus d'une circonstance le Gouvernement de Sa Majesté la Reine à l'égard des officiers qui outrepassent d'une façon aussi grave les instructions qu'ils ont reçues.

Veillez, &c.
(Signé) ÉMILE PIAT.

(Translation.)

Sir and dear Consul,

Zanzibar, December 7, 1887.

I HAVE the honour to forward herewith copy of a deposition which was made at the French Consulate this morning by Rachidi M'Souri, captain of the French dhow "M'Saperi," belonging to the port of Mayotta.

From this deposition, and from my investigation, it appears that an English man-of-war's boat, cruising in the vicinity of the Island of Kwale, near Zanzibar, in defiance of the Conventions in force, fired two shots at the dhow, forcibly boarded her, notwithstanding that her flag was hoisted, searched her, and detained her for more than an hour.

I cannot but think that this regrettable incident is an act of excessive zeal on the part of an officer recently arrived on the station, and who must have been deceived by the interpreter, Ali Kakroutchi; but, nevertheless, it constitutes a flagrant violation of the Agreement existing between the two Governments. I have accordingly to request you, Sir and dear Consul, to collect any information which you may think useful, and to let me know if you can assure me that redress will be made in case the facts stated here are proved.

I rely besides entirely on your spirit of fairness and on the legitimate strictness which has already, on more than one occasion, been shown at Zanzibar by the Government of Her Majesty the Queen with regard to officers who have exceeded their instructions in so grave a manner.

I have, &c.
(Signed) ÉMILE PIAT, *French Consul.*

Inclosure 2 in No. 4.

Declaration of the Captain of a French Dhow, boarded by a British Man-of-War's Boats.

L'AN 1887, et le 7 Décembre, par-devant nous, Gérant du Consulat de France à Zanzibar, et en présence de M. Louis Eeckman, Chancelier substitué de ce Consulat; et M. Léon Besson, négociant Français établi à Zanzibar.

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S'est présenté le Sieur Rachidi M'Souri, capitaine du boutre Français "M'Sapéré," lequel a déclaré qu'il était à la hauteur de l'Ile Kevale le 6 Décembre courant vers 2 heures de l'après-midi quand il fut accosté par une chaloupe de la marine Britannique de laquelle deux coups de feu étaient partis. Les deux interprètes de cette chaloupe, dont l'un s'appelle Ali-Kakroutche, accompagné d'un autre noir et d'un marin Anglais, montèrent à son bord sans aucune autorisation, et procédèrent à la visite du boutre. Le Sieur Rachidi déclare avoir protesté contre ces procédés, qui ne sont pas d'usage; il a offert de montrer son acte de francisation et les autres documents concernant son boutre, mais les marins Anglais, qui cependant avaient constaté que le pavillon était arboré sur le boutre, ne tinrent aucun compte de ces observations et firent "stopper" le boutre pendant au moins une heure.

Au moment de leur départ le Sieur Rachidi déclara à l'interprète Ali Kakroutche qu'il se plaindrait au Consulat de France dès son arrivée; celui-ci lui répondit sur un ton ironique, qu'il avait trop de prétention, puisqu'il croyait que personne n'avait de droit de visiter un boutre Français. D'après les propos qu'a tenus le Sieur Ali Kakroutche au Sieur Rachidi, ce dernier a compris que l'interprète avait fait preuve de beaucoup de zèle dans la circonstance, dans le but de lui extorquer une gratification quelconque.

Les nommés Ali-bin-Mohamed, passager Coéens, maître d'équipage Bouhédi, Timnier, Amissi, Lubrécarque, ont fait une déclaration identique à celle du Sieur Rachidi.

De tout ce qui précède, il a été dressé le présent procès-verbal qui a été signé par nous, Gerant du Consulat de France, MM. Eeckman, L. Besson, et le patron du boutre, M. Sapéré.

(Signé) RACHIDI M'SOURI,
L. EECKMAN.
L. BISSON.

(Translation.)

ON the 7th December, 1887, before me, Acting Consul for France at Zanzibar, and in the presence of M. Eeckman, Acting Chancellor of the Consulate, and M. Besson, French merchant, residing at Zanzibar.

Appeared Rachidi M'Souri, captain of the French dhow "M'Saperi," and made declaration that he was off the Island of Kwale, the 6th December, about 2 o'clock in the afternoon, when he was hailed by an English man-of-war's boat, from which two shots were fired. The two interpreters of this boat, of whom one was called Ali Kakroutchi, accompanied by another black and by an English sailor, boarded the dhow without any authorization, and proceeded to search her. Rachidi declares that he protested against the proceedings, which are not customary; he offered to show his "Acte de francisation" and the other papers relating to the dhow, but the English sailors, who, however, had seen that the flag was hoisted, took no notice of these observations, and compelled the dhow to stop for at least an hour.

At the moment of their departure Rachidi declared to this interpreter, Ali Kakroutchi, that he would complain to the French Consulate immediately on his arrival. The latter answered in an ironical tone that he was very much mistaken if he thought no one had the right to search a French dhow. From what Ali Kakroutchi had said to Rachidi, the latter made out that the interpreter had shown all this zeal in order to extort money.

The following made a similar declaration: Ali-bin-Mohamed, Coéens passenger, Bouhédi, the mate, Timnier, Amissi, Lubrécarque.

Of these circumstances the present *procès-verbal* has been drawn up and signed by us, the Acting Consul for France, and Messrs. Eeckman, L. Besson, and the master of the dhow, M. Sapéré.

(Signed) RACHIDI M'SOURI.
L. EECKMAN.
L. BISSON.

Inclosure 3 in No. 4.

Evidence of Officers of Her Majesty's ship "Garnet" on the subject of boarding a French Dhow.

LIEUTENANT MARTIN, R.N., Her Majesty's ship "Garnet," being duly sworn, states:—

On the 6th December I was cruising off the Island of Quali with the boats of Her Majesty's ship "Garnet." I was in the galley, and had with me the pinnace ("grand canot") and cutter. About 12.30 I saw four French dhows; my interpreter said this was somewhat unusual, so I pulled out to them and went alongside the nearest. I hailed her and asked whether she was French; the captain replied in the affirmative, and said, "We are from Comoro." The interpreter informed me that he recognized the captain as having before sailed under Arab colours. I then went on board with my interpreter, and said to the captain, "Are you French?" and he said, "Yes," and without my asking him he showed his papers. I made no search whatever, and asked no further questions. I then returned to my boat; the interpreter remained for a short time talking to one of the passengers. Another native I had in my boat also went on board and talked to some of the people in the dhow whom he knew; they were not on board the dhow more than half-a-minute after I had left. I was not myself on board the dhow more than five minutes. I then pulled off to the second dhow, which was also flying French colours, but I did not board her, but asked whether she was French; the other dhows I did not go to. There was a calm at the time; the dhows were in no way delayed, they did not even lower their sails; no shot of any kind was fired at any of the dhows. I had with me in the boat Mr. Kennedy, Midshipman, Her Majesty's ship "Garnet," a crew of five English blue-jackets, a petty officer, and the interpreter and a native whom we had picked up on the mainland.

Mr. Kennedy, Midshipman, Her Majesty's ship "Garnet," being duly sworn, states:—

I was in the boat with Lieutenant Martin; we pulled out to the four French dhows. Mr. Martin and the interpreter went on board; they remained on board about five minutes. On their return we pulled off to another dhow; we did not board her; no shots were fired; there was a calm; the dhows did not lower their sails, and were in no way delayed.

Dr. Weightmann, R.N., Her Majesty's ship "Garnet," being duly sworn, states:—

I was left in the pinnace when Lieutenant Martin went away; he had a long pull to and from the dhow; he was away about three-quarters of an hour. There were no shots fired; I did not see the dhow lower her sails.

Mr. Palmer, Sub-Lieutenant, Her Majesty's ship "Garnet," being duly sworn, states:—

I was left in the cutter; I saw Lieutenant Martin leave in the galley to go to a French dhow, which was some way off. There was no wind; the dhow did not lower her sail, and was hardly moving; there were no shots fired. Lieutenant Martin was away about three-quarters of an hour.

Cockroach, interpreter, states:—

I went with Lieutenant Martin on board the dhow. I asked the captain for his papers; he showed them to me. I was only on board the dhow five minutes; I said nothing to the captain except to ask him for his papers; there was no firing of any kind, nor was the dhow delayed. I know the captain and the dhow by sight, and I have reason to believe that she has been engaged in the Slave Trade.

Inclosure 4 in No. 4.

M. Piat to Major Macdonald.

Monsieur et cher Consul-Général,

Zanzibar, le 17 Décembre, 1887.

J'AI reçu la lettre que vous m'avez fait l'honneur de m'adresser aujourd'hui et je vous remercie ainsi que M. le Commandant Jenkins, Senior Naval Officer, de l'empressement que vous avez mis à prendre des mesures pour assurer à l'avenir l'observation des instructions contenues dans la Convention de 1859.

Je rendrai compte à son Excellence M. le Ministre des Affaires Étrangères de la solution que vous avez cru devoir donner à cette affaire en la soumettant à sa haute appréciation.

Veillez, &c.
(Signé) ÉMILE PIAT.

(Translation.)

Sir and dear Consul-General,

Zanzibar, December 17, 1887.

I HAVE the honour to acknowledge the receipt of your letter of to-day's date, and beg to thank you and Captain Jenkins, Senior Naval Officer, for the prompt manner in which you have taken steps to insure the future observance of the instructions contained in the Convention of 1859.

I shall report to his Excellency the Minister for Foreign Affairs the solution which you have thought fit to arrive at in this matter, and submit it for his consideration.

Please receive, &c.
(Signed) É. PIAT, *Acting French Consul.*

No. 5.

Admiralty to Foreign Office.—(Received February 9.)

Sir,

Admiralty, February 7, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the accompanying copy of a letter, dated the 1st December, from Her Majesty's ship "Reindeer," reporting the capture and condemnation of a slave-dhow at Melindi on the 23rd November last.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure in No. 5.

Gunner Staddon to Commander Lang.

Sir,

"Reindeer," at Zanzibar, December 1, 1887.

I HAVE the honour to report that at 8 A.M. on the 23rd November I was at anchor in the sailing-cutter at the southern point of Pungume Island, when a dhow came round the point making for Zanzibar Island. On seeing us she wore and stood for the mainland. I gave chase with oars and sail. The dhow was about 1,800 yards off. I was in the bows firing rifles at her sail; at first we gained on her and came to within 800 yards, but the wind freshened, and after four and a-half hours' chase she was beached just south of Melindi village. From fifty to fifty-five people landed and were driven into the jungle, the crew, about eight in all, sheltered themselves behind the dhow and in the jungle, and opened fire on us with ball. I approached to within 500 yards and fired three volleys at them; this dislodged them. I then boarded the dhow and found that the crew had removed the plug. She was in a filthy state, the mats on which the slaves had been sitting were covered with their excrement.

The slaves landed were mostly composed of children. I searched the jungle for some little distance, but could not find any of the crew or slaves. The dhow had a very large light sail, and pulled eight sweeps during the whole chase.

I called on the Chief of Melindi, and he promised to get me the crew and the

slaves, but although I remained there until 1 P.M. the next day he did not fulfil his promise. I then returned to my cruising ground off Kwale Island, bringing the dhow with me.

I have, &c.
(Signed) RICHARD H. STADDON.

Forwarded in accordance with Article 129, Station Orders, 1887.
(Signed) H. B. LANG, *Commander.*

"Reindeer," at Zanzibar, December 1, 1887.

Forwarded for the information of the Commander-in-chief.
(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.

"Garnet," at Zanzibar, December 16, 1887.

No. 6.

Admiralty to Foreign Office.—(Received February 9.)

Sir, *Admiralty, February 7, 1888.*

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a letter, dated the 2nd instant, from the commanding officer of Her Majesty's ship "Kingfisher," reporting the capture of five slave-dhows on the 21st and 26th October and 7th, 12th, and 19th November respectively, and the subsequent condemnation of the vessels and emancipation of twenty-four slaves found on board.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure in No. 6.

Commander Needham to Rear-Admiral Sir F. Richards.

Sir, *"Kingfisher," at Zanzibar, December 2, 1887.*

IN compliance with Article 129 of the Station Orders, I have the honour to report the following cases of chase and capture by the boats of Her Majesty's ship under my command, cruising off Pemba Island for the suppression of the Slave Trade.

1. Lieutenant Paul Hewett, in command of cutter, having received information that a dhow (name unknown, the master and owner being one Hindi) had just landed slaves in a certain creek, and that the slaves were concealed in the house belonging to the owner of the dhow, from whence they were being sold, proceeded on the night of the 21st October to the place indicated by the informer, and having seized the dhow, landed and secured the owner and two slaves. The slaves having recognized the dhow, and other evidence being satisfactory, the case was brought before the Prize Court at Zanzibar on the 14th November, when she was duly condemned.

2. Lieutenant Hewett having been informed by Mr. Joseph W. De Matose, Gunner, in command of gig, that he had seen a dhow that landed slaves in Pemba, and that the interpreter had seen and spoken with one of the said slaves at the owner's house, where he and the others were waiting to be sold, directed Mr. De Matose to detain her for investigation, but on his return both dhow and slaves had been removed. Subsequently (on the 26th October) Mr. De Matose again saw the dhow (name unknown, master and owner Mwenzi) and took possession of her, and the next day a slave recognized by the interpreter as the one he had seen and spoken with at the owner's house gave himself up. The owner failing to appear in his defence, although warned of the seizure of his dhow, and the aforesaid slave recognizing the dhow as the one from which he had been landed, and other evidence

appearing satisfactory, the case was brought before the Prize Court at Zanzibar on the 14th November, 1887, and duly condemned.

3. At 7 A.M. on the 7th November, 1887, Lieutenant Hewett, in command of the cutter, observed a dhow (name unknown, the master and owner being one Abdullah) standing towards Fundu Gap, Pemba Island, and proceeded in chase, but before he could come up with her she had reached the shore and landed several persons. She then again made sail and endeavoured to escape, but was soon overhauled and captured. Blank charges were fired to bring this vessel to. Three men were found in her, who declared themselves as her crew, and stated that they had brought over a cargo of slaves from Kwale, which slaves, together with the owner of the dhow, had just landed. This direct evidence appearing conclusive, the case was brought before the Prize Court at Zanzibar on the 14th November, 1887, and the dhow duly condemned.

4. At daylight on the 12th November, 1887, Mr. De Matose, Gunner, in command of the gig, observed a dhow (name unknown, Haji being the master, and Mohina-bin-Ahmed the owner) aground in the "Dry Gap," Fundu Island, and upon examination found that she was empty with exception of some stones used for ballast, that she had just been scrubbed out and a quantity of sand had been thrown out of her and lay on the reef alongside her, and that her bilges were covered with a sort of hurdle used in the Slave Trade for the slaves to lie upon. When taken possession of and the crew submitted to an examination, three of them admitted having landed slaves at Fundu Island during the night. The evidence appearing satisfactory, the case was brought before the Prize Court at Zanzibar on the 2nd December, 1887, and the dhow duly condemned.

5. At 9 A.M. on the 19th November, 1887, Lieutenant Hewett, in command of the cutter, observed a dhow (name "Selfa," Abrif being the master, and Sajik-bin-Safe-bin-Salem the owner) standing towards Fundu Island, and immediately proceeded in chase, blank charge being used to bring her to; before, however, he could overhaul her she ran ashore on Kegomatche Point and landed some forty persons. As soon as possible Lieutenant Hewett landed with his boat's crew and gave chase as far into the bush as he considered advisable, and succeeded in securing twenty-one slaves.

The dhow was brought before the Prize Court at Zanzibar on the 2nd December, 1887, and duly condemned.

I have, &c.
(Signed) R. B. NEEDHAM.

No. 7.

Admiralty to Foreign Office.—(Received February 9.)

Sir,

Admiralty, February 7, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of letter of the 13th December from Her Majesty's ship "Garnet," reporting the capture of a canoe with three slaves, and their subsequent disposal.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure in No. 7.

Lieutenant Martin to Captain Jenkins.

Sir,

"Garnet," at Zanzibar, December 13, 1887.

I HAVE the honour to report that on the morning of the 27th November, while cruising for the suppression of slavery in the sailing pinnace and whaler of Her Majesty's ship under your command, I received information that a canoe had landed on Kwale Island with three slaves, and that they were to be taken on to Zanzibar Island that evening. I accordingly set a watch, and secured the canoe and the native in charge in the act of re-embarking three slaves about 6 P.M. on the same day.

2. I have to report that the second native, who completed the crew of the

canoe, effected his escape into the bush, and as it was already dusk I did not think it wise to search for him.

I have, &c.
(Signed) E. H. MARTIN.

Submitted for the information of the Commander-in-chief.

(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.

"Garnet," at Zanzibar, December 18, 1887.

No. 8.

Admiralty to Foreign Office.—(Received February 10.)

Sir,

Admiralty, February 7, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a letter, dated the 25th November, from Her Majesty's ship "Garnet," reporting the capture on the 24th November, and subsequent condemnation, of a slave-dhow and eighteen slaves.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 8.

Lieutenant Lodder to Captain Jenkins.

Sir,

"Garnet," at Zanzibar, November 25, 1887.

I HAVE the honour to report that on the evening of the 24th instant, while cruising for the suppression of the Slave Trade between the Island of Kwale and Fumba (south-west of Zanzibar), in the pinnace, accompanied by the whaler of Her Majesty's ship under your command, I sighted a dhow standing to the eastward, between the Islands of Kwale and Pungume, and immediately gave chase. At 10·15 P.M. I lost sight of her, but again observed her at 10·30 making for Fumba, to which place I followed in the whaler, under oars, the pinnace drawing too much water.

2. When nearing the dhow I fired three blank rifle charges, of which no notice was taken, and on closing I found her anchored and the slaves making for the shore.

3. I immediately landed the crew of the whaler, and captured some of the slaves while attempting to escape, others on the shore, and a few in canoes moored to the beach. They seemed frightened at first, but gradually became reassured.

4. I was unable to capture any of the crew, as they had made off as soon as the dhow anchored.

5. Having put the slaves whom I had captured into the whaler, I took them on board the dhow, where I found two or three more, making in all a total of five men, six women, two boys, and five girls; I then stood out to meet the pinnace.

6. Putting Mr. Blunt, Midshipman, with E. Maunder, A.B., and Baptiste Hongean, Seedie, in charge of the prize, with directions to anchor off Kwale and await my return, I proceeded to cruise off Fumba.

7. This morning, having proceeded to Kwale, I left that place for Zanzibar with the whaler in tow and the dhow (under the charge of Mr. Blunt, Midshipman) in company arriving here at 2 P.M. to-day.

I have, &c.
(Signed) WM. PHILIP LODDER.

Submitted for the information of the Commander-in-chief.

(Signed) A. B. JENKINGS,
Captain and Senior Officer, East Coast of Africa.

"Garnet," at Zanzibar, December 17, 1887.

Inclosure 2 in No. 8.

Lieutenant Lodder to Captain Jenkins.

Sir,

"Garnet," at Zanzibar, November 27, 1887.

I HAVE the honour to report that the dhow (name unknown) captured by me on the 24th instant, as being engaged in the Slave Trade, was condemned by the Vice-Admiralty Court at Zanzibar on the 26th instant. I gave a detailed account of the capture to you in my letter of the 25th. The emancipated slaves were disposed of as follows: sent to the Church Missionary Society's station, "Frere Town," at Mombasa.

I have, &c.
 (Signed) WM. PHILIP LODDER.

Submitted for the information of the Commander-in-chief.

(Signed) A. B. JENKINGS,
Captain and Senior Officer, East Coast of Africa.

"Garnet," at Zanzibar, December 17, 1887.

No. 9.

Admiralty to Foreign Office.—(Received February 11.)

Sir,

Admiralty, February 9, 1888.

I AM commanded by the Lords Commissioners of the Admiralty to transmit, for the perusal of the Secretary of State for Foreign Affairs, extracts from a letter from the Commander-in-chief on the East India Station, dated the 17th January, respecting Slave Trade on the East Coast of Africa, as well as extracts from a letter from Captain Jenkins, of Her Majesty's ship "Garnet," reporting his proceedings at Zanzibar.

I am, &c.
 (Signed) EVAN MACGREGOR.

Inclosure 1 in No. 9.

Rear-Admiral Sir F. Richards to Admiralty.

(Extract.)

January 17, 1888.

THE number of vessels of the squadron stationed on the East Coast of Africa Division has enabled Captain Jenkins, Senior Officer, to adopt more efficient measures for the suppression of the Slave Trade, and that he has been successful in his efforts will be seen from the reports of captures made, which I forward by this mail. It is too early yet for large shipments to leave for the Persian Gulf and Arabian coasts, and the dhows seized were probably employed in the local traffic only from the mainland to the spice islands.

I inclose a duplicate letter from Captain Jenkins for their Lordships' information.

Inclosure 2 in No. 9.

Captain Jenkins to Rear-Admiral Sir F. Richards.

Sir,

"Garnet," at Zanzibar, December 20, 1887.

IN continuation of my letter of the 27th ultimo, I have the honour to report that, on the 27th November, Lieutenant E. H. Martin, of Her Majesty's ship under my command (cruizing in the pinnace), captured a canoe, with the native in charge, in the act of re-embarking three slaves from Kwale Island; the second native, who completed the crew of the canoe, effecting his escape into the bush.

Only one of these slaves was condemned as such by the Vice-Admiralty Court on the 14th instant, the other two having been claimed by their parents, from whom they had been kidnapped. The two natives who had charge of the canoe (the second one was subsequently captured by the Sultan's police) were both sentenced to six months' imprisonment.

2. On the 28th ultimo the "Reindeer" sailed (with orders to be back at Zanzibar by the 19th instant) to cruize for the suppression of slavery between Pangani and Maudy Bay, calling in here again on the 30th to land twenty-nine slaves captured in a dhow sunk off Ushongu.

3. Mr. Richard S. C. Staddon, Gunner of the "Reindeer," when cruizing in the cutter of that ship on the 23rd ultimo, chased and captured a dhow (name unknown) which was run on shore just south of Melindi village, the slaves and crew both escaping.

4. The "Kingfisher" arrived on the 30th from Funzi Island with a dhow (name unknown) which was captured by Lieutenant Paul Hewett, of that ship, on the 12th November, on a reef on Pemba Island, and which, by the state of her inside and the evidence of three of her crew, he ascertained had been run ashore during the night and had just landed slaves. Three of the dhow's crew were brought to Zanzibar.

Lieutenant Hewett also reported to Commander Needham that on the 19th ultimo he captured a dhow named "Selfa," which, having been surveyed and reported as unseaworthy, he ordered to be destroyed. This dhow had twenty-one slaves on board, which were brought to Zanzibar by the "Kingfisher." During this cruize the "Kingfisher" visited Mombasa.

5. Major Macdonald, Her Majesty's Agent and Consul-General at Zanzibar, having asked for a passage in one of Her Majesty's ships for Mr. Vice-Consul Berkeley to Lindi, in consequence of complaints from British-protected subjects at that place relative to the disorder prevailing there, I detailed the "Kingfisher" for this duty to carry out, which she sailed on the 5th instant, returning again on the 11th.

6. Commander Needham reports that he was present at a Court of Inquiry held by Mr. Berkeley at Lindi into the complaints brought by the British Indian residents at that place against the Wali, and that there seems to have been ample cause for these said complaints, robberies, assaults, and even arson, being of frequent and almost daily occurrence, while, though the Wali was appealed to on all occasions, he was either unwilling or unable to give assistance or protection.

Commander Needham adds that, although no actual cases of murder were reported, there can be little doubt that, unless strong measures are at once taken to enforce law and order, the lives of the British subjects in Lindi will no longer be safe.

7. On the 1st instant I sailed in Her Majesty's ship under my command to cruize for the suppression of slavery, returning to Zanzibar on the 13th instant. During the cruize I visited Mbwakani Islet, Bului, Menai Bay, Mwemba Islet, Kokotoni, Tanga, and Kwale Island, placing boats where necessary for cruizing, and picking them up again on the evening of the 12th.

8. I found Her Majesty's ship "Reindeer" in Tanga Bay on arrival on the 8th December, the German gun-boat "Nautilus" coming into that anchorage on the 9th. On leaving Tanga Bay on the 10th the "Reindeer" and "Nautilus" were both lying there.

9. On the 6th instant Lieutenant E. H. Martin, of Her Majesty's ship under my command, when boat-cruizing off Kwale Island with the pinnace, a cutter, and the galley, noticed a suspiciously large number of dhows flying French colours, and, going alongside the nearest one, by name "M'Saperi," boarded her and examined

her papers, which, being in good order, the vessel proceeded, without having in any way been delayed. This action has called forth a protest from the French Consul, full particulars of which are given in my letter (inclosing copies of the correspondence) to you on the subject of to-day's date.

* * * * *

11. From information received, I gather that finding so many boats are cruising, no further attempts will be made to run slaves from the mainland till after the departure of the "Reindeer" and "Kingfisher," when the reduction in the number of cruising boats will embolden the Arabs to try fresh overtures. I am also given to understand that they mean to fight.

12. On the 18th the "Reindeer" arrived from Msale Island, having visited Maziwi Island, Pangani, and Tanga Bay, Commander Lang reporting that, while he was at Tanga Bay, the German gun-boat "Nautilus" arrived there with some members of the German African Company who had been endeavouring to purchase land in the neighbourhood of Tanga, but the Wali would not sell it without the Sultan's orders. Commander Lang believes the Wali was presented with a revolver.

* * * * *

14. The "Kingfisher" sails to-morrow to cruise for the suppression of the Slave Trade in the vicinity of the north of Pemba, with orders to return to Zanzibar about the 1st January.

The "Reindeer" will also sail to-morrow to cruise off Pemba for the suppression of slavery, and to carry out prize-firing, returning to Zanzibar about the 2nd proximo.

The "Mariner" leaves on the 23rd to cruise for the suppression of slavery in the Pemba and Zanzibar channels, returning about the 3rd proximo.

15. At the time of closing this despatch the vessels lying at this port include the "Reindeer," "Mariner," and "Kingfisher."

I have, &c.
(Signed) A. B. JENKINGS.

No. 10.

Major Macdonald to the Marquis of Salisbury.—(Received February 13.)

My Lord,

Zanzibar, January 1, 1888.

I HAVE the honour to inclose a list of all Cases that have been adjudged in the Court of Her Majesty's Consul-General at Zanzibar, Admiralty Jurisdiction, during the half-year ended the 31st December, 1887.

I have, &c.
(Signed) C. M. MACDONALD.

Inclosure in No. 10.

RETURN of Prizes in respect of which Proceedings have been taken before Her Majesty's Agent and Consul-General, Zanzibar, Admiralty Jurisdiction, during the half-year ending the 31st December, 1887.

No. on Court File.	Name and Nature of Prize.	Name of Capturing Ship.	Name of Commanding Officer.	No. of Slaves seized.	Date of Capture.	Date of Adjudication.	Decree.	Court Fees.	Net Proceeds of Sale.	Remarks.
8	Unknown ..	Turquoise ..	Captain R. Woodward ..	..	Aug. 20, 1887	Aug. 30, 1887	Condemnation ..	£ s. d. 4 15 6	£ s. d. ..	
9	Ditto ..	Ditto ..	Ditto ..	7	Aug. 23,	Aug. 30,	Ditto ..	8 5 6	..	
10	Ditto ..	Kingfisher ..	Commander R. B. Needham ..	2	Oct. 21,	Nov. 14,	Ditto ..	4 5 6	..	
11	Ditto ..	Ditto ..	Ditto ..	1	Oct. 20,	Nov. 14,	Ditto ..	4 15 6	..	
12	Ditto ..	Ditto ..	Ditto ..	..	Nov. 7,	Nov. 14,	Ditto ..	6 7 6	..	
13	Mjo Meki ..	Reindeer ..	Commander H. B. Lang ..	1	Nov. 19,	Nov. 23,	Ditto ..	9 17 6	2 14 3½	
14	Unknown ..	Garnet ..	Captain A. B. Jenkins ..	18	Nov. 14,	Nov. 26,	Ditto ..	6 13 6	0 14 3	
15	Ditto ..	Reindeer ..	Commander H. B. Lang ..	..	Nov. 23,	Dec. 1,	Ditto ..	5 3 6	0 7 1	
16	Ditto ..	Ditto ..	Ditto ..	29	Nov. 25,	Dec. 1,	Ditto ..	7 12 6	..	
17	Ditto ..	Kingfisher ..	Commander R. B. Needham ..	..	Nov. 12,	Dec. 17,	Ditto ..	7 15 0	0 10 10	
18	Sefa ..	Ditto ..	Ditto ..	21	Nov. 19,	Dec. 2,	Ditto ..	6 6 6	..	
19	Cance ..	Garnet ..	Captain A. B. Jenkins ..	1	Nov. 27,	Dec. 22,	Ditto ..	4 7 6	..	
20	Staveza ..	Mariner ..	Commander J. Durnford ..	..	Dec. 3,	Dec. 22,	Ditto ..	8 8 0	0 12 7	Court fees to be recovered from the raptors.
21	Unknown ..	Reindeer ..	Commander H. B. Lang ..	2	Dec. 13,		Ditto ..			Pending.

(Signed) C. M. MACDONALD, Her Majesty's Acting Agent and Consul-General.

Zanzibar, January 1, 1888.

No. 11.

Major Macdonald to the Marquis of Salisbury.—(Received February 13.)

My Lord,

Zanzibar, January 1, 1888.

I HAVE the honour to forward the inclosed Quarterly Return of the disposal of freed slaves taken by our ships of war and condemned as forfeited in this Court.

I have, &c.
(Signed) C. M. MACDONALD.

Inclosure in No. 11.

RETURN of Slaves captured and forfeited to Her Majesty during the quarter ended December 31, 1887.

Date of Discharge.	Number of Decree.	How disposed of.		
		In Town.	Universities Mission.	Church Mission Society, Mombasa.
Nov. 14, 1887	No. 10 of 1887	1	..	1
" 14, "	" 11 " .. ..	..	1	..
" 23, "	" 13 "	1	..	..
" 26, "	" 14 "	5	2	11
Dec. 1, "	" 16 "	23	1	5
" 2, "	" 18 "	11	1	9
" 22, "	" 19 " .. ..	..	1	..
Total ..	..	41	6	26

(Signed) C. M. MACDONALD,
Her Majesty's Acting Agent and Consul-General.

Zanzibar, January 1, 1888.

No. 12.

Admiralty to Foreign Office.—(Received February 14.)

Sir,

Admiralty, February 7, 1888.

I AM commanded by the Lords Commissioners of the Admiralty to transmit, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of letters dated the 29th November and the 1st December, from the commanding officer of Her Majesty's ship, "Reindeer," reporting the capture of a slave-dhow with twenty-nine slaves at Ushongu, on the 25th November last, and their subsequent disposal.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure in No. 12.

Lieutenant Moggridge to Commander Lang.

Sir,

"Reindeer," at Pangani, November 29, 1887.

I HAVE the honour to report that, at 6 o'clock on the morning of the 25th instant, being then cruising for the suppression of the Slave Trade in the whaler of Her Majesty's ship under your command in the neighbourhood of Maziwi Island, I sighted a dhow standing towards the island on port tack; I weighed in the whaler with galley in company and pulled out of the anchorage. Immediately we hoisted our sail the dhow wore and stood for the mainland, with the wind 2 points abaft the starboard beam. I proceeded in chase, firing rifles to bring her to; she made for the reefs of Ushongu, and running ashore, disembarked a crowd of

people who were driven into the bush. As the tide was flowing, I boarded the dhow and let go her anchor, and on arrival of the galley, which had been left a little astern during the chase, anchored the boats just outside the breakers in 4 feet, and leaving one interpreter in charge of them, proceeded in pursuit of the slaves.

I divided the men into two parties, sending one to northward and one to southward of where the slaves had entered the bush, to proceed a short distance inland and then turn towards each other. The track was thus found, and after proceeding as rapidly as possible for about a mile, I saw the slaves some way ahead. The Arabs now divided; one, named Arbadi, whom I captured, driving the slaves; the remainder distributing themselves on our right and left front, and taking advantage of the cover afforded by the jungle, opened fire on us, first with slugs, and then bullets. Albert Harn, Captain's coxswain, and myself were now fairly close, but were obliged to wait till some more of our party came up. Advancing again, found two slaves that had fainted and four hidden in the long grass; I placed them in charge of two men. About this time the Arabs, with exception of the one captured, diverged in different directions, each taking a few slaves with them; the men were so exhausted that it was impossible to detach parties in pursuit, so continued after the main party, and sighted them again about twenty minutes afterwards. As only one Arab was with them, the Captain's coxswain and myself were able to capture the whole party. Several scattered and hid, some of whom were found. After searching the neighbouring jungle I returned to the boats, sent the galley and whaler to beat back, and with all the slaves and the captured Arab in the dhow, returned to the depôt, arriving at 4 P.M.

The fact of the men having had nothing to eat since the previous evening, being wet through, and fully armed and accoutred will quite account for their being unable to keep up, although they certainly did their best; one of them fainted.

List of capture: 1 Arab, who owned part of the slaves, 12 men, 5 boys under 15, 10 women, and 2 girls under 15. It seems that this dhow started from Sadani two and-a-half days before, and was bound to Pemba.

The dhow was very badly strained when run on the reefs off Ushongu, took in a lot of water through the timbers whilst beating back to the depôt, and constant bailing was necessary. During the night of the 25th there was a strong breeze and considerable sea where the dhow was anchored, and on visiting her in the morning found her in a sinking condition. I laid off her some time, and then towed her into deep water, where she sank. The slaves had been landed on the previous evening at Maziwi Island.

I have, &c.
(Signed) A. Y. MOGGRIDGE.

Forwarded in accordance with Article 129, Station Orders, observing that I consider Lieutenant Moggridge displayed great energy and tact in effecting the capture of the twenty-nine slaves.

(Signed) H. B. LANG, *Commander*.

"Reindeer," at Zanzibar, December 1, 1887.

Forwarded for the information of the Commander-in-chief.

(Signed) A. B. JENKINGS,
Captain and Senior Officer, East Coast of Africa.

"Garnet," at Zanzibar, December 18, 1887.

No. 13.

Admiralty to Foreign Office.—(Received February 16.)

Sir,

Admiralty, February 14, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the accompanying copy of a letter dated the 20th December, from the commanding

officer of Her Majesty's ship "Garnet," relative to the boarding of a French dhow by a British man-of-war's boat's crew off Kwale Island on the 6th December last, and the subsequent complaint of the French Consul at Zanzibar.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 13.

Captain Jenkings to Rear-Admiral Sir F. Richards.

Sir, *"Garnet," at Zanzibar, December 20, 1887.*
IN compliance with Article 130 of the Station Orders, I have the honour to report that Lieutenant Edward Harrington Martin, belonging to Her Majesty's ship under my command, when cruising on the 6th instant in the pinnace off Kwale Island, with the cutter and galley in company, went in the galley (accompanied by Mr. Theobald Walter Butler Kennedy, Midshipman, of Her Majesty's ship "Garnet"), alongside the dhow "M'Saperi," which was flying French colours, and boarded her, to verify her papers, which being in order, the vessel was allowed to proceed without having in any way been detained.

2. This action has called forth a protest from the French Consul.

3. The affidavits of Lieutenant Martin and Mr. Kennedy, Midshipman, and the other officers present, together with that of the interpreter, are attached hereto, together with copies of correspondence which has taken place in consequence of this action.

4. Having been informed by Her Majesty's Consul-General (subsequent to the receipt of his letter of the 16th instant, to the effect that the French Consul was perfectly satisfied) that the French Consul had written to him that he considered that paragraphs 4 and 7 of the instructions contained in the Convention between France and England, quoted at pp. 272 and 273 of the Slave Trade Instructions, 1832, had not been strictly adhered to, I told him that I would remind my officers of the importance of their doing so, which explains the letter, dated the 17th December, written by the French Consul to Major Macdonald.

I have, &c.
(Signed) A. B. JENKINGS.

Inclosure 2 in No. 13.

Major Macdonald to Captain Jenkings.

Sir, *Zanzibar, December 12, 1887.*
I HAVE the honour to forward copy of a despatch, with inclosure, I have received from the French Consul relative to the boarding of a dhow under French colours by a boat of one of Her Majesty's ships. I shall feel obliged by your making whatever inquiries you may think necessary in the matter, and kindly letting me know the result of the same inquiries.

I have, &c.
(Signed) C. M. MACDONALD.

Inclosure 3 in No. 13.

M. Piat to Major Macdonald, December 7, 1887.

[See Inclosure 1 in No. 4.]

Inclosure 4 in No. 13.

Deposition of Rachidi M'Souri and others.

[See Inclosure 2 in No. 4.]

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Inclosure 5 in No. 13.

M. Piat to Major Macdonald, December 17, 1887.

[See Inclosure 4 in No. 4.]

Inclosure 6 in No. 13.

(Memo.) *"Bacchante," at Calcutta, January 13, 1888.*
 WITH reference to your letter of the 20th December, 1887, reporting the circumstances under which a dhow flying French colours was boarded by Lieutenant E. H. Martin, of Her Majesty's ship under your command, while cruising in the boats of the "Garnet" for the suppression of the Slave Trade, your attention is directed to Article 130 of the Station Orders, and a strict adherence to the instructions, specially with reference to boarding vessels flying French colours, is to be enjoined upon officers employed upon such service.

2. The duty of visiting vessels flying French colours should not be intrusted to any person below the rank of Warrant Officer, if it can be possibly avoided, and interpreters are to be employed exclusively in their proper offices, and are not to assume any authority in boarding dhows.

(Signed) F. W. RICHARDS, *Rear-Admiral.*

Captain A. B. Jenkins, H.M.S. "Garnet,"
 Senior Officer, East Coast of Africa Division.

No. 14.

Foreign Office to Admiralty.

Sir, *Foreign Office, February 18, 1888.*
 I AM directed by the Marquis of Salisbury to acknowledge the receipt of your letter of the 7th instant, forwarding copies of letters from the commanding officer of Her Majesty's ship "Reindeer," reporting the capture of a slave-dhow with twenty-nine slaves at Ushongu; and I am to request you to inform the Lords Commissioners of the Admiralty that Lord Salisbury has learnt with satisfaction the successful result of Lieutenant Moggridge's operations.

I am, &c.
 (Signed) P. CURRIE.

No. 15.

Admiralty to Foreign Office.—(Received March 8.)

Sir, *Admiralty, March 6, 1888.*
 I AM commanded by the Lords Commissioners of the Admiralty to transmit, for the information of the Secretary of State for Foreign Affairs, copy of a letter from the commanding officer of Her Majesty's ship "Garnet," dated the 17th January, with copies of its two inclosures, upon the subject of the Slave Trade on the South-east Coast of Africa.

I am, &c.
 (Signed) EVAN MACGREGOR.

Inclosure 1 in No. 15.

Captain Jenkins to Rear-Admiral Sir F. Richards.

(Extract.) *"Garnet," at Zanzibar, January 17, 1888.*
 THE "Kingfisher" during her cruise visited Pemba, Mombasa, and Pangani, returning to Zanzibar on the 4th instant. Lieutenant Hewett, of that ship, captured a dhow (name unknown) with six slaves on the 3rd ultimo, and another (name

unknown) with fourteen slaves on the 29th idem. These slaves were brought to Zanzibar by the "Kingfisher." The "Kingfisher" gave passages to the Bishop and a party of the Universities Mission from Pangani to Zanzibar.

Inclosure 2 in No. 15.

Consul Haggard to Captain Jenkins.

Sir,

Tamafave, December 3, 1887.

I HAVE the honour to inclose herewith, for your information, a copy of a despatch from the Vice-Consul at Mojunga upon the subject of slave-running in those waters.

I am, &c.
(Signed) JOHN G. HAGGARD.

Inclosure 3 in No. 15.

Vice-Consul Knott to Consul Haggard.

Sir,

Mojunga, November 5, 1887.

I HAVE the honour to inform you that I have been informed that rather less than two months ago a dhow laden with 160 slaves, taken close to Mozambique, arrived at Manitirano, 150 miles south, followed at short intervals by three other dhows, carrying respectively 180, 102, and 140 slaves.

One of these dhows was owned by a Sakalava, and the others by Arabs, all resident at Manitirano or neighbourhood.

These dhows run over to the African coast to fetch these slaves, and for the future I am endeavouring to make arrangements so as to be posted when they leave and when they are expected back; but I have ascertained that if there are British men-of-war in the neighbourhood of Mozambique they enter into general trade on the African coast till they think the way is clear, so it is very difficult to know exactly when their return may be expected.

I have, &c.
(Signed) STRATTON C. KNOTT.

No. 16.

Admiralty to Foreign Office.—(Received March 9.)

Sir,

Admiralty, March 6, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of the Secretary of State for Foreign Affairs, copy of a letter from Commander Durnford, dated the 22nd December, which has been forwarded by the Commander-in-chief on the East Indies Station (11th February, 1888), reporting the capture and condemnation of a slave-dhow.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure in No. 16.

Commander Durnford to Captain Jenkins.

Sir,

"Mariner," at Zanzibar, December 22, 1887.

I HAVE the honour to report the circumstances of the detention of the slave-dhow mentioned in the accompanying inclosure.

2. On the 3rd instant Mr. Ellis, Gunner, of this ship, found the dhow whilst he was cruising, for the suppression of slavery, in the galley, accompanied by the whaler, in the neighbourhood of Konduchi.

On his boarding the dhow he found her prepared for slaves, being partitioned off below and having a flooring constructed and covered with matting.

There were also on board a number of matting lashings, and a larger quantity

of food and water than could possibly be necessary for the ordinary requirements of the crew.

Mr. Ellis had obtained information that there was a dhow at Konduchi waiting to take slaves to Pemba, and this was the only dhow there.

He found on board two of the crew; one of these tried to escape on the dhow being boarded, but was prevented.

The two men gave unsatisfactory answers, and could give no clear account of either themselves or the captain and remainder of the crew (two).

They said the captain had left them six days ago, whilst evidence from two independent witnesses shows he was actually on board the dhow on the morning of the 3rd. Further evidence shows that there were slaves in a house at Konduchi, and inquiries subsequently elicited the fact that eight had been on board the dhow, but were removed on our boats being sighted.

Mr. Ellis waited twenty-four hours at Konduchi endeavouring to find the captain of the dhow, but without success.

It was said he had gone to Dar-es-Salaam, but on my subsequent inquiries there during the 5th and 6th he could not be found, and had not been heard of.

3. On my arrival at Dar-es-Salaam in the ship on the 5th I investigated the case, and, considering the evidence to show that the dhow was engaged in and equipped for the Slave Trade, I brought her to Zanzibar on the 7th for adjudication.

The case was tried on the 8th before Major C. M. Macdonald, Her Majesty's Agent and Consul-General.

Jumah, a fisherman of Konduchi, swore to the slaves being on board the dhow, also to their removal by the captain on our boats approaching. The witness was quite clear, and his statement agreed with his previous ones to me.

The crew denied that slaves had been on board, and gave a different account of themselves from what they had said previously, but equally unsatisfactory.

The Consul-General, after examining Mr. Ellis on oath and the other witnesses, applied to His Highness the Sultan, who requested time to write to some relations of the owner or the captain of the dhow.

After waiting fourteen days, His Highness was again communicated with, and nothing having transpired on behalf of the owner or the captain of the dhow, she was condemned and taken over by the Court this day.

I have, &c.
(Signed) J. DURNFORD.

Forwarded for the information of the Commander-in-chief.

(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.

"Garnet," at Zanzibar, December 23, 1887.

No. 17.

Admiralty to Foreign Office.—(Received March 9.)

Sir,

Admiralty, March 6, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copies of letters, dated 27th December and 4th January, from Her Majesty's ship "Reindeer," reporting the capture and condemnation of a slave-dhow at Kohani, Pemba Island, on the 17th December last.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure in No. 17.

Lieutenant Wake to Commander Lang.

Sir,

"Reindeer," at Pemba, December 27, 1887.

I HAVE the honour to report that on the 17th instant, being then cruising for the suppression of the Slave Trade in the launch "Olga" off Kingani, two slaves claimed my protection, and stated that they were free men and had been kidnapped at Mjimwema, their arms being tied, chains put on them, and their mouths covered; and that they, together with a large number of slaves, had been brought over in a dhow which was then lying at Kohani and sold.

I proceeded to that place, and found a dhow, which the slaves identified, hidden amongst the bushes. On my approach the Nahoda and crew deserted her, and, although I explained my intentions to them by messengers, they refused to come off, though I lay off the place for nine days.

The fact that the dhow had an unnecessarily large water supply, that her equipment was very incomplete, and that she was in such a leaky condition as to render her incapable of carrying any cargo that could be spoiled by water, assured me of the veracity of the slaves' story, and I therefore detained her.

I have, &c.

(Signed) D. ST. A. WAKE.

No. 18.

Admiralty to Foreign Office.—(Received March 9.)

Sir,

Admiralty, March 7, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the accompanying copy of a letter, dated 5th January, from Her Majesty's ship "Kingfisher," reporting the capture and condemnation of two slave-dhows at Pemba on the 3rd and 29th December last.

I am, &c.

(Signed) EVAN MACGREGOR.

Inclosure in No. 18.

Commander Needham to Rear-Admiral Sir F. Richards.

Sir,

"Kingfisher," at Zanzibar, January 5, 1888.

IN compliance with Article 129 of the Station Orders, I have the honour to report the following cases of chase and capture by the boats of Her Majesty's ship under my command, cruising off Pemba Island for the suppression of the Slave Trade:—

1. On the night of the 3rd December, 1887, Francis Savage (Quartermaster), in charge of the whaler, observed a dhow making for Fundu Island, and proceeded in chase, firing blank cartridge for the purpose of bringing her to. As the whaler closed, a ball cartridge was fired from the dhow, the bullet passing over the boat. The whaler then fired several rounds of ball at the dhow, of which no notice was taken. Soon after, and before the whaler could close, the dhow was run on the rocks and abandoned, the Arab crew driving the slaves before them. The whaler's crew landed and chased, and succeeded in capturing six slaves. The evidence being conclusive, the dhow, name unknown, was brought before the Prize Court at Zanzibar, and duly condemned on the 5th January, 1888.

2. On the morning of the 29th December, 1887, Charles Mock (Captain Main-top), in charge of gig, observed a dhow coming through the "Dry Gap." On sighting the gig she immediately ran ashore and landed a number of persons. The gig, on getting alongside the dhow, found two of the crew still in her, who admitted having landed slaves. The crew of the gig at once landed, and after a long chase succeeded in capturing fourteen slaves, which were afterwards ascertained to be all

but two of the number landed. The dhow, name unknown, was brought before Prize Court at Zanzibar on the 5th January, 1888, and duly condemned.

I have, &c.
(Signed) H. B. NEEDHAM.

No. 19.

Admiralty to Foreign Office.—(Received March 9.)

Sir,

Admiralty, March 7, 1888.

I AM commanded by the Lords Commissioners of the Admiralty to transmit, for the information of the Secretary of State for Foreign Affairs, copy of a letter from the officer commanding Her Majesty's ship "Reindeer," forwarded by the Commander-in-chief, East Indian Station, on the 11th February, reporting the capture and condemnation of a slave-dhow on the 13th December.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 19.

Commander Lang to Captain Jenkins.

Sir,

"Reindeer," at Zanzibar, December 19, 1887.

IN compliance with Article 129, Station Orders, I beg to report that William Cassidy, Quartermaster of this ship, captured a dhow on the 13th instant under the following circumstances:—

Cassidy was cruising in the gig at Pemba, under the orders of Lieutenant Wake, of this ship, and he obtained information that this dhow had run a cargo of slaves to Kohani; he proceeded to the place, and found two slaves who had been brought over in her.

The Nahoda and crew deserted the dhow on seeing our boat; messages were sent on shore to them to come on board, but although the gig remained at anchor for forty-eight hours, no one came back to the dhow. Both slaves state that they were free men, but were kidnapped by the crew of the dhow, and that several other slaves were brought over with them.

About a month ago Cassidy boarded this dhow, and found that she had a cargo of fruit on board that she was taking from Pemba to the coast, and she was not provided with papers. On making inquiries afterwards he found that she landed slaves at Kohani before she shipped the fruit, and Lieutenant Wake and he therefore thought it likely she would do so again, and kept a look-out for her.

I have, &c.
(Signed) H. B. LANG.

Forwarded for the information of the Commander-in-chief.

(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.

"Garnet," at Zanzibar, January 5, 1888.

Inclosure 2 in No. 19.

Commander Lang to Captain Jenkins.

Sir,

"Reindeer," at Zanzibar, December 20, 1887.

I HAVE the honour to report that the dhow, name unknown, captured by the gig of this ship on the 13th instant as being engaged in the Slave Trade, was condemned in the Vice-Admiralty Court at Zanzibar on the 30th. I gave a detailed account of the capture to you in my letter of the 19th.

I have, &c.
(Signed) H. B. LANG.

Forwarded for the information of the Commander-in-chief.

(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.

"Garnet," at Zanzibar, January 5, 1888.

No. 20.

Consul Haggard to the Marquis of Salisbury.—(Received March 12, 1888.)

My Lord,

Tamatave, December 3, 1887.

I HAVE the honour to inclose herewith the copy of a despatch, dated the 5th November, from Mr. Vice-Consul Knott, upon the subject of the Slave Trade on the west coast of Madagascar, which seems to be increasing.

I have further the honour to inform your Lordship I have sent a copy of the same despatch to the Senior Naval Officer at Zanzibar, and have instructed Mr. Pickersgill to urge the Hova Prime Minister to compel his Governors on the west coast to seize the slaves and do their best to check the Traffic, and to bring to his Excellency's recollection that several representations have now been made to him upon this subject.

I have, &c.
 (Signed) JOHN G. HAGGARD.

Inclosure in No. 20.

Vice-Consul Knott to Consul Haggard, November 5, 1887.

[See Inclosure 3 in No. 15.]

No. 21.

Admiralty to Foreign Office.—(Received April 9.)

Sir,

Admiralty, April 4, 1888.

I AM commanded by the Lords Commissioners of the Admiralty to transmit, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a letter, dated the 8th February, from the commanding officer of Her Majesty's ship "Mariner," reporting the capture of a slave-dhow and one slave off Fundu Island on the 27th January.

I am, &c.
 (Signed) R. D. AWDRY.

Inclosure in No. 21.

Commander Durnford to Captain Jenkins.

Sir,

"Mariner," at Zanzibar, February 8, 1888.

I HAVE the honour to report the circumstances of the chase and capture of the slave-dhow and slave by the boats of this ship, mentioned in the accompanying inclosure.

2. On the 27th ultimo, from the whaler, which was off the south of Fundu Island, Pemba, a dhow was sighted at daylight about a mile to the northward and to windward.

She was coming in from seaward under sail. The whaler immediately proceeded in chase. Blank rifle-charges were fired to stop the dhow; these were replied to by a rifle-shot being fired from the dhow, which was then steered straight for the long reef which bounds the west of Fundu Island.

Before the whaler could reach, the dhow was run ashore on the reef about three-quarters of a mile to the northward of Haramu Passage, and was immediately deserted by a large party of Arabs with slaves.

The slaves were being driven and beaten by the Arabs.

On reaching the beach they hastened towards the thick bushes of the island.

On coming up with the dhow, the coxswain of the whaler, Henry Bowden, leading seaman, placed a man in her, and leaving another in his boat, and taking two hands with him, followed up the retreating Arabs and slaves. One Arab in rear of the others fired at the party; this fire was returned, but the range was too great for any certain effective fire.

It was not found possible to overtake the Arabs and slaves before they were able to gain the thick bushes. Bowden followed them to the place where they were last seen, and there secured a quantity of wet clothing, some Snider ball cartridges, powder, bullets, and caps, also an ammunition-belt and pouches.

Deeming it undesirable to continue the search in the jungle, he returned to the dhow.

3. The ship's cutter, which was to the southward of the whaler, had sighted the dhow at daylight making for Fundu Island, and she also gave chase, and, being to leeward, landed a party on the reef to the Haramu Passage to endeavour to cut the dhow off by land.

This party on landing hastened to the scene, and in their search found one of the slaves.

The distance this party had to come, the dense bushes and jungle, and the start the Arabs had, accounts for the main body escaping; I have ascertained also that the Arabs bribed some local people to assist their escape.

The party from the cutter, on coming to the dhow, found that the whaler's crew had just returned.

The dhow was badly stove in, and inside in a filthy condition. The boats' crews managed to get her off, and with difficulty she was taken by the whaler to Funzi Island, where she sank near the beach on arrival.

4. An organized search was made round Fundu Island, but no more slaves were found. I have learned that they were probably removed in canoes during the following nights, and that fear, and possibly the bribes of the Arabs, prevented the local people showing our party their whereabouts.

On visiting Funzi Island in the ship on the 1st instant I went fully into the case, and have ascertained from evidence that approximately some forty slaves were landed, accompanied by about ten to twelve Arabs, several of whom were armed and strangers to Pemba, making up, with the crew of the dhow, about fifty-five to sixty all told.

The evidence taken on Fundu Island corroborates the reports made by our parties.

5. Credit is due to Mr. Ellis, Gunner, for the disposition of the boats, also to Francis G. Mackie, boatswain's mate, who was working in the cutter under Mr. Ellis' directions, and to Henry Bowden, leading seaman, the coxswain of the whaler, for the way he performed his duty throughout.

It is most unfortunate that only one slave out of so many was found, but this appears due to circumstances of time, tide, and wind, and the facilities Fundu Island, with its sea frontage of 5 miles, offers for landing slaves if the dhow be recklessly run on the reef, whilst the very thick jungle on the island renders search difficult.

6. The dhow being completely unserviceable, I caused her to be surveyed, and ultimately destroyed what remained of her on the 2nd instant.

7. The case was tried at Zanzibar on the 7th, the Court condemning the dhow and freeing the slave.

I have, &c.
(Signed) J. DURNFORD.

Forwarded for the information of the Commander-in-chief.

(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.

"Garnet," at Zanzibar, February 9, 1888.

Admiralty to Foreign Office.—(Received April 9.)

Sir,

Admiralty, April 4, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, copy of a letter, dated the 3rd February, from Her Majesty's ship "Mariner," reporting the capture of a slave-dhow and twenty slaves at Weti on the 15th January last.

I am, &c.

(Signed) R. D. AWDRY.

Inclosure in No. 22.

Commander Durnford to Captain Jenkins.

Sir,

"Mariner," at Pemba, February 3, 1888.

I HAVE the honour to report that on the 14th and 15th ultimo Sub-Lieutenant L. J. MacHutchin of this ship, being on detached service cruising in the ship's cutter for the suppression of slavery in Pemba, captured the slaves and dhow mentioned in the accompanying inclosure under the following circumstances:—

2. On the 14th ultimo Mr. MacHutchin heard that slaves had that morning been landed on the small outlying Island of Kokota; he therefore surrounded the island with the boats he could procure, and hunted the bushes near the beach, discovering nineteen raw slaves and a domestic slave in charge.

He therefore detained the slaves, and, with the assistance and evidence of the domestic slave, discovered the dhow from which the slaves had been landed; she had, after landing the slaves at Kokota, proceeded to Weti, where she was found.

It transpired that it was the intention of an Arab slave-dealer to move the slaves one or two at a time from Kokota to Pemba by canoes as opportunities offered, rather than incur the risk of capture of the whole by running them past our boats direct up to Weti in the dhow; this plan appears to be in accordance with their usual custom.

3. Mr. MacHutchin housed the slaves on Funzi Island, and brought the dhow there; the slaves identified it at once as the one they had been brought across in.

4. On my arrival at Funzi Island in the ship on the 24th ultimo I took the slaves on board, and had the dhow surveyed, and, finding her to be rotten and unseaworthy, I left her there pending the case being tried at Zanzibar.

5. I regret that, though every care was taken of the slaves, one of the young children died from natural causes on Funzi Island on the 21st; it appears to have been very delicate. It was buried on Funzi Island.

6. On our arrival at Zanzibar the case was tried on the 28th, the slaves were freed, and the dhow condemned.

7. On the 2nd February, on our next visit to Pemba, the dhow was therefore destroyed.

I have, &c.

(Signed) J. DURNFORD.

Forwarded for the information of the Commander-in-chief.

(Signed)

A. B. JENKINGS,

Captain and Senior Naval Officer, East Coast of Africa.

"Garnet," at Zanzibar, February 7, 1888.

Admiralty to Foreign Office.—(Received April 9.)

Sir,

Admiralty, April 4, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the

inclosed copy of a letter, dated the 3rd February, from Her Majesty's ship "Mariner," reporting the capture of a slave-dhow and eight slaves at Port Kiuyu on the 19th January last.

I am, &c.
(Signed) R. D. AWDREY.

Inclosure in No. 23.

Commander Durnford to Captain Jenkins.

Sir,

"Mariner," at Pemba, February 3, 1888.

I HAVE the honour to report that, between the 19th and 21st ultimo, Lieutenant Cole, of this ship, being on detached service, cruizing in the launch "Helena" for the suppression of slavery in Pemba, detained the dhow and slaves mentioned in the accompanying inclosure under the following circumstances:—

2. The dhow was, it appeared from evidence, making for the Njao Gap (north of Pemba). At being apprised by a fisherman that boats were watching the Gap, she was run on the beach about a mile to the northward, where she landed some twenty-five slaves.

The dhow then proceeded through the Gap, and was met by Lieutenant Cole, who boarded her, and, finding no colours or papers on board, and that the story related by the captain, "that he was come from the mainland to fish," was improbable, and, moreover, that he was exceedingly anxious to get away, offering the interpreter a bribe to assist him to do so, Lieutenant Cole detained him, and instituted inquiries, which resulted in the interpreter, aided by a local fisherman, finding eight raw slaves in a house close to the beach where the dhow had come on shore; one could speak Swahili fairly well, another only a little, and the remainder not at all. These slaves were taken to the "Helena," and, when confronted with the captain of the dhow, said that they had been brought across from the mainland by him in his dhow, and were landed on the beach and placed in the house above alluded to.

Seventeen had been taken away in batches.

The Arabs were afraid to move them all together, knowing that the English boats were at hand.

The local fisherman fully corroborated their statements, and testified to having seen the slaves landed from the dhow in question.

Lieutenant Cole, on the above evidence, sent the dhow and slaves to Funzi Island, and on my arrival there in this ship on the 24th ultimo I took them on board, and finding upon a survey that the dhow was unseaworthy, I left her at Funzi Island pending the decision of the Court.

3. On our return to Zanzibar the case was tried on the 28th ultimo, the Court freeing the slaves and condemning the dhow.

4. On the 2nd February, on our next visit to Pemba, the dhow was therefore destroyed.

I have, &c.
(Signed) J. DURNFORD.

Forwarded for the information of the Commander-in-chief.

(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.
"Garnet," at Zanzibar, February 7, 1888.

No. 24.

Admiralty to Foreign Office.—(Received April 26.)

Sir,

Admiralty, April 24, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information and consideration of the Secretary of State for Foreign Affairs, copy of a communication from the officer commanding Her Majesty's ship

“Garnet,” relative to the capture of a slave-dhow on the 3rd February last, with one slave on board.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure in No. 24.

Lieutenant Martin to Captain Jenkins.

Sir, “Garnet,” at Pemba, March 5, 1888.
I HAVE the honour to report that on the 3rd day of February, 1888, when in command of the cruising launch “Olga,” I did detain the British batela “Salama” under the following circumstances:—

On boarding the vessel off Mesale Island, I ordered the captain to assemble his crew forward and his passengers aft; when he had reported all present, I sent the interpreter, Ali Kokroach, to search the vessel; he found lying between the cargo and a thatched roofing a young woman, who stated that she was a slave, and had just been bought at Zanzibar by a man named Akbari-bin-Asmani, one of the passengers on board the vessel, and who was taking her against her will to Pemba. Akbari-bin-Asmani first stated that the woman was his wife, he having married her three months ago at Changani where she was living with her mother. Twelve days afterwards he stated that his former story was not true, but that a man named Hamis was the real owner of the girl, and had engaged him to buy and bring her to Pemba, also that Hamis, not he (Akbari), had arranged the passage with the captain of the vessel. The captain of the “Salama” stated that he took the woman on board at the request of Akbari-bin-Asmani as an ordinary passenger, he having arranged the passage-money with Akbari-bin-Asmani. The captain at first asserted that he had no previous acquaintance with Akbari-bin-Asmani until he had taken the present passage in his dhow, but afterwards admitted to Ali Kokroach, the interpreter, that they (the captain of the dhow and Akbari-bin-Asmani) had met before then in the market at Changani.

2. Also that the case was brought to the Court of Her Majesty’s Consul-General at Zanzibar, and tried on the 17th day of February, 1888, the finding of the Court being that the slave should be freed and considered as a prize to Her Majesty’s ship under your command, but that the vessel should be released, the owners paying the costs of the Court as though the slave was shipped without the knowledge of the owners, yet the Court considered the captain had shown great neglect of duty in not making sufficient inquiries about the passengers he shipped; the vessel was accordingly turned over to the owners, Messrs. Kasur, Meggi, and Son, on the 18th day of February, 1888.

I have, &c.
(Signed) EDWARD H. MARTIN.

Submitted for the information of the Commander-in-chief, observing that at the conclusion of this case (Case No. 7 of 1888) I verbally informed Her Majesty’s Consul-General at Zanzibar that I was not satisfied with the finding of the Court, and that I should inform you accordingly.

2. I consider that the owner of the vessel should have been condemned to pay 100*l.* for the one slave found on board, the one moiety thereof to the use of Her Majesty, and the other moiety to the use of the prosecutors. (*Vide* p. 35, Slave Trade Instructions, 1882, Act of Parliament 5 Geo. IV, cap. 63, A.D. 1825, sec. 3.)

3. Also, that the vessel should have been condemned, together with all property and cargo found on board belonging to the owner. (*Vide* p. 36, Slave Trade Instructions, 1882, Act of Parliament 5 Geo. IV, cap. 63, A.D. 1825, sec. 4.)

4. Since, on reference to p. 45 of the Slave Trade Instructions, 1882, the owner is a British subject the Act of Parliament (6 & 7 Vict., cap. 48, A.D. 1843, sec. 1) there referred to applies to him.

5. By referring to p. 55 of the Slave Trade Instructions (“Slave Trade Act, 1873,” sec. 3) it will be seen that it was perfectly lawful to visit and seize and detain the vessel, and to seize and detain any person found detained as a slave, for

the purpose of the Slave Trade, on board any such vessel, and to bring the case to adjudication.

6. This having been done, and the Court having found that the person detained was a slave, they, in my opinion, holding in view the Acts of Parliament bearing on the case, had no other legitimate course open to them than that of the condemnation of the vessel.

(Signed) A. B. JENKINGS, *Captain*.

“*Garnet*,” at Zanzibar, March 10, 1888.

No. 25.

Admiralty to Foreign Office.—(Received April 26.)

Sir,

Admiralty, April 24, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of the Secretary of State for Foreign Affairs, copies of the following communications from the officer commanding Her Majesty's ship “*Garnet*” (with copies of inclosures), viz. :—

1. Rescue of eighteen slaves on the 6th February, 1888, from dhow which was capsized, a large number being drowned.
2. Capture of a slave-dhow on the 31st January, 1888.
3. Capture of a dhow on the 25th January, 1888.

I am, &c.

(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 25.

Lieutenant Martin to Captain Jenkins.

Sir,

“*Garnet*,” at Pemba, March 5, 1888.

I HAVE the honour to report that on the 6th February, 1888, I was in command of the cruising launch “*Olga*,” anchored off Panzi Island, on the south coast of Pemba, when I observed a dhow at 4:30 p.m. standing in for the Island of M'Kour. The cutter of Her Majesty's ship “*Garnet*,” in charge of Mr. Stopford, Midshipman, at once gave chase, and fired two rounds from a rifle as a signal for her to lower her sail. No notice was taken of the firing. After standing on for about 200 yards, and finding herself close to a large reef of rocks, the dhow attempted to wear, but the man at the helm, apparently frightened at the firing from the cutter (who was then coming up fast and firing over her masthead to make her lower her sail), left the helm, which caused the sail to gybe, and apparently threw the slaves to leeward, as the vessel immediately capsized. The cutter was quickly on the spot, and managed to rescue eighteen of the slaves and two of the crew. Owing to the heavy sea running on the reef, the cutter was forced to abandon the rest, but not before she had shipped a considerable amount of water.

I was unable to assist her, as the tide was low and a large sandbank intervened between our positions.

Two of the slaves (one boy and one girl) died during the night in the cutter, and were buried on M'Kongwe Island.

The next day I sent the cutter and whaler to have the bodies on the beach buried, and the officers report having buried fifty-eight, hiring native labour for the purpose.

Rachidi-bin-Mahomed, one of the survivors of the crew, states that there were on board the dhow at the time of her loss 100 slaves, seven Arab owners of the slaves, the captain of the vessel, and a crew of four men, making 112 souls in all.

2. Also that the case was brought to the Court at Zanzibar, and the slaves were emancipated on the 17th day of February, 1888 (Case No. 10 of 1888).

I have, &c.

(Signed) E. H. MARTIN.

Submitted for the information of the Commander-in-chief.

(Signed) A. B. JENKINGS, *Captain*.

“*Garnet*,” at Zanzibar, March 10, 1888.

Inclosure 2 in No. 25.

(Memo.)

"Bacchante," at Bombay, April 5, 1888.

I HAVE received your letter of the 10th ultimo, forwarding a Report from Lieutenant H. Martin, of the "Garnet," of the circumstances under which a dhow, with about 100 slaves on board, was chased by the cutter of the "Garnet," in charge of Mr. Stopford, Midshipman, off Panzi Island, on the south coast of Pemba, and capsized in endeavouring to wear to clear a shoal, the accident being attended with deplorable loss of life.

I am fully satisfied that every possible effort was made by Mr. Stopford and his boat's crew in endeavouring to save life on this occasion, but I have to direct your special attention to Article 18, p. 13, of the Instructions for the suppression of the Slave Trade, which distinctly forbids the practice of firing shots at a vessel, except in case of armed resistance or unavoidable necessity.

(Signed)

FREDK. W. RICHARDS,

Rear-Admiral.

Captain A. B. Jenkins,
Her Majesty's ship "Garnet."

Inclosure 3 in No. 25.

Lieutenant Martin to Captain Jenkins.

Sir,

"Garnet," at Pemba, March 5, 1888.

I HAVE the honour to report that on the 25th day of January the cutter of Her Majesty's ship under your command did detain the Arab buti, name unknown, under the following circumstances:—

Mr. Stopford, Midshipman in charge of the cutter, observing the buti standing towards the village of Chokoja, fired two rounds from a rifle to bring her to. Of this no notice was taken. The wind and tide being against the cutter, every one had been landed from the vessel before she arrived alongside; but, as the vessel was found to be covered with matting, which was strewn with human excrement, also the fact of the vessel being deserted, I detained her as before stated.

2. Also that the case was brought to the Court of Her Majesty's Consul-General at Zanzibar, and the buti was condemned on the 17th day of February, 1888, as having been engaged in the Slave Trade (Case No. 8).

3. And further that the buti was destroyed, being used as a target for the heavy gun practice of Her Majesty's ship "Garnet," on the 2nd day of March, 1888.

I have, &c.

(Signed)

E. H. MARTIN.

Submitted for the information of the Commander-in-chief.

(Signed)

A. B. JENKINGS, *Captain.**"Garnet," at Zanzibar, March 10, 1888.*

Inclosure 4 in No. 25.

Lieutenant Martin to Captain Jenkins.

Sir,

"Garnet," at Pemba, March 5, 1888.

I HAVE the honour to report that on the 31st day of January, 1888, the cutter of Her Majesty's ship under your command did detain the Arab dhow "Dau," under the following circumstances. Mr. Stopford, Midshipman, in charge of the cutter, boarded the vessel off Kingani, and found on board two Arabs and one Swahili man. A search resulted in the discovery of two large iron pots, such as are generally used for cooking mahogo for slaves, also the bottom of the vessel was covered with matting which bore traces of having recently been strewn with sand, while an extremely strong smell of human excrement was particularly noticeable. Mr. Stopford brought the dhow alongside the launch "Olga," and I investigated the case with another interpreter, the result being that the Swahili confessed to the dhow having

landed thirty slaves at Kingija on the previous Sunday, the 29th day of January 1888, and that the captain had accompanied the slaves, and intended proceeding overland to Chaki Chaki to join the dhow, he having ordered the three men on board to take her round.

2. Also that the case was brought to the Court at Zanzibar, and the dhow was condemned on the 17th day of February, 1888, as having been engaged in the Slave Trade (Case No. 9 of 1888).

3. And, further, that the dhow was destroyed, being used as a target for the heavy gun practice of Her Majesty's ship "Garnet," on the 2nd day of March, 1888.

I have, &c.
(Signed) EDWARD H. MARTIN.

Submitted for the information of the Commander-in-chief.

(Signed) A. B. JENKINGS, *Captain.*

"Garnet," at Zanzibar, March 10, 1888.

No. 26.

Admiralty to Foreign Office.—Received April 27.)

Sir,

Admiralty, April 25, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to transmit, for the information of the Secretary of State for Foreign Affairs, extracts of a letter addressed by Captain Jenkins, of Her Majesty's ship "Garnet," to Rear-Admiral Sir Frederick Richards, dated at Zanzibar, the 13th March, 1888, reporting the proceedings of Her Majesty's ships on the East Coast of Africa Division.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure in No. 26.

Captain Jenkins to Rear-Admiral Sir F. Richards.

(Extract.)

"Garnet," at Zanzibar, March 13, 1888.

IN continuation of my letter of the 12th ultimo, I have the honour to report that I left Zanzibar on the 13th idem in Her Majesty's ship under my command, and reprovisioned my cruising boats off Pemba, returning again on the 15th.

2. On communication with the boats, I found that—

(1.) An Arab buti, name unknown, was captured by Mr. Philip J. Stopford, Midshipman, in the cutter, on the 25th January, at Chokoja, where the vessel was run on shore and deserted by the crew. (Submission of the 10th March, 1888.)

(2.) The Arab dhow "Dau" was detained by Mr. Stopford, Midshipman, in the cutter, on the 31st January, off Kingani, a Swahili on board confessing to thirty slaves having been landed from the vessel two days previously. (Submission of the 10th March, 1888.)

(3.) An Arab dhow, name unknown, being chased by Mr. Stopford, Midshipman, in the cutter, on the 6th ultimo, capsized and foundered on a reef on M'Kowe Island. The cutter rescued eighteen slaves and two of the crew, but, owing to the heavy sea running, was forced to abandon the rest, but not before she had shipped a considerable quantity of water. Two of the rescued slaves died during the night, and the next day fifty-eight bodies on the beach were buried, native labour being hired for the purpose. One of the survivors of the crew states that there were on board the dhow at the time of her loss 100 slaves, 7 Arab owners of slaves, the captain of the dhow, and a crew of 4 men, making 112 souls in all. (Submission of the 10th March, 1888.)

(4.) The British batela "Salama" was detained by Lieutenant Edward H. Martin, in the "Olga," on the 3rd ultimo, a slave being discovered concealed

between the cargo and the thatched roofing. (Submission of the 10th March, 1888.)

(5.) On the 12th ultimo Mr. Stopford, Midshipman, received on board the cutter, in discharge from a canoe off M'Kowe Island, a woman, who stated that she was free, and had been married from the Mombasa Mission to a trader, who took her inland. Her husband had been killed, she being brought to Pemba, where she was sold as a slave to an Arab, who had so ill-treated her that she had taken this first opportunity of escaping.

3. All the cases included in the foregoing paragraph were brought into Court at Zanzibar on the 17th ultimo, when those named in clauses (1), (2), and (3) were condemned (the slaves only in the latter), while in that of the British dhow mentioned in clause (4) the slave was emancipated, and the vessel restored to the owners, who, however, were adjudged to pay the costs of the Court, as, though they were not aware of the slave having been shipped, yet the captain of the dhow had shown great neglect of duty in not making sufficient inquiries about the passengers he carried.

The decision of the question of the fugitive woman, as given in clause (5), was held over, pending inquiries at Mombasa, with a view to the verification of that part of her statement relative to the Mission at that place.

The "Mariner" sailed (23rd ultimo) to visit her cruising boats off Pemba, returning again on the 25th idem.

No: 27.

Colonel Euan-Smith to the Marquis of Salisbury.—(Received May 7.)

My Lord,

Zanzibar, April 1, 1888.

I HAVE the honour to forward the inclosed Quarterly Return of the disposal of freed slaves taken by our ships of war and condemned as forfeited in this Court.

I have, &c.
(Signed) C. B. EUAN-SMITH.

Inclosure in No. 27.

RETURN of Slaves captured and forfeited to Her Majesty during the quarter ended March-31, 1888.

Date of Discharge.	Number of Decree.	How disposed of.		
		In Town.	Universities Mission, Zanzibar.	Church Mission Society, Mombasa.
January 16 ..	No. 21 of 1887 ..	2	..	..
" 14 ..	No. 1 of 1888 ..	2	..	..
" 4 ..	No. 2 of 1888 ..	5	..	1
" 4 ..	No. 3 of 1888 ..	3	9	2
" 26 ..	No. 4 of 1888 ..	16	8	..
" 26 ..	No. 5 of 1888 ..	8	..	..
February 7 ..	No. 6 of 1888 ..	1	..	..
" 18 ..	No. 7 of 1888 ..	1	..	..
" 17 ..	No. 10 of 1888 ..	16	..	..
Total ..	..	54	12	3

(Signed) C. B. EUAN-SMITH,
Her Majesty's Agent and Consul-General, Zanzibar.

Zanzibar, March 31, 1888.

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No. 28.

Colonel Euan-Smith to the Marquis of Salisbury.—(Received May 21.)

My Lord,

Zanzibar, April 24, 1888.

I HAVE the honour to inform your Lordship that the new Sultan, Syud Khalifa, is affording every assistance to the operations of the navy for the curtailment of the Slave Trade.

On three separate occasions since His Highness' accession, on which I have had to solicit his aid and co-operation, these have been immediately and ungrudgingly rendered. In one instance His Highness sentenced certain Arabs taken red-handed in the act of running slaves, and who were convicted of firing on the boats of Her Majesty's ship "Garnet," to imprisonment with hard labour in irons for twelve and six months respectively; and in another instance he has been most active in taking measures to secure certain slaves who escaped into the bush from the boats of Her Majesty's ship "Penguin," and to punish all the guilty parties connected with the vessel from which they escaped.

It gives me much pleasure to bring this excellent disposition on His Highness' part to your Lordship's notice.

I have, &c.
(Signed) C. B. EUAN-SMITH.

No. 29.

Foreign Office to Colonel Euan-Smith.

Sir,

Foreign Office, May 25, 1888.

WITH reference to your despatch of the 24th ultimo, I am directed by the Marquis of Salisbury to request you to inform Syud Khalifa, the Sultan of Zanzibar, that Her Majesty's Government cordially appreciate the assistance rendered by His Highness in the suppression of the Slave Trade in the waters of Zanzibar.

I am, &c.
(Signed) T. V. LISTER.

No. 30.

Admiralty to Foreign Office.—(Received June 1.)

Sir,

Admiralty, May 30, 1888.

I AM commanded by the Lords Commissioners of the Admiralty to transmit, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a letter, dated 8th ultimo, from Her Majesty's ship "Garnet," reporting the capture of a slave-dhow and one slave at Kingoja on the 16th March last, and the subsequent condemnation of the dhow and release of the slave.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure in No. 30.

Lieutenant Pochin to Captain Jenkins.

Sir,

"Garnet," at Zanzibar, April 8, 1888.

I HAVE the honour to report that whilst cruising in the launch "Olga," in charge of the boats of Her Majesty's ship under your command, on the 16th March, I boarded a dhow flying Arab colours and detained her, having suspicions of a boy on board being a slave, which he at first denied.

2. On subsequent questioning he admitted that he was a slave, and one of the passengers was in charge of him.

3. The man in charge of him eventually admitted that he was a slave.

4. The dhow, having a cargo belonging to two of the passengers, was allowed

to proceed to her destination and discharge, returning to the anchorage I had appointed.

5. The case being tried at the Admiralty Court at Zanzibar on the 2nd April, the dhow was condemned.

I have, &c.
(Signed) J. W. POCHIN.

Approved, and submitted for the information of the Commander-in-chief.
(Signed) A. B. JENKINGS,
Captain and Senior Officer, East Coast of Africa.

"Garnet," at Zanzibar, April 9, 1888.

No. 31.

Admiralty to Foreign Office.—(Received June 19.)

Sir,

Admiralty, June 18, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of the Marquis of Salisbury, copy of a communication relative to the capture of a dhow and forty-one slaves by the boats of Her Majesty's ship "Garnet" on the 29th March last.

2. Their Lordships, to mark their appreciation of the coolness and resolution displayed by Sub-Lieutenant Norman C. Palmer and the men under his command on this occasion, have promoted that officer to the rank of Lieutenant, and have directed the Commander-in-chief on the East Indian Station to commend William Brown, coxswain, and Private George E. Hume, R.M.L.I., and to give them such advancement as they may be qualified for.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure in No. 31.

Sub-Lieutenant Palmer to Captain Jenkins.

Sir,

"Garnet," at Zanzibar, April 7, 1888.

I HAVE the honour to report that in, obedience to your orders, I was cruising in the launch "Olga," with the pinnace and cutter, off the south-west coast of Pemba from Monday, the 26th March, to Thursday, the 29th idem, and on the latter date captured an Arab slave-dhow, name unknown, under the following circumstances:—

2. At 4:30 A.M. I observed the dhow approaching from behind Msale Island and making for the shore, and on coming up to her at 5:30 A.M. fired a blank charge to make her heave to. No notice being taken of this, I fired three successive shots across her bows, still with no effect, she continuing on her course, and entering Jumongoni Creek, when I fired three shots through her sail; fire was then opened upon the boat from the dhow, and her sweeps manned; to this I replied by aiming at her rigging and exposed Arabs, using the Gardner gun for the former only.

3. At 6 A.M., when within about 300 yards of the dhow, several of the Arabs jumped overboard and made for the shore, those remaining on board continuing the fire, but the breeze freshening a little, they returned to the dhow, which had increased her lead.

4. By means of sweeps I closed within 50 yards, when several of the Arabs took to the water. In the meantime the cutter, which had been approaching since about 6:15 A.M., came alongside the "Olga;" the dhow's sail was lowered, and we boarded and took her at 7 A.M., meeting with no further resistance after getting alongside.

5. I then dispatched the cutter to pick up the swimming Arabs to the number of seven, six of whom were recovered, while the seventh sunk, and was not seen afterwards.

6: On examining the dhow I found the Nahoda and two other Arabs, together with a man slave, lying dead from bullet-wounds, while four slaves (two men and two women) were wounded, two severely.

7. I transferred the wounded to the "Olga," and buried the dead at Msale Island, and having secured the Arabs on board, proceeded to join the ship off Funzi Island, leaving the slaves in the dhow; they were next day transferred to the "Garnet."

8. Among the slaves I found two Swahilis, who stated that they had been engaged by the Nahoda (who was now dead) as part of the crew of the dhow, but after putting to sea had been thrown in with the slaves and told they would be treated as such, and sold with the remainder at Pemba.

9. I found on board the dhow thirty-nine slaves (eight men, five boys, seventeen women, and nine girls) and the two Swahili men before mentioned; also three Arabs who, together with six taken from the water, were all who remained of their original number of thirteen. Two of these men were previously captured by the boats of this ship, and condemned as being engaged in the Slave Trade.

10. I submit, for your special notice, the names of William Brown, coxswain second class, and Ch. 3915, Private George E. Hume, R.M.L.I., both of whom behaved with much coolness, and rendered great assistance in the way they carried out my orders; the first-named man was most useful in helping me to direct the firing.

11. The case was tried in the Slave Court at this port on the 2nd instant, when the dhow and slaves (including the two Swahilis who had been kidnapped) were condemned and the Arabs imprisoned.

I have, &c.
(Signed) NORMAN C. PALMER.

Approved, and submitted for the information of the Commander-in-chief, observing that I attribute the small loss of life and the comparatively few cases of wounded amongst the slaves, and the entire absence of injury to our own men, to Sub-Lieutenant Palmer's arrangements for the capture of the dhow, which show him to be an officer of much judgment and coolness under circumstances which put these highly desirable qualifications to a test.

(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.

"Garnet," at Zanzibar, April 9, 1888.

No. 32.

Admiralty to Foreign Office.—(Received June 28.)

Sir,

Admiralty, June 26, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a letter, dated the 3rd ultimo, from the commanding officer of Her Majesty's ship "Garnet," reporting the capture on the 11th April and subsequent condemnation of a slave-dhow.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure in No. 32.

Lieutenant Martin to Captain Jenkins.

Sir,

"Garnet," at Zanzibar, May 3, 1888.

I HAVE the honour to report that on the 11th day of April, 1888, I boarded and detained the Arab dhow "Houfari" under the following circumstances:—

At 6:30 A.M. on the 11th April, 1888, the look-out man aboard the "Olga" reported to me that a dhow was in sight of Brisk Island. This being a most

unusual direction for dhows to approach Pemba Island, I determined to weigh and board her. On boarding the "Houfari," I immediately sent the interpreter below to look around; he called my attention to some human excrement in the bottom of the dhow. I called the captain and crew on board the "Olga," and questioned them separately.

The captain stated that the dhow was from Kokotoni, bound to Pemba for a cargo of cloves; also that his dhow was no dirtier than dhows usually are.

One of the crew stated that they had carried a donkey to Kokotoni, which caused the dhow to be in such a dirty state. This statement was contradicted by the captain and remainder of the crew.

Another of the crew stated that they had been sick on the way across, and had not been able to go on deck to relieve themselves. This statement was denied by the others.

2. Also that the case was tried by the Consular Judge on board Her Majesty's ship "Garnet," and the dhow condemned, the captain and one of the crew being taken to Zanzibar for punishment, the remainder of the crew, four in number, being landed at Chouni, Pemba Island.

3. Further, that the dhow was destroyed by Mr. Palmer, Sub-Lieutenant of Her Majesty's ship "Garnet," on the 23rd day of April, 1888.

I have, &c.

(Signed) EDWARD H. MARTIN.

Submitted for the information of the Commander-in-chief.

(Signed) A. B. JENKINGS,

Captain and Senior Naval Officer, East Coast of Africa.

"Garnet," at Zanzibar, May 4, 1888.

No. 33.

Admiralty to Foreign Office.— (Received June 28.)

Sir,

Admiralty, June 26, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith the inclosed copy of a letter from the commanding officer of Her Majesty's ship "Penguin," reporting the capture of three slave-dhows on the 19th and 23rd April, and the subsequent condemnation of the dhows and emancipation of seven slaves.

I am, &c.

(Signed) EVAN MACGREGOR.

Inclosure in No. 33.

Commander Hall to Rear-Admiral Fremantle.

Sir,

"Penguin," at Zanzibar, May 1, 1888.

I HAVE the honour to report that, on the 19th instant, as I was steaming for Mboamaji anchorage, I observed two dhows run on shore about $1\frac{1}{2}$ miles off, and about twenty people land from each and run into the bush. I at once lowered boats, boarded, and seized dhows, which had been completely gutted, and searched bush, sending into neighbouring villages, but did not gain possession of any slaves. The next day I had another search, but failed to find any.

2. From information received, I am of opinion that the Headman of Mboamaji village was concealing them.

3. I returned to Zanzibar, and then back to Dar-es-Salam with an order from Sultan to the Wali of that place, saying, "Slaves must be forthcoming, or Headman of Mboamaji village will be held responsible."

4. On the 23rd instant a dhow put into Kokotoni anchorage, and seeing boats of this ship ran ashore, about twenty-six slaves and some Arabs escaping into the bush. Lieutenant Hibbert gave chase, capturing four men and three women, all

slaves; the rest got away. Those captured were taken charge of by Rev. Mr. Price for conveyance to the Church Missionary Station at Mombazi.

5. On examining the captured slaves, found this dhow had been about a fortnight gathering slaves on mainland, and was bound to Pemba.

6. I returned to Zanzibar, reporting the circumstance, and order was sent by the Sultan to the villages of Kokotoni for the slaves to be produced.

7. Lieutenant Hugh F. Hibbert on this, as on other occasions, has shown great activity and judgment in working the boats under his orders.

I have, &c.
(Signed) G. KING HALL.

Forwarded for the information of the Commander-in-chief.

(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.

"Garnet," at Zanzibar, May 4, 1888.

No. 34.

Admiralty to Foreign Office.—(Received June 29.)

Sir,

Admiralty, June 26, 1888.

I AM commanded by the Lords Commissioners of the Admiralty to transmit, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a letter from the commanding officer of Her Majesty's ship "Mariner," reporting the capture of ten slaves and their subsequent disposal.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure in No. 34.

Commander Arbuthnot to Captain Jenkins.

Sir,

"Mariner," at Port George, Pemba Island, April 28, 1888.

I HAVE the honour to report that, on the 21st, 22nd, and 23rd instant, the slaves mentioned in the margin* were captured by Lieutenant Cole, belonging to this ship, whilst cruising in the launch "Helena," under the following circumstances:—

On the evening of the 20th instant Lieutenant Cole received information from a fisherman that a canoe had landed some slaves on the west side of Njao Island, and was waiting in a small bay on the east side to take them over to the main island of Pemba. He watched the canoe all night, but she made no move until 10 A.M. the next day, when she left with only her crew in her. On the afternoon of the 21st Lieutenant Cole landed on Njao Island and discovered the slaves in the jungle. He then succeeded in capturing five of them, two men, one woman, and two boys. On the following day two more raw slaves, both men, were brought to him by the above-mentioned fisherman, and on the day after three more, one man, one woman, and one boy, making in all ten.

Having reason to suppose that he had then got them all, he took them down to Funzi Island, where they were kept until I came up in the ship on the 27th instant.

On the morning of the 27th one of the slaves, an old man, died, and was buried on Funzi.

To-day Her Majesty's Agent and Consul-General at Zanzibar, being on board this ship, adjudged the case, and granted their emancipation. They will be sent down to Zanzibar by the "Penguin" to-morrow.

Unfortunately the canoe from which these slaves were first landed could not be identified.

I have, &c.
(Signed) CHARLES R. ARBUTHNOT.

* Five men, two women, and three boys; total, ten raw slaves.

Admiralty to Foreign Office.—(Received June 29.)

(Extract.)

Admiralty, June 26, 1888.

I AM commanded by the Lords Commissioners of the Admiralty to transmit, for the perusal of the Secretary of State for Foreign Affairs, copy of letters from the commanding officers of Her Majesty's ships "Penguin" and "Garnet," dated the 3rd and 8th May, reporting proceedings in connection with Slave Trade.

Inclosure 1 in No. 35.

Commander Hall to Captain Jenkings.

Sir,

"Penguin," at Zanzibar, May 3, 1888.

I HAVE the honour to report that on the 18th ultimo I dispatched Lieutenant H. T. Hibbert with two boats to Kokotoni, and proceeded myself to Mboamaji, capturing two dhows on entering the anchorage that had just landed a cargo of slaves on seeing the ship approach. I was unable, either on that or the next day, to capture any of the slaves landed, though neighbouring villages and bush were diligently searched.

2. On the 20th I returned to Zanzibar, and on the 21st the two dhows were condemned, and I embarked the Agent and Consul-General and proceeded to Dar-es-Salam, bearing a letter from Sultan to Wali of that place, regarding the slaves.

3. On 23rd ultimo proceeded to Kokotoni, and found Lieutenant Hibbert had captured a dhow that morning, but slaves (except seven) had got into bush, which had been diligently but fruitlessly searched.

4. Returned to Zanzibar on the 24th; dhow was condemned, and on the 26th, in company with "Mariner," proceeded to Pemba. I took over the "Helena," and placed my boats to watch northern gaps on the 29th, upon which day I left for Zanzibar, where I arrived on the 30th, having the Agent and Consul-General on board.

I have, &c.

(Signed) G. KING HALL.

Inclosure 2 in No. 35.

Captain Jenkings to Rear-Admiral Fremantle.

Sir,

"Garnet," at Zanzibar, May 8, 1888.

IN continuation of my letter of the 10th April last, I have the honour to inform you that on the 4th of that month Mr. Ernest Sausmarez Carey, Midshipman in Her Majesty's ship under my command, when cruising in the pinnace off Kingeja, captured an Arab dhow, name unknown, which had been run on shore and deserted by the crew, her slaves having been landed, eleven of them being afterwards recovered. The case was condemned on the 5th instant.

2. On the 11th April Lieutenant G. H. Martin, of "Garnet," when cruising in the "Olga" off Brisk Island, detained the Arab dhow "Houfari," her condition bearing evidence that she had been engaged in the Slave Trade. The "Houfari" has also been condemned.

3. On the 14th April Mr. Murray MacGregor Lockhart, Midshipman, when cruising in the cutter of "Garnet" off Makongwe Island, captured an Arab dhow, name unknown, which had been carrying slaves. She was condemned on the 5th instant.

4. On the 15th the "Penguin" arrived, having visited Mafia and Pungume, Commander King Hall reporting that Lieutenant H. Hibbert, of Her Majesty's ship under his command, had detained two dhows, which, however, were not condemned, though the Court decided that their detention was justifiable.

5. The "Mariner" arrived here on the 16th ultimo, having visited Kokotoni and Pemba, and revictualled her boats at the last-named place.

6. On the 17th April I left this port in Her Majesty's ship under my command

(having given directions for the "Penguin" to cruize for the suppression of slavery in the vicinity of Zanzibar between the 18th and 25th April, when she was to return, and the "Mariner" would then visit her boats at Pemba), returning on the 3rd instant, having visited Pemba and Manda Bay, exchanging visits, while at the last-named place, with the Wali of Lamu. The Consular Judge, Mr. Cracknall, was on board during this cruize, and transacted business at Lamu.

7. On the 21st, 22nd, and 23rd ultimo Lieutenant W. V. Cole, of "Mariner," captured ten raw slaves on Njao Island, where they had been landed prior to transportation to Pemba. Nine of these were emancipated, the other one having died before the case was taken into Court.

8. On the 23rd April Mr. Tristan Dannreuther, Midshipman in Her Majesty's ship under my command, detained an Arab dhow, name unknown, off Makongivé Island, in consequence of her having appearances of being engaged in the Slave Trade, and the master giving a false account of himself and the dhow, the untruth of which was proved by inquiries made at Jambongomi. This case was taken into Court on the 5th instant, and then adjourned till yesterday, when decision was again postponed.

9. On the morning of the 30th April, when proceeding from Manda Bay to Pemba, I met the "Mariner" *en route* to Aden in compliance with your telegram of the 26th ultimo.

10. On arrival at Zanzibar on the 3rd May I found the "Penguin" and the German men-of-war "Möwe" and "Nautilus" lying there. I also then received Admiral Richards' telegram of the 20th April, informing me of the transfer of the command of the station on that day, and at the same time Commander King Hall's report of his proceedings which is attached hereto.

11. On the 5th instant the German man-of-war "Möwe" sailed for Aden, where she will recommission.

12. The case of the British dhow "Fathel Kheir," reported in my letter of the 10th ultimo as having been detained by Mr. Philip J. Stopford, Midshipman in Her Majesty's ship under my command, for having on board three women slaves, has not been decided, circumstances having arisen which necessitated further inquiry.

13. Yesterday I received your telegram informing me of your intended visits to Colombo and Trincomalee.

I have, &c.
(Signed) A. B. JENKINGS.

P.S.—I have received a communication from Her Britannic Majesty's Consul-General at Zanzibar, informing me that with regard to the dhow captured by Sub-Lieutenant Palmer, of Her Majesty's ship "Garnet," on the 29th March last, and from which the Arabs fired on our boats, the two Arabs found on board the dhow, who were previously convicted of slave-running, have been sentenced by His Highness the Sultan to twelve months' imprisonment with hard labour in irons, and the remaining Arabs to six months' imprisonment with hard labour in irons.

A. B. J.

No. 36.

Acting Consul Aitken to the Marquis of Salisbury.—(Received June 30.)

My Lord,

Tamatave, April 30, 1888.

I HAVE the honour to transmit, inclosed herewith, for your Lordship's information, the copy of a despatch dated the 26th January, from Mr. Vice-Consul Knott, respecting the Slave Traffic on the west coast of Madagascar between Maintirano and Kezungo.

I have, &c.
(Signed) R. AITKEN.

Inclosure in No. 36.

Vice-Consul Knott to Consul Haggard.

Sir,

Mojunga, January 26, 1888.

I HAVE the honour to inform you that the following is an abstract of a despatch sent by me to the Senior Naval Officer at Zanzibar, dated the 14th January, anent the Slave Trade:—

“That I am credibly informed that the dhow ‘Ushari Choli,’ belonging to Saïd Ali, living at Maroni, in the Great Comoro, and flying the Arab flag, is engaged in carrying slaves between Kezungo and Maintirano, making two or three trips yearly. She put in here a few days ago, but although I had three witnesses, formerly sailors on board her, to prove what she is, I am powerless to act.

“At Maintirano there are some British Indians, who I hear are actively employed in the Slave Trade; they are Monzi, Bunyan, and Lada and his brother Kogas; the former owns two dhows, which bring slaves over from Kezungo, and the latter act as agents for selling slaves inland.

“There are a quantity of Arabs from Muscat and neighbourhood who have obtained French flags for their dhows from the Vice-Resident here for no other purpose than to engage more freely in the Slave Trade, and one of them informed me lately that he did not know whether he was a French subject or not, but his dhow was certainly French.”

I have, &c.
(Signed) STRATTON C. KNOTT.

No. 37.

Acting Consul Aitken to the Marquis of Salisbury.—(Received June 30.)

My Lord,

Tamatave, May 3, 1888.

WITH reference to my despatch of the 30th April, I have the honour to transmit to your Lordship a further despatch, dated the 21st March, from Mr. Vice-Consul Knott, at Mojunga, respecting the Slave Traffic on the west coast of Madagascar.

I have, &c.
(Signed) R. AITKEN.

Inclosure in No. 37.

Vice-Consul Knott to Acting Consul Aitken.

Sir,

Mojunga, March 21, 1888.

I HAVE the honour to inform you that the landing of slaves at Maintirano and Fomborano lately has again been reported at this Vice-Consulate, one dhow bringing to Maintirano 300, of which 200 were boys and girls of the age of 10 to 14 years, and 100 children of only 3 or 4 years of age. Small-pox has again broken out there, no doubt being brought by the slaves. My informant, a Frenchman, who arrived from there to-day, informs me that during the short time he was at Maintirano he saw over 700 slaves landed.

I have also to inform you that at the village of Andamoty, in Majamba Bay, about two months ago sixty slaves were exchanged there by a dhow for oxen and the rest taken to Antonibi, Narendry Bay. The village is a Sakalava one; three Arabs from Mahili under French protection live there also. As the landing of these slaves was known to the Hova Governor at Andranoboka, a village not far from Andamoty, I have written to the Governor here asking him what steps the Hova Government have taken in this case, but have received no satisfactory reply.

Also at Baly Bay one dhow has lately discharged a cargo of slaves in exchange for oxen.

I have, &c.
(Signed) STRATTON C. KNOTT.

Admiralty to Foreign Office.—(Received July 13.)

Sir,

Admiralty, July 12, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of the Secretary of State for Foreign Affairs, copy of a letter from Lieutenant de Crespigny, which has been forwarded by the Commander-in-chief, East Indies (13th June, 1888), reporting the verification of papers of a dhow flying French colours.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure in No. 38.

Lieutenant de Crespigny to Commander Lang.

Sir,

"Reindeer," at Trincomalee, June 11, 1888.

I HAVE the honour to state that on the 10th May, 1888, at 11 o'clock A.M., when off Mesirah Island, I went alongside the dhow "Fatahalah," flying the French colours. I beg to add that I found her papers were perfectly correct, and that the captain stated that he had no complaints to make, to which effect I received a signed statement.

I have, &c.
(Signed) VIVIAN DE CRESPIGNY.

Approved, and submitted in compliance with paragraph 4, Article 130, Station Order Book, 1887.

(Signed) H. B. LANG, *Commander.*

"Reindeer," at Trincomalee, June 11, 1888.

Consul O'Neill to the Marquis of Salisbury.—(Received July 19.)

(Extract.)

Mozambique, May 30, 1888.

I HAVE the honour to say that with the opinion that the East African Slave Trade has received some considerable impulse, and has greatly increased and strengthened, I am compelled regretfully but entirely to concur. The evidence I have myself received from the interior is of a similar nature. Again, the Portuguese authorities do not deny or conceal it. On the contrary, many of them, with unusual frankness and candour, point it out.

I shall have no difficulty in showing your Lordship that testimony, independent and corroborative, to this increase of the Slave Traffic comes to us from three sources:—

1. From across the Mozambique Channel, or from one of the slave-markets, in that given by Vice-Consul Knott and others;

2. From a portion of the coast whence slaves are exported, in that given by the Portuguese authorities; and

3. From the sources of the Trade, in that given by the numerous travellers, missionaries, and traders who pass over or reside about the Nyassa and Tanganyika waterways which border the fields where slaves are still hunted down and captured.

To the evidence already furnished your Lordship from Madagascar I will first add that given by the Portuguese authorities themselves, which, for reasons readily conceivable, is not likely to err on the side of exaggeration or excess.

The Commandant of the lately established military post of Mji Mkwali, in his monthly report of the state of the district, writes under the heading of "Commerce": "The sole trade of this district, at the present, is in slaves" ("Boletim Official," 16th April, 1887).

His successor, Captain Miguel A. Xavier, writing the next month, says: "On

the 4th February I was informed of the presence in the River Kinga, which separates this district from Saugage, of a dhow which had entered to run slaves, and I at once wrote to the Governor at Angoche begging for assistance to capture her." He then speaks of slaves with slave-sticks on their necks being seen taken for sale, and continues: "Feeling certain that the dhow was in the Kinga River shipping slaves, I sent a force on the night of the 23rd-24th, consisting of a sergeant, corporal, and seven soldiers, with eight natives armed, with orders for them to go to the mouth of the river and prevent the sailing of the dhow, which would probably be attempted at the approaching high tides."

His efforts were unsuccessful, and Captain Xavier describes at some length the attack made upon the force by the slave-dealers, by whom they were scattered and driven off, "six soldiers returning to their quarters on the 26th, two on the 27th, and the sergeant and natives finding their way to Saugage on the 27th, from which place they returned a week after ("Boletim Official," 14th May, 1887).

In the "Boletim Official" of the 22nd October last the Governor-General publishes a "Portaria," or Provincial Decree, creating a military post in the district of Buror, where caravans from Nyassa generally stop, and this high authority frankly admits the existence of Slave Trade in the following words:—

"In consequence of the absence of any Government authority in that district, the caravans arriving there from the interior barter not only the ivory they carry, but also children of both sexes, who are bought by certain traders in the town of Quilimane, and the majority of these abuses do not immediately reach the ears of the Government, which is unable, therefore, to punish and suppress them. It is imperative that this state of things should cease, for it is a disgrace to us, and it discredits us in the eyes of foreigners, chiefly English, who often make use of this route in going to and from the Mission-stations of Mandala and Blantyre."

Again, in the "Boletim Official" of the 25th February this year there appears a long Report from the Portuguese Commodore in Mozambique waters, Captain Antonio P. de Sampaio, of an expedition against the slave-traders in the Kinga River, in which two gun-boats, the "Zaire" and "Auxiliar," took part. It would occupy an undue proportion of this despatch were I to translate it in full, but it shows an energetic, though only partially successful, effort against the slave-dealers. The orders given to the Commanders were "to proceed to the Kinga River, and to capture or destroy the dhows there found to be engaged in the Slave Trade, and to punish the slave-dealers summarily if they met with any opposition." These orders appear to have been only partly carried out, owing to one of the gun-boats grounding in the river, and to the fact that the slave-traders had intrenched themselves in force, showing themselves, as Captain Sampaio expresses it in his Report, "not only hostile, but being well armed, very numerous, with a perfect knowledge of the river and adjacent ground, where they carried on their contraband Traffic, and being naturally defended and intrenched by the favourable conditions of the country." The slave-traders, having a mitrailleuse turned upon them, were punished, but not expelled from the strong position they had taken up.

Having given the testimony of Portuguese officials as to the existence yet of Slave Trade on this coast, it is right that I should at the same time inform your Lordship that, both administratively and forcibly, the authorities have been operating against it. Administratively, by means of a more effective jurisdiction on those portions of the coast whence slaves are shipped: and forcibly, by such operations as I have reported above on the part of their naval forces, the strength of which has been greatly increased. The subdivision of the coast into districts, and the multiplication of "military commandantships," as they are called, are measures of real and practical value for the ultimate suppression of the Slave Trade.

The new military districts formed in the past two years are those of Mji Mkwali, which embraces Umfussi, both strongholds not long since of Arab slave-dealers; of Buror, at the terminal point of a route where slaves were not unfrequently deposited from the Nyassa; at Musimbwa, between Ibo and Cape Delgado; and the occupation of Delgado Bay itself.

The occupation of the Quisungu, another point whence, there is no doubt, slaves in considerable numbers have been shipped, was also attempted, but the attempt ended in sad disaster, as the Captain of the Port and twenty soldiers, sent there to establish the station, were all treacherously murdered by the natives, instigated by, and it is believed in combination with, the slave-dealers.

The points occupied are, it is true, insufficient and too few and far between to wholly stop the shipment of slaves, but this increased occupation is of real value in

the work of prevention, and it is due to the local authorities that the work done by them should be better known and recognized.

No. 40.

Acting Consul Aitken to the Marquis of Salisbury.—(Received July 25.)

My Lord,

Tamatave, June 11, 1888.

I HAVE the honour to transmit to your Lordship, inclosed herewith, the copy of a despatch, dated the 29th May, from Mr. Vice-Consul Pickersgill, with reference to an intended Malagasy expedition of 1,200 men to the west coast for the suppression of the Slave Trade.

I have also been informed that the expedition will be immediately dispatched by the steamer "Normandy," belonging to the Malagasy Government, which is daily expected from England, after being fully equipped with field guns for coast service.

I have, &c.
(Signed) R. AITKEN.

Inclosure in No. 40.

Vice-Consul Pickersgill to Acting Consul Aitken.

Sir,

Antananarivo, May 29, 1888.

I HAVE the honour to inform you that it has this day been decided, at a meeting of the Malagasy Cabinet, to send an expedition of 1,200 men to the west coast for the suppression of the Slave Trade and the better establishment of the authority of the Government in certain parts of the Sakalava country.]

Colonel Shervington will accompany the expedition in the capacity of adviser to the native officer in command.

I have, &c.
(Signed) W. CLAYTON PICKERSGILL.

No. 41.

India Office to Foreign Office.—(Received August 10.)

Sir,

India Office, August 9, 1888.

I AM directed by Viscount Cross to forward herewith, for the information of the Marquis of Salisbury, copy of a letter from the Resident at Aden, embodying the results of the inquiries set on foot by him into the recent rumours as to the Traffic in slaves and arms within the limits of the French Protectorate on the Somali Coast.

I have, &c.
(Signed) J. A. GODLEY.

Inclosure 1 in No. 41.

Brigadier-General Hogg to India Office.

(Extract.)

Aden Residency, July 12, 1888.

I HAVE the honour to forward a copy of my despatch dated the 7th ultimo, to the address of the Secretary to Government, Political Department, Bombay.

This is the only authenticated instance of a caravan with slaves coming so far south, but there is every reason to believe that large numbers of slaves are embarked from the Gulf of Tadjourra, and our Hodeida correspondent continues to report their frequent arrival at that port. I have no information as to the place of their capture or the exact route taken from the interior to the sea-coast.

Inclosure 2 in No. 41.

Brigadier-General Hogg to the Secretary to Government, Bombay.

(Extract.)

Aden Residency, June 7, 1888.

I HAVE the honour to bring to the notice of Government that I have from time to time received reports of the activity of the Slave Trade from the neighbourhood of the Gulf of Tajourra, and I deem it my duty to inform Government of this fact with a view to such action being taken as may be deemed advisable.

On the 13th ultimo Mr. Walsh, the Assistant Resident at Zeyla, wrote in a semi-official Report that he had received information of a caravan with 200 slaves being near Danan, a place about 35 miles south-west of Zeyla; these slaves were then on their way to Tajourra. Detailed information supplied from more than one source seems to show this information was accurate.

It appears that slaves are collected near Tajourra, and advantage taken of a dark night and favourable wind to run over from the African to the Arabian coast.

No. 42.

The Marquis of Salisbury to Mr. Egerton.

Sir,

Foreign Office, August 17, 1888.

I TRANSMIT herewith, for your information, a copy of a despatch from the British Resident at Aden.*

It may be well that you should mention to M. Goblet, in a friendly manner, the reports which have reached Her Majesty's Government as to the prevalence of Slave Trade between the Gulf of Tajourra and Hodeida.

I am, &c.
(Signed) SALISBURY.

No. 43.

Colonel Euan-Smith to the Marquis of Salisbury.—(Received August 25.)

My Lord,

Zanzibar, July 18, 1888.

I HAVE the honour to acknowledge the receipt of Sir T. V. Lister's despatch of the 25th May last, directing me to inform Seyyid Khalifa, the Sultan of Zanzibar, that Her Majesty's Government cordially appreciate the assistance rendered by His Highness in the suppression of the Slave Trade in the waters of Zanzibar.

I have the honour to report that, having conveyed this message to the Sultan, I have now received from His Highness a reply expressing his gratification and pleasure at its receipt.

I have, &c.
(Signed) C. B. EUAN-SMITH.

No. 41.

Colonel Euan-Smith to the Marquis of Salisbury.—(Received August 25.)

My Lord,

Zanzibar, July 18, 1888.

I HAVE the honour to inclose a list of all Cases that have been adjudged in the Court of Her Majesty's Agent and Consul-General at Zanzibar, Admiralty Jurisdiction, during the half-year ended the 30th June, 1888.

I have, &c.
(Signed) C. B. EUAN-SMITH.

Inclosure in No. 44.

RETURN of Prizes in respect of which Proceedings have been taken before Her Majesty's Agent and Consul-General, Zanzibar, Admiralty Jurisdiction, during the half-year ending the 30th June, 1888.

No. on Court File.	Name and Nature of Prize.	Name of Capturing Ship.	Name of Commanding Officer.	Number of Slaves seized.	Date of Capture.	Date of Adjudication.	Decree.	Court Fees.	Net Proceeds of Sale.	Remarks.
								£ s. d.	£ s. d.	
1	Unknown ..	H.M.S. "Reindeer" ..	Commander H. B. Lang ..	2	Dec. 17, 1887	Jan. 14, 1888	Condemnation ..	6 9 6	..	
2	" ..	H.M.S. "Kingfisher" ..	Commander R. B. Needham ..	6	Dec. 4,	Jan. 4,	" ..	6 8 6	..	
3	"Krafu" ..	" ..	" ..	14	Nov. 29,	Jan. 4,	" ..	5 18 6	..	
4	" ..	H.M.S. "Mariner" ..	Commander J. Durnford ..	19	Jan. 14, 1888	Jan. 26,	" ..	6 5 6	..	
5	Unknown ..	" ..	" ..	8	Jan. 19,	Jan. 26,	" ..	6 5 6	..	
6	" ..	" ..	" ..	1	Jan. 27,	Feb. 7,	" ..	6 15 6	..	
7	"Salama" ..	H.M.S. "Garnet" ..	Captain A. B. Jenkins ..	1	Feb. 3,	Feb. 18,	Condemnation of slave and release of vessel ..	7 13 6	..	
8	Unknown ..	" ..	" ..	..	Jan. 25,	Feb. 17,	Condemnation ..	5 9 6	..	
9	"Dau" ..	" ..	" ..	..	Jan. 31,	Feb. 17,	" ..	6 12 6	..	
10	Unknown ..	" ..	" ..	18	Feb. 6,	Feb. 17,	" ..	5 10 6	..	
11	"Batela" ..	" ..	" ..	1	Mar. 16,	Apr. 5,	" ..	8 2 6	1 3 4	
12	Unknown ..	" ..	" ..	41	Mar. 29,	Apr. 5,	" ..	7 9 6	..	
13	"Fathel Kheir" ..	" ..	" ..	3	Mar. 22,	Apr. 8,	" ..	9 13 6	..	
14	"Pauduana" ..	H.M.S. "Penguin" ..	Commander G. King Hall ..	6	Apr. 8,	Apr. 18,	Restitution of slaves and dhow ..	8 5 6	..	
15	Unknown ..	" ..	" ..	1	Apr. 11,	Apr. 18,	" ..	5 6 6	.. 6 3 4	
16	" ..	" ..	" ..	..	Apr. 19,	Apr. 24,	Condemnation ..	4 15 6	0 9 3	
17	" ..	" ..	" ..	..	Apr. 19,	Apr. 24,	" ..	4 9 6	0 9 3	
18	"Asnin" ..	" ..	" ..	7	Apr. 23,	Apr. 27,	" ..	7 9 0	..	
19	10 slaves ..	H.M.S. "Mariner" ..	Commander C. A. Arbuthnot ..	10	Apr. 21, 22, and 23, 1888	Apr. 30,	" ..	5 10 6	..	
20	"Honfari" ..	H.M.S. "Garnet" ..	Captain A. B. Jenkins ..	..	Apr. 11, 1888	May 5,	" ..	8 12 6	..	
21	Unknown ..	" ..	" ..	..	Apr. 23,	May 10,	Restitution ..	6 3 6	..	
22	" ..	" ..	" ..	11	Apr. 4,	May 6,	Condemnation ..	5 16 6	..	
23	" ..	" ..	" ..	..	Apr. 14,	May 5,	" ..	5 15 6	..	
24	1 slave ..	" ..	" ..	1	May 3,	May 25,	" ..	9 0 6	..	
25	Unknown ..	H.M.S. "Penguin" ..	Commander G. King Hall ..	5	May 8,	May 15,	" ..	7 1 6	..	
26	" ..	" ..	" ..	..	May 13,	May 23,	Restitution ..	4 13 6	..	
27	" ..	H.M.S. "Garnet" ..	Captain A. B. Jenkins ..	89	May 17,	May 29,	Condemnation ..	5 18 0	3 19 10	
28	" ..	" ..	" ..	..	May 29,	June 5,	" ..	4 19 6	0 11 1	
29	" ..	" ..	" ..	..	May 22,	June 9,	" ..	5 15 6	1 2 6	
30	" ..	" ..	" ..	47	June 7,	June 15,	" ..	5 9 6	0 3 1	
31	"Fathel Kheir" ..	H.M.S. "Penguin" ..	Commander G. King Hall ..	34	June 24,	June 25,	" ..	6 5 6	..	

Zanzibar, June 30, 1888.

(Signed)

C. B. EUAN-SMITH, Her Majesty's Agent and Consul-General.

No. 45.

Colonel Euan-Smith to the Marquis of Salisbury.—(Received August 25.)

My Lord,

Zanzibar, July 18, 1888.

I HAVE the honour to forward the inclosed quarterly Return of the disposal of freed slaves taken by our ships of war and condemned as forfeited in this Court.

I have, &c.

(Signed) C. B. EUAN-SMITH.

Inclosure in No. 45.

RETURN of Slaves captured and forfeited to Her Majesty during the quarter ended June 30, 1888.

Date of Discharge.	Number of Decree.	How disposed of.				Remarks.
		In Town.	The Universities Mission.	The Church Mission Society.	The French Mission.	
1888						
Apr. 5	No. 11 of 1888 ..	1	..	..	..
Apr. 5	12 " ..	21	3	8	8	1 died before disposal.
May 8	13 " ..	3	..	..	..
Apr. 27	18 " ..	..	..	7	..	
Apr. 30	19 " ..	6	3	..	..	1 died before adjudication.
May 6	22 " ..	9	2	..	..
May 25	24 " ..	1	..	..	..
May 15	25 " ..	5	..	..	..
June 5	28 " ..	31	12	25	20	1 died immediately after the capture.
June 7	30 " ..	17	4	12	14	
	Total	94	24	52	42	

(Signed) C. B. EUAN-SMITH,
Her Majesty's Agent and Consul-General, Zanzibar.

Zanzibar, June 30, 1888.

No. 46.

Admiralty to Foreign Office.—(Received August 25.)

Sir,

Admiralty, August 22, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State, copies of two letters from the Captain of the "Garnet," dated 4th June and 6th July, at Zanzibar and Seychelles respectively, respecting the capture of slave-dhows on the East Coast of Africa

I am, &c.

(Signed) R. D. AWDRY.

Inclosure 1 in No. 46.

Captain Jenkins to Rear-Admiral Fremantle.

(Extract.)

"Garnet," at Zanzibar, June 4, 1888.

I HAVE the honour to inform you that on the 3rd May Mr. William Frederick Blunt, Midshipman in Her Majesty's ship under my command, when cruising in the pinnace off Mwale Island, took a slave-woman from the British dhow "Salama," on her stating that she was being taken to Pemba against her will. The captain of the dhow being ignorant of the circumstance, the vessel was allowed to proceed, the woman being given free papers in the Vice-Admiralty Court at Zanzibar on the 25th idem.

The case against the dhow detained by Mr. Tristan Dannreuther, Midship-

man, on the 23rd April last, has been dismissed, the Court, however, deciding that the detention was justifiable.

The British dhow "Fathel Kheir," captured by Mr. Philip J. Stopford, Midshipman, on the 22nd March last, has been condemned, together with the three slaves and cargo.

On the 8th ultimo the "Penguin" left to cruize for the suppression of slavery off Pemba.

On the 9th the German sloop "Möwe" sailed for Aden to change half her crew, after which she will return to this port, viâ Seychelles, arriving here about the 20th June.

On the 17th May Mr. William Frederick Blunt, Midshipman, when cruising in the pinnace of Her Majesty's ship under my command, captured an Arab dhow, which was run on shore at Mkumbu Peninsula, when about seventy slaves were landed, an attempt to recover some of whom being unsuccessful. The vessel was condemned on the 29th ultimo.

I left Zanzibar on the 18th ultimo, and after cruising in the vicinity of Pemba, where I revictualled my cruising boats, returned on the 23rd idem, and found that the "Penguin" had arrived on the 21st, having visited Kokotoni, Pemba, and Mombasa.

Inclosure 2 in No. 46.

Captain Jenkings to Rear-Admiral Fremantle.

(Extract.)

"Garnet," at Seychelles, July 6, 1888.

I HAVE the honour to report that on the 22nd May last Mr. Ernest S. Carey, Midshipman in Her Majesty's ship under my command, when cruising in the pinnace off Pemba, captured a dhow which, being engaged in the Slave Trade, was, on being chased, run on shore at Mkumbu, the crew escaping. There were no slaves on board. The case has been tried, and the vessel condemned in the Vice-Admiralty Court at Zanzibar.

On the 29th May Mr. Cecil E. Rooke, Midshipman in Her Majesty's ship under my command, when cruising in the galley off Pemba, captured a dhow with eighty-nine slaves on board, one of whom died before adjudication. The vessel has been condemned, and the slaves emancipated in the Vice-Admiralty Court at Zanzibar.

On the 5th ultimo I left Zanzibar, and, after visiting Pemba, where I picked up my boats, returned the following day, when we got news of the death of the Sultan of Muscat.

Before leaving Zanzibar I gave directions to Commander King Hall, of the "Penguin," to take Mr. Berkeley, Her Britannic Majesty's Vice-Consul, to Chaki-Chaki Bay, to enable him to transact official business, and then to cruize for the suppression of slavery.

Remained at Zanzibar the night of the 6th June, and proceeded the next morning to Mbwakuni Reef in the Zanzibar Channel, where I carried out the annual prize firing with great and machine guns, returning again on the 9th.

On the morning of the 7th June, when approaching the Mbwakuni Reef, I observed a dhow at anchor there, and on boarding her found she contained forty-seven slaves. Both the dhow and slaves have been condemned in the Vice-Admiralty Court at Zanzibar.

No. 47.

Colonel Euan-Smith to the Marquis of Salisbury.—(Received August 27.)

My Lord,

Zanzibar, July 30, 1888.

I HAVE the honour to report, for your Lordship's information, that in the month of April last five Arabs were convicted, before the Vice-Admiralty Court of this Consulate-General, of active participation in the Slave Trade. These men were sent to His Highness the Sultan with a report upon the evidence concerning them, and were in consequence sentenced to six months' rigorous imprisonment by His Highness.

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In the succeeding month these Arabs effected their escape from the fort in which they had been imprisoned, through the connivance, as has since been ascertained, of the gaoler.

The circumstance was not reported to the Sultan, and might have remained unnoticed in the midst of the confusion and laxity which accompanied Seyyid Khalifa's accession, had not these men been identified by one of the officers of Her Majesty's navy stationed with his boat at Pemba. Their presence at large was at once reported to me, and I lost no time in bringing the matter to the notice of His Highness the Sultan, with an earnest request that a salutary example should be made in the case.

His Highness gave immediate effect to my representation. The five Arabs were recaptured, and the Sultan requested me to make the necessary arrangements in order that their sentence, which His Highness increased to one year's imprisonment with hard labour instead of the original six months, might be carried out in the gaol at Aden.

For this purpose I entered into communication with the Political Resident at that port, and, the necessary formalities having been attended to, the five Arabs in question proceed to Aden by this mail.

In bringing to your Lordship's notice this evidence of His Highness' anxious wish to act up to the obligations imposed upon him by Treaty in connection with the suppression of the Slave Trade, I venture further to express my confident hope that the example made of these men will be productive of the best results.

I have, &c.
(Signed) C. B. EUAN-SMITH.

No. 48.

Admiralty to Foreign Office — (Received August 29.)

Sir,

Admiralty, August 22, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of the Secretary of State for Foreign Affairs, copies of nine letters, with their inclosures, from the officer commanding Her Majesty's ship "Garnet," dated as follows: 17th May (two), 23rd May, 24th May, 1st June, 3rd June, 2nd July, and 4th July (two), reporting the capture of slave-dhows.

2. I am also to send you copies of two letters, dated the 23rd and 24th May, reporting receipt of fugitive slaves, and a case of a slave brought from Pemba to Zanzibar having been granted free papers by the British Agency.

I am, &c.
(Signed) R. D. AWDRY.

Inclosure 1 in No. 48.

Lieutenant Martin to Captain Jenkins.

Sir,

"Garnet," at Zanzibar, May 17, 1888.

I HAVE the honour to report that, on the 4th day of April, 1888, the pinnace of Her Majesty's ship under your command did detain an Arab batela under the following circumstances:—

2. Mr. E. S. Carey, Midshipman in charge of the pinnace, observed the vessel pass through the gap in the reef near Kingeja, and it coming on dark, he proceeded to a sandy beach immediately beyond the gap, and found that the vessel had anchored there, but was deserted, voices proceeding from her direction before the pinnace came up.

3. On boarding, Mr. Carey found the sand in her hold quite warm, and bearing impressions of human beings having sat upon it; also about 100 lbs. of rice, and about 40 lbs. of mtama seed, together with a large cask half full of water. A slave shackle was also found, also some powder and bullets. The papers, in a broken metal box, were discovered in the after part of the dhow.

4. On a shot being fired to attract attention, two men slaves came down to the beach, and waded off to the dhow, saying they had just been landed from it and driven into the bush by the Arabs, from whom they had escaped. They also stated

that the vessel had left Bomaji with seventy-five slaves the night before (3rd April).

5. The next morning (5th April) nine more slaves (seven men and two boys) came on board the dhow, giving the same story as the two who had embarked overnight; and Mr. Carey landed a search party, but no more slaves could be found, though the sand immediately opposite where the dhow was lying bore a large number of fresh human footprints directed inland.

6. The pinnace remained in the vicinity of the captured vessel for five days, but no one came to claim her.

7. The case was taken into the Vice-Admiralty Court at Zanzibar on the 5th instant, when the dhow was condemned and slaves emancipated.

8. The dhow foundered on her way to Zanzibar, in tow of Her Majesty's ship "Garnet."

I have, &c.
(Signed) E. H. MARTIN,
Lieutenant in charge of Boats.

Approved, and submitted for the information of the Commander-in-chief.
(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.
"Garnet," at Zanzibar, May 17, 1888.

Inclosure 2 in No. 48.

Lieutenant Martin to Captain Jenkins.

Sir,

"Garnet," at Zanzibar, May 17, 1888.

I HAVE the honour to report that on the 14th day of April, 1888, the cutter of Her Majesty's ship under your command did detain an Arab buti, name unknown, under the following circumstances:—

2. Mr. Murray MacGregor, Lockhart, Midshipman, in charge of the cutter, observed the vessel at anchor south of Makongwe Island, and seeing a man who was approaching her in a canoe jump overboard on seeing the cutter, and run among the bushes, Mr. Lockhart boarded her, sending a party on shore to catch the man, but without success.

3. The buti was deserted, and in her hold was found a quantity of sand covered with human excrement, also further evidence of her having recently carried slaves, in the fact of the strong smell pervading the vessel, and there being on board about 35 lbs. of mahoga, a quantity of caravances and mtama seed strewn over the bottom, together with three large empty tins for containing water. There was an Arab flag on board, but no papers could be found.

4. On inquiries being made at the village of Kezambaroni, several people stated that the dhow had landed 100 slaves at noon on the day previous to Mr. Lockhart's arrival, and that they had been brought from Bomaji, also that the owner and captain of the dhow was a native of Pemba, named Naholtha Moojaka, who, together with the slaves, had gone to Michingani in canoes during the night.

5. The case was taken into the Vice-Admiralty Court at Zanzibar on the 5th instant, and the dhow was condemned and afterwards destroyed.

I have, &c.
(Signed) E. H. MARTIN,
Lieutenant in charge of Boats.

Approved, and submitted for the information of the Commander-in-chief.
(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.
"Garnet," at Zanzibar, May 17, 1888.

Inclosure 3 in No. 48.

Lieutenant Pochin to Captain Jenkins.

Sir,

"Garnet," at Zanzibar, May 23, 1888.

I HAVE the honour to report that on the 22nd day of March, 1888, the cutter of Her Majesty's ship under your command detained the British dhow "Fathel Kheir" under the following circumstances:—

2. Mr. Philip Jas. Stopford, Midshipman, in charge of the cutter, on boarding the dhow "Fathel Kheir" off Moale Island, asked the captain the number of passengers he had on board, to which he replied twelve; nine of these were produced, and on searching the vessel the three others, who were all women, were discovered under the poop, one of them stating she was the captain's wife.

3. Mr. Stopford anchored the dhow, and on taking the two other women out of her and questioning them, they said that they were the slaves respectively of two Arab passengers on board the dhow; that the third woman who was left under the poop was also the slave of another Arab passenger, and that they had been threatened by the captain with death if they owned to being slaves. The third woman, on being removed from the vessel, stated that she was a slave, and that she had been told by the captain of the dhow to say she was his wife.

4. The dhow was anchored off Kingoja Point, when the passengers were allowed to land, and the captain and crew, who were assisting them in discharging their effects, took the opportunity of deserting. A search was made for them, but without success.

5. On board Her Majesty's ship "Garnet," under your command, two of the slaves, Fatima and Halima, stated that the captain of the dhow knew they were slaves on embarkation, the latter (Halima) saying that then the captain threatened her with death in ten days if she said she was a slave; also the three Arabs respectively admitted that the three women were their slaves, Mohamed, the Arab owner of the slave Misieh, stating that he told the captain the woman was his wife when arranging the passages.

6. The Case (No. 13 of 1888) has been tried in the Vice-Admiralty Court at Zanzibar, when the dhow, slaves, and cargo were condemned.

I have, &c.

(Signed)

J. W. POCHIN,

Lieutenant in charge of Boats.

Approved, and submitted for the information of the Commander-in-chief.

(Signed)

A. B. JENKINGS,

*Captain and Senior Naval Officer, East Coast of Africa.**"Garnet," at Zanzibar, May 23, 1888.*

Inclosure 4 in No. 48.

Sub-Lieutenant Palmer to Captain Jenkins.

Sir,

"Garnet," at Zanzibar, May 24, 1888.

I HAVE the honour to report that on the 23rd day of April, 1888, the galley of Her Majesty's ship under your command did detain an Arab dhow, name unknown, under the following circumstances:—

2. Mr. Tristan Dannreuther, Midshipman, in charge of the galley, when cruising off Makongwe Island, observed a dhow lower her sail off Solomon Point and pull inshore, and two hours later boarded her as she was returning round the point and standing to the north-west. Her papers (which were two years old) showed the crew to be seven, including the captain, whose name was noted as Woladi, but there were on board only three men and the captain, who stated his name was Hamisi; that he was taking the dhow from Zanzibar to Jambongomi for Brahim Wolji, a Hindi of Zanzibar, to Brahim Tumbo, a Hindi of Jambongomi, for whom he, Brahim Wolji, was agent; also the dhow had called in at Kokotoni for stones as ballast, and afterwards anchored at Kendwa for water.

3. On Mr. Dannreuther searching the vessel, which had no cargo and bore every evidence of having carried slaves, and been lately washed out, he found the

side and hold, which contained stones (apparently fresh from the shore) wet, and, on having some of the stones turned over, remains of human excrement, mtama seed, and dirty rags were found. There were on board six tins of water and an empty one, also a cask full of water, a matting bag containing dried shrimps, and another of tobacco, which the master of the dhow said belonged to him. The water was an undue quantity considering they were only 5 miles from their destination.

4. The captain, being asked what he was doing on shore off Solomon Point, replied that he had beached the dhow to cut wood, but had changed his mind. (It was noticeable that the man had taken two hours to decide not to cut wood.)

5. On the crew being interrogated separately, and apart from each other, their statements relative to the movements of the dhow disagreed entirely with those of the captain.

6. The next morning, the 24th April, Mr. Dannreuther searched Solomon Point for any traces of slaves having been landed, and discovered on the sand, where one of the crew said the dhow had been beached, the marks of fresh footprints, including those of children, directed inland. The track was followed to a banana plantation, where it disappeared.

7. On the morning of the 25th I personally examined the dhow, and though, in the meantime, the men of the galley's crew who had been looking after her had cleaned her out for their own comfort, I judged from the marked strong smell and the remains of human excrement, that she had but quite recently carried slaves. In coming to this conclusion, my previous experience of empty dhows having carried cargoes and slaves respectively further convinced me.

8. Leaving the dhow at Makongwe, Mr. Dannreuther took the captain to Jambongomi, where, on the 26th April, he visited Brahim Tumbo, who said that he knew nothing about the dhow, and told the captain that what he had been saying was false. The Sultan's Judge, Hamis-bin-Ali, who was present, said that he believed the captain of the dhow was an impostor.

9. The interpreter with Mr. Dannreuther, on making further inquiries in the village of Jambongomi, ascertained that the captain of the dhow was a native of that place, that his proper name was Kadura, and that he had sailed thence in the dhow about two months previously for Kikunya on the mainland, there to embark slaves; he had taken the place of Woladi, the proper captain of the dhow, who had refused to embark for that purpose.

10. On the galley returning to Makongwe Island it was found that the crew had deserted the dhow, and the captain was retained by Mr. Dannreuther for evidence.

11. The case (Case No. 21 of 1888), on being tried at the Vice-Admiralty Court at Zanzibar, was dismissed.

I have, &c.
(Signed) NORMAN C. PALMER,
Sub-Lieutenant in charge of Boats.

Approved, and submitted for the information of the Commander-in-chief, observing that I am at a loss to account for the decision of the Court.

2. I attended the case throughout, when the captain of the dhow called several witnesses for the defence, only one of whom came forward, and he professed utter ignorance of anything concerning the dhow.

3. No one claimed her, showing, to my mind, that the owner, whoever he was, did not wish to be implicated in the matter.

(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.

"Garnet," at Zanzibar, May 24, 1888.

P.S.—I have since been informed by the Consul-General that an owner has been found for the dhow, and the captain imprisoned by the Sultan.

A. B. J.

Inclosure 5 in No. 48.

Lieutenant Pochin to Captain Jenkings.

Sir,

"Garnet," at Zanzibar, June 1, 1888.

I HAVE the honour to report that on the 17th day of May, 1888, the pinnace of Her Majesty's ship under your command did detain an Arab dhow, name unknown, under the following circumstances:—

2. Mr. William Frederick Blunt, Midshipman, in charge of the pinnace, observed a dhow on shore to the southward of Mkumbu Peninsula, and as she was in a place rarely visited by vessels he proceeded to inspect her, a man who was on board deserting the dhow on the approach of the boat, and on being followed ran into the bush, but could not be found.

3. In the dhow was found a large quantity of faggots strewn over the bottom, sand and human excrement in the crevices of the sides and bottom, several large sacks of sand stowed right aft, and an uncommonly large water-cask, together with pitchers for water, while alongside her were mats (on some of which sand and human excrement lay), several loin cloths, and a number of long poles, others similar to which being in the dhow and forming part of an extempore deck under the thatch.

4. There were observable immediately opposite where the dhow was lying a great number of human footprints, both of adults and children. Mr. Blunt followed them across a small and almost completely dried-up creek, where they disappeared into the bush.

5. A native named Mabrook, who was standing by when the dhow was boarded, stated that two days previously the vessel had discharged seventy slaves, three of whom were then concealed in a neighbouring house, which Mr. Blunt at once searched, but without success, they having already left. This story was confirmed by several other natives.

6. The case was taken into Court on the 29th ultimo, and the dhow condemned.

I have, &c.
(Signed) J. W. POCHIN,
Lieutenant in charge of Boats.

Submitted for the information of the Commander-in-chief.

(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.

"Garnet," at Zanzibar, June 1, 1888.

Inclosure 6 in No. 48.

Lieutenant Pochin to Captain Jenkings.

Sir,

"Garnet," at Zanzibar, June 3, 1888.

I HAVE the honour to report that on the evening of the 4th May, when cruising in the "Olga," I received information from the cutter that Mr. Blunt, Midshipman, had detained an English dhow, having found a slave-woman on board.

I inquired into the case the following morning.

The evidence was given by Selima, the captain of the dhow. Komna, a passenger calling himself freeman, but who I found to be a slave not wishing to be freed, and who was in charge of the slave-woman, and Assina, the slave-woman.

Selima said that on embarkation Komna had told him Assina was his wife, and this story being eventually corroborated by Komna and Assina, I allowed the dhow to proceed.

Assina I kept on board the "Olga."

The case being tried in the Vice-Admiralty Court at Zanzibar on the 25th May, the slave-woman was condemned.

I have, &c.
(Signed) J. W. POCHIN,
Lieutenant in charge of Boats.

Submitted for the information of the Commander-in-chief.
(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.

“Garnet,” at Zanzibar, June 3, 1888.

Inclosure 7 in No. 48.

Lieutenant Martin to Captain Jenkins.

Sir, “Garnet,” at Seychelles, July 2, 1888.
I HAVE the honour to report that on the 29th May, 1888, Mr. C. E. Rooke, Midshipman in Her Majesty’s ship under your command, when cruising in the galley off Pemba, captured a dhow, having on board 89 slaves, 7 slave-owners, the captain of the dhow, and 5 crew.
2. The night after the vessel was captured the captain of the dhow, three of the crew, and two of the slave-owners escaped by swimming ashore, notwithstanding that shots were fired at and every effort made to recover them.
3. I regret to say that one of the slaves died on board the “Garnet” before adjudication.
4. The dhow had neither papers nor colours.
5. The case has been tried in the Vice-Admiralty Court at Zanzibar, and the vessel and slaves condemned.

I have, &c.
(Signed) E. H. MARTIN,
Lieutenant in charge of Boats.

Approved, and submitted for the information of the Commander-in-chief.
(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.

“Garnet,” at Seychelles, July 4, 1888.

Inclosure 8 in No. 48.

Lieutenant Martin to Captain Jenkins.

Sir, “Garnet,” at Seychelles, July 4, 1888.
I HAVE the honour to report that on the 22nd May, 1888, Mr. E. S. Carey, Midshipman in Her Majesty’s ship under your command, when cruising in the pinnace off Pemba, chased an Arab dhow, name unknown, which was running inshore, the result being that the vessel was beached on Mkumbu, and deserted by her crew, a search for whom proved unsuccessful.
2. On the dhow being examined, evident traces of her being engaged in the Slave Trade were found, and the case being tried in the Vice-Admiralty Court at Zanzibar, the vessel was condemned.

I have, &c.
(Signed) E. H. MARTIN,
Lieutenant in charge of Boats.

Approved, and submitted for the information of the Commander-in-chief.
(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.

“Garnet,” at Seychelles, July 4, 1888.

Inclosure 9 in No. 48.

Captain Jenkings to Rear-Admiral Fremantle.

Sir,

"Garnet," at Seychelles, July 4, 1888.

I HAVE the honour to report that on the 7th June last, being off the sand-bank Mbwakuni, in the vicinity of Bagamoyo, in Her Majesty's ship under my command, I observed a dhow at anchor, and sent a cutter in charge of Mr. Palmer, Sub-Lieutenant, accompanied by Mr. Lockhart, Midshipman, to board her.

2. She proved to be a slave-dhow having forty-seven slaves on board, besides six crew.

3. She had Arab colours on board, but no papers.

4. The case was tried in the Vice-Admiralty Court at Zanzibar, and the vessel and slaves condemned.

5. Attached hereto is Form 9, Appendix to East Indian Station Orders.

I have, &c.

(Signed) A. B. JENKINGS.

Inclosure 10 in No. 48.

Commander Hall to Captain Jenkings.

Sir,

"Penguin," at Zanzibar, May 23, 1888.

I HAVE the honour to bring to your notice the following case of a fisherman whom our men in the "Helena" had constantly met when cruising about Kokota Gap, and were on friendly terms with:—

1. Lieutenant Hibbert had captured a dhow that he felt confident had just landed slaves outside on one of the islands, and whilst detaining the dhow they came across Sarboko, the fisherman, and getting into conversation with him about the dhow, he mentioned the fact that five slaves were concealed in his hut on Kishani Island, where, as a matter of fact, they were found, and he had been offered money to take them in his canoe.

2. Either the suspicions of Arabs were aroused by Lieutenant Hibbert going straight to the hut in the bush, or they must have seen Sarboko talking to our men, for there is not the least doubt that they intended wreaking vengeance on the fisherman on account of losing their slaves and as a warning to others.

3. Sarboko came to the ship on Sunday, 20th instant, at 9 P.M., and made the appended statement; I believe every word of it is true, as he leaves his hut and plantation, only desiring to be taken away from Pemba, anywhere to the mainland, but as that simply meant for him and his family slavery within twenty-four hours, and probably to Pemba, I felt the most humane and honourable course I could adopt would be to bring and hand him over to the care of the British Agent and Consul-General, and taking into consideration the fact that it was through serving British interests, though in an informal way, that his life was endangered, I had not the least doubt, and earnestly hope free papers may be given the man and family.

I have, &c.

(Signed) G. KING HALL.

Inclosure 11 in No. 48.

Memorandum.

FISHERMAN SARBOKO is slave to an Arab named Mahomed-bin-Juma; his master lives at Mikindani; has been his slave for some time; was sent to Kashani to get well some four months ago; lived by fishing to get subsistence for his family, his master giving him nothing; is still unwell from chest complaint.

Karafon, head slave on island, gave him canoe to fish in; some of his fellow-slaves came to the island on Saturday, telling him Nahoda of dhow, and owner of slaves, had gone to his master, stating he (Sarboko) had informed Englishmen where slaves were, who replied, "Oh, all right, I will send for him to Pemba, and kill him." On Sunday morning, just after sunrise, a slave, who came from Urinje, told him "he had better keep a good look-out, as his master intended to shoot him;" having

heard the above he came at night with his wife and children asking for protection, and to be landed anywhere on the mainland.

(Signed) G. KING HALL, *Commander.*

Forwarded for the information of the Commander-in-chief, observing that this man and his family have all received free papers from the British Agency at this port.

(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.

“*Garnet,*” at Zanzibar, June 4, 1888.

Inclosure 12 in No. 48.

Commander Hall to Captain Jenkins.

Sir,

“*Penguin,*” at Zanzibar, May 24, 1888.

I HAVE brought down from Pemba ten fugitive slaves, seven men and three women, whom Mr. Job, Boatswain, received at different times; most of them appeared meagre and thin, all complaining of ill-usage; they had been living on Njao Island, some a fortnight, others longer.

2. One woman I delivered up to her master, as on most carefully investigating the case I came to the conclusion that she had not been ill-treated, and had nothing to complain of. The Arab (her master) swore to me on the Koran that she should not suffer in any way for having run away.

3. Though the greater part of the slaves had been a fortnight at the depôt, only two Arabs came to claim slaves, viz., in the above-mentioned case and in another instance, where, on the claimed slave seeing his old master (from whom he had deserted three years ago) he bolted into the bush and could not be found.

4. I have given orders that the utmost discretion is to be used in receiving fugitive slaves, obeying the dictates of humanity, but to be guided rigidly by Articles 102, 103 of the Slave Trade Instructions, sifting each case carefully by visual and oral examination.

5. I have also brought down four raw slaves that Lieutenant Hibbert captured in a hut on Kishani Island, having just been landed from a dhow which was captured.

6. All the slaves were handed over to the British Consul-General, who has sent the runaway slaves to the Sultan for their cases to be adjudicated and reported on.

I have, &c.
(Signed) G. KING HALL.

Forwarded for the information of the Commander-in-chief.

(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.

“*Garnet,*” at Zanzibar, June 4, 1888.

No. 49.

Mr. Egerton to the Marquis of Salisbury.—(Received August 31.)

(Extract.)

Paris, August 29, 1888.

IN conversation with M. Goblet to-day I informed his Excellency that Slave Trade on a considerable scale was now prevalent between Tajourra and Hodeida.

His Excellency at once took note of the reports, and said that he would warn the proper authorities on the subject; the French at Obokh unfortunately could not do all they would wish with the Dankali, but the matter should be looked to, and he thanked me for the communication I had made.

No. 50.

Foreign Office to Colonel Euan-Smith.

Sir,

Foreign Office, August 31, 1888.

THE Marquis of Salisbury's attention has been called to the fact, indicated by the Half-yearly Report of Admiralty Court Cases sent home by yourself in your despatch of the 18th ultimo, and by the Reports received from the officers commanding Her Majesty's cruizers in Zanzibar waters, that there is a considerable amount of Slave Trade carried on in small craft between the mainland and the different islands under the dominion of Zanzibar. I am directed by his Lordship to instruct you to point this out to the Sultan and request him to take such steps as may be in his power to insure greater care and watchfulness on the part of his officials in the execution of their duties under His Highness' Treaty engagements with this country.

I am, &c.
(Signed) T. V. LISTER.

No. 51.

Foreign Office to Colonel Euan-Smith.

Sir,

Foreign Office, August 31, 1888.

I AM directed by the Marquis of Salisbury to acknowledge the receipt of your despatch of the 30th ultimo, reporting the circumstances under which five Arabs, convicted of active participation in the Slave Trade, who escaped from the fort where they were imprisoned, were, by the Sultan's orders, recaptured and sentenced to one year's imprisonment with hard labour, instead of the original six months, and the steps taken by you with a view to carrying out His Highness' request that their confinement might take place in the gaol at Aden.

You should express to His Highness the satisfaction of Her Majesty's Government at this proof of his desire to co-operate with them in the suppression of the Slave Trade.

I am, &c.
(Signed) T. V. LISTER.

No. 52.

India Office to Foreign Office.—(Received September 6.)

Sir,

India Office, September 6, 1888.

IN continuation of Mr. Godley's letter of the 9th August, I am directed by Viscount Cross to forward herewith copy of a letter from the Assistant Political Resident at Aden, dated the 8th August, 1888, as to the source from which slaves are obtained for dispatch to the Arabian shores of the Red Sea by way of Tajourra.

I have, &c.
(Signed) HORACE WALPOLE.

Inclosure in No. 52.

Lieutenant-Colonel Stace to Bombay Government.

Sir,

Aden Residency, August 8, 1888.

I HAVE received a letter from Colonel Sir E. Bradford asking if anything were known regarding a slave-caravan dispatched to Tajourra.

2. I have personally asked Count Antonelli, who has just passed through on his return from Shoa via Harrar, whence the slaves are obtained. He informed me that they are nearly all Gallas captured in the districts around Djimma, which has still an independent King, all the other surrounding Chiefs having submitted to Abyssinian sway.

I have, &c.
(Signed) E. V. STACE.

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No. 53.

Colonel Euan-Smith to the Marquis of Salisbury.—(Received September 6, 1.15 P.M.)

(Telegraphic.)

Zanzibar, September 6, 1888, 12.30 P.M.

I LEARN from the Admiral that a dhow, carrying French colours and papers recently *visé*, landed at Pemba on Saturday seventy-five slaves in the presence of English cruizing-boats, who were unable to interfere. I am informed that it is reported by German officials from Lindi that regular slave transport is carried on under the French flag from that port to Madagascar. Several of these craft sailing from Lindi were seen by the Captain of a German man-of-war.

No. 54.

Colonel Euan-Smith to the Marquis of Salisbury.—(Received September 6, 1.30 P.M.)

(Telegraphic.)

Zanzibar, September 6, 1888, 1.10 P.M.

I AM informed by Admiral that he intends sending gun-vessel to Madagascar with an order to show flag in all ports and to cruize for slaves.

Would there be any objection to his so doing?

No. 55.

The Marquis of Salisbury to Mr. Egerton.

Sir,

Foreign Office, September 14, 1888.

HER Majesty's Government have received information from Her Majesty's Agent and Consul-General at Zanzibar that, on the 1st instant, a native Arab vessel, carrying French colours as well as papers which had been recently *visé*, landed seventy-five slaves on the Island of Pemba in the presence of the boats of Her Majesty's ships of war specially detailed for the purpose of suppressing the Slave Trade. Her Majesty's Agent has further been informed by the German Consul-General at Zanzibar that vessels under the French flag are carrying on a regular transport of slaves from Lindi, in the southern part of the territory recently taken over by the German Company, to ports in Madagascar.

In spite of the absence of any anti-Slave Trade Treaty between the two countries, Her Majesty's Government cannot doubt that the Government of the Republic are as anxious as they themselves that the transport of slaves should be put an end to, and I have therefore to request you to bring the above facts to the notice of the French Government, and urge them to send instructions to their Consul and Naval authorities on the East Coast of Africa and in Madagascar to take every means in their power to prevent the recurrence of such abuses as those pointed out.

I have suggested at Berlin that the German Ambassador at Paris should also be instructed to mention the subject.

I am, &c.
(Signed) SALISBURY.

No. 56.

The Marquis of Salisbury to Mr. Scott.

Sir,

Foreign Office, September 14, 1888.

I TRANSMIT herewith, for your information, copies of the papers marked in the margin,* relative to the Slave Trade which is carried on on the East Coast of Africa by dhows under French colours and with French papers; and I have to request that, in informing the German Government of the steps taken by Her Majesty's Government at Paris, you will suggest whether the German Ambassador at Paris might not also be instructed to mention the fact of the existence of this Slave Trade, with which, in the absence of any Treaty with France, the Powers are unable to deal.

I am, &c.
(Signed) SALISBURY.

* Nos. 53 and 55.

No. 57.

Sir E. Malet to the Marquis of Salisbury.—(Received September 24.)

My Lord,

Berlin, September 22, 1888.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 14th instant on the subject of Slave Trade carried on under the French flag on the East Coast of Africa, and to report that I have addressed a verbal note to the Imperial German Government in the terms of your Lordship's despatch.

I have, &c.

(Signed) EDWARD B. MALET.

No. 58.

Admiralty to Foreign Office.—(Received September 26.)

Sir,

Admiralty, September 24, 1888.

I AM commanded by the Lords Commissioners of the Admiralty to send you herewith, for the information of the Secretary of State for Foreign Affairs, copies of the following letters which have been received through the Commander-in-chief on the East Indies Station relative to the Slave Trade:—

1. Officer commanding Her Majesty's ship "Griffon," dated the 13th August, 1888.
2. Officer commanding Her Majesty's ship "Griffon," dated the 14th July, 1888.
3. Officer commanding Her Majesty's ship "Griffon," dated the 29th July, 1888.
4. Officer commanding Her Majesty's ship "Griffon," dated the 29th July, 1888, one inclosure.
5. Lieutenant Pochin, Her Majesty's ship "Garnet," dated the 15th August, 1888.
6. Commander-in-chief, East Indies, dated the 11th August, 1888.
7. Officer commanding Her Majesty's ship "Penguin," dated the 17th August, 1888.
8. Officer commanding Her Majesty's ship "Penguin," dated the 17th August, 1888.
9. Officer commanding Her Majesty's ship "Penguin," dated the 25th June, 1888.

I am, &c.

(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 58.

Commander Hall to Rear-Admiral Fremantle.

Sir,

"Penguin," at Zanzibar, June 16, 1888.

I BEG to report that on the 8th May Lieutenant H. J. Hibbert, of this ship, from information received, detained a dhow on the ground of her having just landed a cargo of slaves on one of the outlying islands off Pemba. Lieutenant Hibbert proceeded to Kishani, the island in question, and found the slaves, five in number, concealed under a bed in a hut. The case on being brought into the Vice-Admiralty Court was clearly proved, and the dhow condemned.

2. I brought another case into Court, the circumstantial evidence being very strong of the craft having just landed slaves, but, not being direct evidence, the case was given against me. From circumstantial evidence not being generally received in Court it renders it very difficult to stop this smuggling of slaves, which is carried on to a great extent.

I have, &c.

(Signed) G. KING HALL.

Forwarded for information, observing that I have called for a separate Report on the subject-matter of paragraph 2.

(Signed)

E. R. FREMANTLE, Rear-Admiral.

*"Boadicea," at Sea, Lat. 23° 27' S., Long. 30° 4' E.,**August 11, 1888.*

Inclosure 2 in No. 58.

Commander Hall to Rear-Admiral Fremantle.

Sir, "Penguin," at Zanzibar, June 25, 1888.
 I HAVE the honour to report that yesterday afternoon, whilst this ship was at anchor off Kokotoni, the cutter boarded a dhow which was found to contain twenty-one female and thirteen male slaves, besides the crew and nine slave-dealers.
 2. I towed the dhow to Zanzibar; the case was tried to-day in the Vice-Admiralty Court, the dhow condemned, and the slaves given their free papers.
 3. The dhow had come from Bagamoyo bound to Pemba.

I have, &c.
 (Signed) G. KING HALL.

Inclosure 3 in No. 58.

Commander Blaxland to Rear-Admiral Fremantle.

Sir, "Griffon," at Zanzibar, July 14, 1888.
 IN compliance with Article 83, p. 23, of the Slave Trade Instructions, 1882, I have the honour to inform you that the cutter of Her Majesty's ship "Griffon," in charge of Mr. Charles E. Hutchins, Gunner, captured a dhow yesterday morning, 13th instant, between Bawi Island and the mainland, and brought her into this port.
 Mr. Hutchins reports that he boarded the dhow in question, and, observing a native endeavouring to secrete a native boy, his suspicions were aroused. He accordingly had the boy removed to the cutter, and on questioning him, through the interpreter, found he was a slave. He therefore detained the dhow, "Rupea" by name, and, finding she had neither colours nor papers, brought her into Zanzibar. This morning the case was tried at the Court, the charge proved, the dhow condemned, and the emancipated slave handed over to Her Majesty's Consul at Zanzibar.

I have, &c.
 (Signed) J. E. BLAXLAND.

Inclosure 4 in No. 58.

Commander Blaxland to Rear-Admiral Fremantle.

Sir, "Griffon," at Zanzibar, July 29, 1888.
 IN compliance with Article 13, p. 23, of the Slave Trade Instructions, 1882, I have the honour to inform you that the "Olga," in charge of Lieutenant Ernest H. Grafton, of this ship, on the 8th instant destroyed two dhows engaged in the Slave Trade. Mr. Grafton sighted the dhows in question on the evening of the 7th instant, and, as they altered course for the land, he gave chase, and ran them ashore. They, however, succeeded in landing their slaves before the "Olga" came up, and, as it was nearly dark by that time, and a heavy surf, Mr. Grafton was unable to land. On the following morning Mr. Grafton landed and found both dhows on the beach, wrecked, with their bilges completely broken away. In the dhows were remains of slave food, Indian corn and mahogo, and strewn about the beach were mats. A short distance inland was a hut in which remains of slave food were found. Both dhows and hut smelt strongly of slaves Mr. Grafton says. A native who was fishing close to where the dhows ran ashore informed Mr. Grafton that he saw them landing slaves. Mr. Grafton therefore destroyed the dhows, the condition of their hulls making their removal to Zanzibar impracticable.
 The cases were tried at the Vice-Admiralty Court at Zanzibar on the 25th instant, and both dhows were condemned.

I have, &c.
 (Signed) J. E. BLAXLAND.

Inclosure 5 in No. 58.

Commander Blaxland to Captain Jenkins.

Sir,

"Griffon," at Zanzibar, July 29, 1888.

I HAVE the honour to report that while at anchor in the harbour of Kinyu, Pemba Island, within the territorial jurisdiction of the Sultan of Zanzibar, on the 25th instant, a native African came alongside Her Majesty's ship "Griffon" in a canoe, and asked to be received on board.

2. Mr. William Firks, Engineer and Interpreter in Swahili, by my direction questioned him, and as I was satisfied from his answers that he was an escaped slave, I, in accordance with Article 99 of the Slave Trade Instructions, kept him as a fugitive and sent the canoe in which he had reached the ship back to the place from whence he had taken it. No one claimed him, and he is still on board the "Griffon."

3. Mr. Firks' written report is attached hereto, and I beg to request instructions as to the fugitive's disposal.

I have, &c.

(Signed) J. E. BLAXLAND.

P.S. *August 3, 1888.*—On this case being taken into the Slave Court at this port, the man was given free papers and sent back to the German trading station at Boonde.

J. E. B.

Forwarded for the information of the Commander-in-chief.

(Signed) A. B. JENKINGS,

*Captain and Senior Naval Officer, East Coast of Africa.**"Garnet," at Zanzibar, August 13, 1888.*

 Inclosure 6 in No. 58.
Statement of Muhandu, Slave Fugitive.

AGE unknown, native of Boonde, freeman, recently employed at the German trading and commercial station in the afore-mentioned place.

About six weeks ago a Swahili trader, Ndugumbi, employed him to take a letter to an Arab named Houssein, at Pangani. After the delivery of the letter he was forcibly detained in the house; three days afterwards he, with nine other slaves, were put in a boat by night and taken to Pemba. He states that some of the others came from Digu and Zigua. They were three days making the passage, owing to the necessity of avoiding the English boats. Since landing he has worked in the plantations, from which he escaped eight days ago. He hid himself in the woods until, seeing an empty canoe, he availed himself of it to come off to the ship.

(Signed)

WM. FIRKS, *Engineer,*
*Interpreter in Swahili.**"Griffon," at Kinyu, July 25, 1888.*

 Inclosure 7 in No. 58.
Commander Blaxland to Rear-Admiral Fremantle.

Sir,

"Griffon," at Zanzibar, August 13, 1888.

I HAVE the honour to report that the cutter of Her Majesty's ship under my command, while cruising off the Island of Pemba under the charge of Mr. Charles E. Hutchins, Gunner, captured a slave-dhow, name unknown, and twenty-nine slaves.

2. Mr. Hutchins reports that while off Fundu Gap, Pemba, he observed, at 3 A.M. on the 9th instant, a dhow standing in towards the island. He immediately went in chase, but before he could come up with her, her crew had

run her ashore, and had landed some of the slaves. Twenty-nine slaves, principally women and children, were still in the dhow, and were taken charge of. At daylight Mr. Hutchins landed with his men and searched in the bush for two hours, without, however, coming across either the crew or any of the escaped slaves. He then returned to the bush, and having got the dhow afloat, took her in tow of the cutter. She, however, leaked so badly that she soon sank in deep water, and had to be abandoned. Before getting her off Mr. Hutchins searched her for papers but none were found, neither had she any colours.

3. The case was tried this day at the Consular Court, Zanzibar, and the dhow having been condemned, the emancipated slaves were handed over to the Consul at that port.

I have, &c.
(Signed) J.E. BLAXLAND.

Inclosure 8 in No. 58.

Lieutenant Pochin to Captain Jenkins.

Sir, "Garnet," at Zanzibar, August 15, 1888.
I HAVE the honour to report that on the 25th July, whilst cruising in the pinnace, being to the northward of Bueni mainland, I observed a dhow run on shore and deserted.

2. By the appearance of the dhow I concluded she had been carrying slaves, and on landing I was informed that she had landed several slaves in irons about 5 miles further south.

3. I remained by her till the morning of the 26th, and no one putting in an appearance to lay any claim to her, I took her to Zanzibar, where the following day she was condemned in the Vice-Admiralty Court.

I have, &c.
(Signed) J. W. POCHIN,
Lieutenant in charge of Boats.

Approved, and submitted for the information of the Commander-in-chief.
(Signed) A. B. JENKINGS,
Captain and Senior Naval Officer, East Coast of Africa.
"Garnet," at Zanzibar, August 15, 1888.

Inclosure 9 in No. 58.

Commander Hall to Rear-Admiral Fremantle.

Sir, "Penguin," at Kokotoni, August 17, 1888.
LIEUTENANT HIBBERT, by his vigilance and activity, captured a dhow with forty-six slaves on board at 1 A.M. on the night of the 4th instant off Makungin Island. The dhow had been six days from Bueni, during which period the slaves had nothing to drink; it is needless to say that the slave-dealers took care to carry water for themselves.

The stench from the dhow made every one sick who went on board.

I have, &c.
(Signed) G. KING HALL.

Inclosure 10 in No. 58.

Commander Hall to Rear-Admiral Fremantle.

Sir, "Penguin," at Kokotoni, August 17, 1888.
RETURNING from Pemba this afternoon at 5 P.M., the officer of the watch, Lieutenant Davenport, sighted a suspicious dhow outside Zanzibar Island some 10 miles off; I gave chase. Dhow made for Kokotoni Harbour, and we could see

through our glasses, on getting within 4 miles, was using sweeps, which, on our closing, she drew in, not to excite suspicion.

When about 3 miles up Kokotoni Harbour, I got abreast of her, suddenly stopped and lowered a boat to board her, upon which the crew made for the shore in a canoe.

Lieutenant Hibbert chased them in whaler, and a most exciting race took place. They got ashore first, and had 400 yards start; the blue-jackets, headed by Lieutenant Hibbert, were soon after them, chasing them for about 1 mile over coral reef in order to cut off crew before gaining the bush.

Lieutenant Hibbert managed to catch the rearmost one just as he was entering the bush, and the dhow was brought off, containing twenty-nine slaves.

She left Bagamoyo two days ago.

I have, &c.
(Signed) G. KING HALL.

No. 59.

Mr. Egerton to the Marquis of Salisbury.—(Received September 28.)

My Lord,

Paris, September 26, 1888.

I HAVE the honour to inform your Lordship that I have to-day spoken to the Minister for Foreign Affairs in the sense of your Lordship's despatch of the 14th instant, on the subject of the carrying on of Slave Trade near Zanzibar by native vessels with French colours and papers.

His Excellency said, in answer, that he had requested the Minister of Marine to cause a searching inquiry to be made into the matter, and, as I had perhaps seen in the newspapers, had asked him to give orders to French men-of-war on the East Coast of Africa to act against slave-trading vessels of all kinds.

I inclose herewith an extract from the "Temps," stating that the Minister of Marine has given orders for the pursuit of all slavers, more especially of those flying the French flag.

I have, &c.
(Signed) EDWIN H. EGERTON.

Inclosure in No. 59.

Extract from the "Temps" of September 16, 1888.

L'AMIRAL KRANTZ, sur la prière de son collègue des Affaires Étrangères, a donné des ordres à ceux de nos navires de guerre qui se trouvent dans les eaux de l'Afrique Orientale de poursuivre activement les bâtiments qui se livrent à la Traite des Nègres sous quelque pavillon qu'ils se trouvent et surtout s'ils arborent le pavillon Français.

(Translation.)

ADMIRAL KRANTZ, at the request of his colleague the Minister for Foreign Affairs, has ordered such of our vessels of war as are in East African waters to take energetic action against vessels engaged in the Slave Trade under whatever flag they may be, but more especially if under that of France.

No. 60.

Admiralty to Foreign Office.—(Received October 2.)

Sir,

Admiralty, September 29, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a letter of the 8th August, from the Senior Naval Officer on the East Coast of Africa, reporting the disposal of slaves captured by Her Majesty's ships between November 1887 and June 1888, inclusive.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 60.

Captain Jenkings to Rear-Admiral Fremantle.

Sir,

"Garnet," at Zanzibar, August 8, 1888

IN compliance with paragraph 3, Article 129, Station Orders, I have the honour to forward herewith a Statement of the disposal of the slaves captured by Her Majesty's ship under my command, and emancipated, between the months of November 1887 and June 1888, inclusive.

I have, &c.

(Signed) A. B. JENKINGS.

P.S.—Since my visit to Mahé, Seychelles, I am of opinion that freed slaves could be satisfactorily employed on that island.

A. B. J.

Inclosure 2 in No. 60.

STATEMENT of Disposal of Slaves captured by Her Majesty's Ship "Garnet," and forfeited to Her Majesty.

No. of Case on Court File.	Total Number of Slaves captured.	How disposed of.				Remarks.
		In Town.	Universities Mission.	Church Mission Society, Mombasa.	French Mission.	
No. 14 of 1887 ..	18	5	2	11	..	
" 19 " ..	1	..	1	..	..
" 7 of 1888 ..	1	1	..	..	..
" 10 " ..	18	16	..	..	..	2 died immediately after the capture and before adjudication.
" 11 " ..	1	1	..	..	..
" 12 " ..	41	21	3	8	8	1 died before disposal.
" 13 " ..	3	3	..	..	..
" 22 " ..	11	9	2	..	..
" 24 " ..	1	1	..	..	..
" 28 " ..	89	31	12	25	20	
" 30 " ..	47	17	4	12	14	1 died immediately after capture and before adjudication.
Total ..	231	105	24	56	42	4

(Signed)

C. B. EUAN-SMITH.

July 16, 1888.

No. 61.

The Marquis of Salisbury to Mr. Egerton.

Sir,

Foreign Office, October 3, 1888.

WITH reference to your despatch of the 26th ultimo, I have to request you to express to M. Goblet the satisfaction with which Her Majesty's Government have learnt that instructions have been given to the French naval authorities on the East Coast of Africa to act against vessels under the French flag which may be engaged in the Slave Trade.

You should take the opportunity of making an incidental remark that Her Majesty's Government regret the absence of any Treaty empowering the vessels of either country to exercise the right of search and detention over vessels under their respective flags which carry on this nefarious Traffic.

I am, &c.

(Signed) SALISBURY.

No. 62.

Mr. Portal to the Marquis of Salisbury.—(Received October 8.)

My Lord,

Cairo, September 24, 1888.

I HAVE the honour to inclose herewith copy of a letter, which has been received by Mr. Vice-Consul Norrish, at Suez, reporting the capture, by Her Majesty's ship "Osprey," of three boats and 200 slaves, proceeding to Aden.

I have, &c.

(Signed) G. H. PORTAL.

Inclosure in No. 62.

Mr. McKenzie to Vice-Consul Norrish.

*Steam-ship "Sir William Armstrong," at Suez,
September 23, 1888.*

Dear Sir,

SUNDAY, 16th September, 9:30 A.M., Her Britannic Majesty's sloop of war "Osprey," at anchor off Moka, signalled us as follows:—

"Please report 'Osprey' captured three boats, 200 slaves, proceeding Aden."

Please to forward this report to proper quarters, and oblige, &c.

(Signed) JOHN MCKENZIE, *Master.*

P.S.—Wind south-south-east, 3 to 4.

J. McK.

No. 63.

Admiralty to Foreign Office.—(Received October 10.)

Sir,

Admiralty, October 9, 1888.

I AM commanded by the Lords Commissioners of the Admiralty to transmit, for the perusal of the Secretary of State for Foreign Affairs, copy of a letter from the Commander-in-chief on the East Indian Station, dated at Zanzibar on the 10th September, respecting the state of affairs in connection with the Slave Trade.

I am, &c.

(Signed) EVAN MACGREGOR.

Inclosure in No. 63.

Rear-Admiral Fremantle to Admiralty.

(Extract.)

"Boadicea," at Zanzibar, September 10, 1888.

HER Majesty's ships "Mariner," "Penguin," "Griffon," and their boats, besides occasional boats from the "Boadicea," have been cruising for the suppression of the Slave Trade, and the "Garnet" and her boats are now employed on that service. The watch kept recently has been reported to me to be so strict that the Arabs are afraid to run their dhows, though many slaves are on the coast of the mainland. This is probably true, and it accounts to some extent for the employment of the dhow under French colours from Mayotta, which was boarded by Her Majesty's ship "Griffon" on the 29th ultimo, and which subsequently landed seventy-five slaves on the Island of Pemba, a special Report on which is forwarded in my submission of the 8th September.

No. 64.

Mr. Portal to the Marquis of Salisbury.—(Received October 15.)

My Lord,

Cairo, October 2, 1888.

WITH reference to my despatch of the 24th ultimo, reporting the capture of a large number of slaves by Her Majesty's ship "Osprey," I have the honour

to inclose herewith extracts from a despatch which I have received from Her Majesty's Consul for the Somali Coast, and from a Report addressed to him by the officer commanding Her Majesty's ship "Osprey," from which it appears that the Slave Trade, chiefly in Christian boys and girls from Abyssinia and the neighbourhood of Shoa, is being actively carried on at present in the Gulf of Tajourra, which is now under the Protectorate of the French Government.

I have, &c.
(Signed) G. H. PORTAL.

Inclosure 1 in No. 64.

Colonel Stace to Mr. Portal.

(Extract.)

Aden, September 23, 1888.

THE Slave Trade has been very active of late. On the 16th instant Captain Gissing captured three dhows and brought 204 slaves to Aden; most of these are Christians, chiefly Galla children captured from Djimma and its neighbourhood, or in Shoa itself. The slaves are generally assembled at Aussa, in the centre of the Dankali country, and marched thence to Tajourra or Roheita.

The French at Tajourra make no effort to interfere in the Slave Trade, openly carried on extensively; from a paper found in one of the dhows just captured I found no less than 250 slaves (probably mostly Christians) had been shipped from Tajourra in one dhow.

The matter of the trade in Christian slaves seems to me to be one deserving of attention. Menelek and Makunan, I know, make raids now and then on a large scale, when many slaves are taken, but I do not know that either personally engages in the Trade. From all I can gather there seems also to be a general system of private raiding for slaves on the borders of Shoa and south of that province. As the slaves for the coast must pass through Shoa, or between that and Harrar, King Menelek could stop the Trade if he wished or could be induced to do so.

Inclosure 2 in No. 64.

Commander Gissing to Colonel Stace.

(Extract.)

Obokh, September 6, 1888.

ALL information points to the fact of their being a considerable Trade in Slaves about the Gulf of Tajourra. When I visited the town of Tajourra there were a large number of Abyssinian slaves, boys and girls, in the town and neighbourhood. Reports vary as to numbers, but seem to agree to over 100 waiting to be taken overland to Roheita, south of Assab Bay, whence they are shipped in dhows for Hodeida, Jeddah, &c. The price of carrying them across is 5 dollars per head, and a deposit has to be made of sufficient money to cover the loss of the dhow if captured. The slaves are brought by Dankali merchants from Shoa, and all generally Christian Abyssinians obtained in the villages of Shoa by purchase or by stealing. They march to the coast of Tajourra, some twenty-two days, and are there kept to be fattened up, when they march to Roheita, six days. The price at Tajourra is for girls 60 to 70 dollars, boys 50 dollars. On arrival at Hodeida the price is for girls 120 to 130 dollars, boys 70 to 80 dollars, so the profit is very large.

I am not aware of any steps taken by the French to stop this Trade; their flag flies at Tajourra, and it goes on apparently without any interference on their part. The slaves are rarely carried in dhows from Tajourra itself, the overland route being safer.

No. 65.

Admiralty to Foreign Office.—(Received October 19.)

Sir,

Admiralty, October 15, 1888.

I AM commanded by the Lords Commissioners of the Admiralty to transmit, for the information of the Secretary of State for Foreign Affairs, the accompanying

copy of a communication from the Commander-in-chief of the East Indian Station, with inclosure from the commanding officer of Her Majesty's ship "Griffon," having reference to the proceedings of a native vessel, flying the French flag, engaged in the Slave Trade.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure in No. 65.

Commander Blaxland to Rear-Admiral Fremantle.

Sir, "Griffon," at Zanzibar, September 4, 1858.

IN compliance with section 4 of Article 130 of the Station Orders, I have the honour to report that Lieutenant Myles H. Cooper, of Her Majesty's ship under my command, has informed me that while cruising in the "Olga," off the Island of Pemba, on the 29th ultimo, he observed a dhow standing in towards Kokota Gap. On approaching her he saw she was flying French colours, and hailed her to heave to. This she refused to do until two blank rifle charges had been fired across her bows. On visiting her Mr. Cooper found she had French papers, *visé* the 30th July, 1858, and from them he gained the following information:—

Name of dhow, "Bittila"; captain, Mahomet; owner, Attomon Abdallah; port to which belonging, Mayotta.

The captain said he was from Zanzibar, having left that place on the 28th August. Her papers appearing to be genuine, she was not detained or searched. She had thirty or more Arabs and crew, a large number of whom had rifles.

2. Mr. Cooper also informs me that he noticed that the dhow had four heads, a very large galley, and a large quantity of slave food and firewood, and suspecting she was engaged in the Slave Trade, and actually had slaves on board, he dispatched the whaler to observe where she anchored, and ordered Abdallah, one of our interpreters, to land and watch her proceedings. She anchored in Port Kinyu, and the whaler, having landed the interpreter, returned to the "Olga." The interpreter returned some hours after and reported that he had watched her proceedings from a tree, and that between 6 and 9 P.M. she landed seventy-five slaves. When all had been got ashore the crew of the dhow marched them off to Tongoni, where a sale was held. Seventy-three were taken to Wadi, a place in the centre of Pemba, and two were purchased by an Arab named Sadi Benzar, living at Finga. The interpreter in support of his statement brought three witnesses with him, viz., a domestic slave and a native called Hamfi, who were up the tree with him, and an Arab named Ali Benahomed, who lives at Tongoni.

I have, &c.
(Signed) J. E. BLAXLAND.

Forwarded, observing that I considered this Report of such importance as to render advisable my telegraphing the substance of it in my telegram of the 5th September, 1858. I would add that I have it from other sources that the French flag is unblushingly made use of to cover a nefarious Traffic in Slaves, generally carried on, no doubt, by Arabs in native dhows, with which we are powerless to interfere; but no such clear case as the one now reported has hitherto been brought to my notice.

The reports to which I allude are as follows:—

It has been reported by the Captain of a German man-of-war that he has seen five French dhows, which he believed to have been slavers, sail from Lindi on the same day. I have it also from high native authority that in July last a cargo of 200 slaves was openly landed at Mayotta, in the Comoro Islands (I may remark that the dhow now referred to belonged to that port), by a vessel flying French colours. We have also the reports from the Vice-Consul at Majunga which have been forwarded to me through the Admiralty, the last dated the 21st March, 1858, in which it is stated that over 700 slaves were recently landed on the west coast of Madagascar, presumably by dhows under the French flag, and he calls for a British man-of-war, which, I fear, would be of little service.

The present case is such a clear one that it can no longer be denied that the

French flag is made use of as stated, and I trust that on this being pointed out to the French Government they will take energetic steps to stop the Traffic.

Should the French Government be desirous of supporting Cardinal Lavigerie's crusade, and discouraging the Slave Trade, I would suggest that the right of visit and search should be granted to our officers to board dhows or native craft flying French colours, and that, should slaves be found on board, the vessel should be given up to the nearest French Consular or naval authority to be dealt with as necessary.

Unless some such measures are taken it is certain that we are only beating the wind in capturing occasional Arab dhows, when the protection of the French flag is given to slavers who can carry on the Traffic with impunity.

I would remark that it is absolutely necessary to visit these French dhows, as the remark in section 8, p. 273, of the Slave Trade Instructions, as to the "numerous indications which, apart from the colours, are sufficient to show to the practised eye of a seaman the nationality of a vessel," is obviously inapplicable.

The steps taken by Lieutenant Myles H. Cooper to ascertain beyond doubt the character of the vessel, and the courage of the interpreter Abdallah in obtaining it, have received my warm approval.

(Signed) E. R. FREMANTLE, *Rear-Admiral*.

"*Boadicea*," at Zanzibar, September 8, 1888.

No. 66.

Colonel Euan-Smith to the Marquis of Salisbury.—(Received October 19.)

(Telegraphic.)

Zanzibar, October 19, 1888.

BOATS of Her Majesty's ship "Griffon" Wednesday midnight chased slave-dhow off north Pemba. Arabs fired volley, wounding two English sailors, killing Lieutenant Cooper, and then jumped overboard. Dhow taken with eighty slaves on board. Am sending to endeavour to arrest Arabs immediately.

No. 67.

Foreign Office to Colonel Euan-Smith.

Sir,

Foreign Office, October 20, 1888.

WITH reference to your telegram of yesterday's date, I am directed by the Marquis of Salisbury to acquaint you that his Lordship caused you to be informed to-day, by telegraph, that Her Majesty's Government expect the Sultan to do his utmost to secure the persons guilty of the outrage upon the boats of Her Majesty's ship "Griffon," and that His Highness will, if necessary, concert measures with the Commanders of Her Majesty's naval force for that purpose. You were also instructed by his Lordship to point out to His Highness that the possibility of the occurrence of acts like the present was due to the slavery existing in Pemba.

I am, &c.
(Signed) T. V. LISTER.

No. 68.

Colonel Euan-Smith to the Marquis of Salisbury.—(Received October 22.)

My Lord,

Zanzibar, September 19, 1888.

IN continuation of my telegram of the 6th instant, informing your Lordship that Rear-Admiral Fremantle proposed to send a gun-boat to Madagascar with orders to cruize for slave-vessels and to show the British flag in all ports, and inquiring whether your Lordship would entertain any objection to this project, I have the honour to state that my telegram above referred to was dispatched at the special request of the Commander-in-chief himself, who wished to be informed whether there were any political reasons in connection with the French occupation

of Madagascar which would render the presence of a British man-of-war in its waters undesirable at this juncture.

Admiral Fremantle has since received a telegram from the Admiralty authorizing him to dispatch a man-of-war for the purposes stated, and Her Majesty's ship 'Algerine' accordingly sailed for Madagascar yesterday.

It is expected that she will be absent from Zanzibar for about six weeks.

I have, &c.
(Signed) C. B. EUAN-SMITH.

No. 69.

Colonel Euan-Smith to the Marquis of Salisbury.—(Received October 22.)

My Lord,

Zanzibar, September 20, 1888.

IN continuation of my telegram of the 6th instant, I have the honour to forward, for your Lordship's information, the copy of a letter, with inclosures, received by me from his Excellency Rear-Admiral the Honourable E. R. Fremantle, C.B., C.M.G., reporting the landing at Pemba on the 29th August of seventy-five slaves from an Arab dhow carrying French colours. The papers of the dhow were found to be in perfect order, having been *visé* by the French authorities as recently as the 30th July, 1888.

Immediately on receipt of Admiral Fremantle's letter I communicated with the French Consul, who was good enough to call on me without delay, and to assure me that he had taken all necessary steps to have the dhow and her captain captured on their return to Mayotta. M. Lacau also informed me that he would address the French Government, begging them to send out a cruizer to the East Coast of Africa in order to put down this illegal Traffic under French colours, though he seemed to doubt whether this request would meet with any success.

It seems evident that there is a marked increase in the Slave Traffic carried on under the protection of the French flag. The German Consul-General has informed me that he had received reports from the officials of the German East African Company stationed at Kilwa, Lindi, and other places along the coast, to the effect that dhows carrying French colours were constantly and regularly leaving for the Comoro Islands, Mayotta, and Madagascar, loaded with slaves.

By the courtesy of Dr. Michahelles, I am enabled to forward, for your Lordship's information, a translation of an official Memorandum addressed by him to the French Consul on this matter.

It is unnecessary for me to point out to your Lordship that the protection of the French flag now accorded to the Arab dhows engaged regularly in the Slave Trade must in the end render entirely nugatory all the efforts of Her Majesty's cruizers to put down this Traffic. The right to fly the French flag is, to my certain knowledge, at the present moment most carefully guarded at Zanzibar. M. Lacau rarely, if ever, accords this right. But it appears that the flag can be obtained with great facility either at Mayotta, Nossi Bé, the Comoro Islands, or Madagascar, at all of which places the difficulties regarding the supply of labour are very great and pressing, and at which it cannot be pretended that the authorities are entirely ignorant of what goes on.

It is some considerable time since so grave an instance of protected Slave Traffic as that which I am now reporting has occurred either in Zanzibar, Pemba, or the vicinity. The fact that the slaves in question were landed in sight of the boats of Her Majesty's ship "Griffon," who were unable to interfere, has had a very undesirable effect. It is almost certain that this successful venture will be followed by others. Should this be the case, for every single slave captured by our cruising boats between the mainland and Pemba, twenty slaves will probably be landed in perfect security under the French flag. At the time when Cardinal Lavigerie is proclaiming throughout Europe the shortcomings of England and of the civilized world in connection with the suppression of the Slave Trade, the immense encouragement accorded thereto by the protection of the French flag cannot be too strongly animadverted upon.

It would be beyond my province to attempt to suggest a complete solution of the many and complex political difficulties by which this question, as regards England and France, seems to be surrounded. I would, however, with all respect, propose that, as far as East Africa is concerned, some sort of compromise might be

effected. If Her Majesty's cruizers were accorded the right to board native vessels carrying the French flag, confining their operations solely to those craft that come strictly under the description of native dhows or native vessels, and if they were empowered to detain all such vessels found carrying slaves and to forward them to the nearest port at which there was a French Consular authority, for the purpose of being adjudicated on by him, the encouragement—the unlawful encouragement—that is at present accorded to the Slave Traffic by the carelessness or *insouciance* of the French local authorities would entirely cease.

I would add, in conclusion, that, at my request, His Highness the Sultan dispatched a special official to Pemba, accompanied by the interpreter and witnesses of Her Majesty's ship "Griffon," to endeavour to recover the slaves landed and sold by the Arabs in the French dhow, and to capture the guilty parties. The transaction having been so very public, I am in hopes that the measures thus taken may have some good results.

Trusting that my action may meet with your Lordship's approval, I have, &c.
(Signed) C. B. EUAN-SMITH.

Inclosure 1 in No. 69.

Rear-Admiral Fremantle to Colonel Euan-Smith.

Sir, "Boadicea," at Zanzibar, September 4, 1888.

I HAVE the honour to forward herewith a copy of a Report made to me by Commander John E. Blaxland, commanding Her Majesty's ship "Griffon," of the landing of seventy-five slaves from a dhow flying French colours, for such action as you may think advisable, observing that, if the statement made therein is correct, a public sale was held of the slaves landed at a place called Tongoni, in the Island of Pemba.

2. It is also stated that the dhow was at this port on the 28th ultimo, which, no doubt, you will bring to the notice of the French Consular authorities.

I have, &c.
(Signed) E. R. FREMANTLE.

Inclosure 2 in No. 69.

Commander Blaxland to Rear-Admiral Fremantle.

Sir, "Griffon," at Zanzibar, September 4, 1888.

IN compliance with section 4 of Article 130 of the Station Orders, I have the honour to report that Lieutenant Myles H. Cooper, of Her Majesty's ship under my command, has informed me that while cruising in the "Olga" off the Island of Pemba on the 29th ultimo he observed a dhow standing in towards Kokota Gap. On approaching her he saw she was flying French colours, and hailed her to heave to. This she refused to do until two blank rifle charges had been fired across her bows.

On visiting her Mr. Cooper found she had French papers *visé* to the 30th July, 1888, and from them he gained the following information:—

Name of dhow—"Bittela."

Name of captain—Mahomet.

Name of owner—Attoman Abdallah.

Port to which belonging—Mayotta.

The captain said he was from Zanzibar, having left that place on the 21st August. Her papers appearing to be genuine, she was not detained or searched. She had thirty or more Arabs and crew, a large number of whom had rifles.

2. Mr. Cooper also informed me that he noticed that the dhow had four heads, a very large galley, and a large quantity of slave food and firewood, and, suspecting she was engaged in the Slave Trade and actually had slaves on board, he dispatched the whaler to observe where she anchored, and ordered Abdallah, one of our interpreters, to land and watch her proceedings.

She anchored in Port Kinyu, and the whaler, having landed the interpreter, returned to the "Olga." The interpreter returned some hours after, and reported

that he had watched her proceedings from a tree, and that between 6 and 9 P.M. she landed seventy-five slaves. When all had been got ashore the crew of the dhow marched them off to Tongoni, where a sale was held. Seventy-three were taken to Wadi, a place in the centre of Pemba, and two were purchased by an Arab named Sadi Benzer, living at Finga. The interpreter, in support of his statement, brought three witnesses with him, viz., a domestic slave and a native called Hamfi, who were up the tree with him, and an Arab named Ali-bin-Ahmed, who lives at Tongoni.

I have, &c.
(Signed) J. E. BLAXLAND.

Inclosure 3 in No. 69.

Dr. Michahelles to M. Lacau.

(Translation.)

Zanzibar, September 12, 1888.

ACCORDING to information which has reached the German East African Company from its officials in Lindi and Mikindani, a flourishing Slave Trade is being carried on from these places, and, indeed, it is principally by means of dhows under French colours which convey these forbidden commodities. The Arab masters of the dhows cause their vessels to be surveyed in Madagascar by the French authorities, obtain in consequence the right to fly the French flag, and are by this means protected against all supervision by the English men-of-war which cruize in the waters of the Sultanate of Zanzibar for the suppression of the Slave Trade.

You will agree with me that this custom of the dhows as hitherto observed leads to a misuse of the French flag, and constitutes a serious obstacle to the suppression of the Slave Trade, which is desired by all the European Governments in common.

While having the honour to draw your attention to the state of things thus set forth, and to request your assistance towards the removal of this evil, I take this opportunity, &c.

(Signed) G. MICHAHELLES,
Imperial German Consul-General.

No. 70.

Admiralty to Foreign Office.—(Received October 22.)

Sir,

Admiralty, October 22, 1888.

I AM commanded by the Lords Commissioners of the Admiralty to transmit, for the information of the Secretary of State for Foreign Affairs, the following copy of a telegram received from the Commander-in-chief at Zanzibar last evening, viz. :—

“Returned from Mombasa; all quiet. Lieutenant Cooper, ‘Griffon,’ mortally wounded. Continued command until dhow was captured with ninety-eight slaves near Pemba on 17th. Two seamen wounded doing well.”

I am, &c.
(Signed) EVAN MACGREGOR.

No. 71.

The Marquis of Salisbury to the Earl of Lytton.

My Lord,

Foreign Office, October 25, 1888.

I TRANSMIT to your Excellency herewith copy of a despatch from Mr. Portal,* reporting that the Slave Trade is being actively carried on in the Gulf of Tadjourra; and I have to request that you will point out to the French Government that Her Majesty's Government have received information that slaves are being freely shipped from Tadjourra to the Turkish coast.

I am, &c.
(Signed) SALISBURY.

The Marquis of Salisbury to the Earl of Lytton.

My Lord,

Foreign Office, October 29, 1888.

ON the 14th ultimo I requested Mr. Egerton to bring to the notice of the French Government the fact of the existence of a considerable Trade in Slaves on board vessels flying the French flag off the East Coast of Africa, and to urge them to take steps to remedy the abuse. On the 26th ultimo he reported that orders had already been sent, as notified in the "Temps" of the 16th ultimo, to the French Admiral on the East Coast to take active steps against all vessels found to be engaged in the Slave Trade, under whatever flag. Acting under instructions, your Lordship, on the 24th instant, expressed the satisfaction of Her Majesty's Government that some steps were being taken, and remarked on the regrettable absence of any Slave Trade Treaty between this country and France empowering them to exercise the right of search over suspected vessels belonging to either country.

The papers named in the margin,* of which copies are now inclosed, give further details of the extent which the protection afforded under existing circumstances by the French flag is abused on the East Coast of Africa.

Unfortunately, the evil is not merely of recent growth, though intensified by the facilities afforded to native craft of obtaining the French flag by the extension of French influence in Madagascar and the Comoro Islands.

To go no further back, in 1880 and 1881 the question had been the subject of correspondence between the two Governments,† and in December of the latter year Captain Brownrigg, of Her Majesty's ship "London," was killed by Arabs on board a dhow which was carrying slaves under French colours. Her Majesty's Government then brought before the French Government the urgent necessity for Her Majesty's ships being temporarily permitted to search dhows carrying French colours, but though they received the greatest sympathy, and though special measures were adopted by the French naval authorities on the spot, the French Government expressed themselves unable, for reasons given in M. Gambetta's note to Lord Lyons of the 10th December, 1882,‡ to grant the desired permission. The instance quoted at p. 332 of the Blue Book on Slave Trade affairs issued in 1882 of a French dhow being seized in Zanzibar Harbour with 100 slaves on board, with correct papers signed by the French Consul on the morning of the day she was taken, gave a striking proof of the facility of abuses even at that time.

The correspondence which appeared in the Blue Books for 1886 and 1887§ showed the existence of irregularities in the labour traffic between Madagascar and Réunion, which amounted to a regular Trade in Slaves, and the ease with which such abuses could be carried on, and the conclusion is unavoidable that the immunity from search enjoyed by vessels under the French flag is an encouragement to slavers to carry on the Traffic by sea, and consequently tends to a development of the Trade on land, which, apart from its inherent atrocity, devastates and depopulates a country which the nations of Europe are now earnestly endeavouring to open up to Christianity and civilization.

Her Majesty's Government are fully alive to the necessity of securing vessels carrying on legitimate commerce on the coasts of Africa as well as elsewhere from undue and vexatious interference on the part of vessels of their own or any other nationality, but the Treaties into which they have entered with other nations for the suppression of the Slave Trade have rarely led to any grave difficulties, whilst they have been proved to exercise a most beneficial deterrent effect.

The limited powers conferred upon the naval officers of France and England by the agreement recorded in the Instructions of 1888 have unfortunately proved insufficient, and it must be contrary to the wish of the French Government that their strict observance should confer immunity upon persons who are guilty of practices condemned by every civilized nation of the world.

I have therefore to request that your Excellency will furnish the French Government with a copy of this despatch, and will express to them the hope of Her Majesty's Government that they will consent to enter into an arrangement by which the cruisers of the two Powers may respectively be empowered to exercise the right of search and detention, when necessary, over sailing-vessels flying the flag of either

* Nos. 65, 68, and 69.

† See "Slave Trade No. 1 (1882)" p. 323.

‡ Ibid., p. 329.

§ "Slave Trade No. 1 (1887)," and "Slave Trade No. 1 (1888)."

country and navigating in the waters between the East Coast of Africa and the islands adjacent, namely, the Comoros and Madagascar.

I am, &c.
(Signed) SALISBURY.

No. 73.

Admiralty to Foreign Office.—(Received October 31.)

Sir,

Admiralty, October 30, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of the Secretary of State for Foreign Affairs, copy of a letter from the officer commanding Her Majesty's ship "Penguin," dated the 24th July (with copy of inclosure), addressed to the Commander-in-chief, East Indies, reporting the capture of two dhows and fourteen slaves at Pemba.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 73.

Commander Hall to Rear-Admiral Fremantle.

Sir,

"Penguin," at Zanzibar, July 24, 1888.

I BEG to report the capture of two dhows, and capture of fourteen slaves at Pemba; the first was sighted and chased by "Helena" on the morning of the 13th July, but she managed to run ashore on Mkumbim Peninsula, and slaves were landed before "Helena" got up; the second dhow came in at 11 p.m. on the 17th July by Brisk Island, the wind falling to a calm; she used sweeps, was sighted by "Helena," which being unable to close sent dingy to stop her. On firing a revolver as a signal to stop, the Arabs in the dhow fired a volley from six guns at dingy, and continued firing until after slaves were landed.

The two men in the punt only having their loaded revolvers, were unable to capture Arabs or slaves, and rockets in "Helena" being damp, she could not signal to her supporting boat.

On the 14th July Lieutenant Hibbert was walking on shore with interpreter, unarmed, about 8 miles from Mkumbim Peninsula, gathering information; on turning a corner in bush, he came on a line of Arabs and slaves, the latter carrying sails and gear of a dhow; the Arabs on seeing him fled, and slaves crouched under bushes.

Lieutenant Hibbert with presence of mind allayed their fears and gathered them in; on examining the slaves he found they had been landed from the dhow the day before that had been chased ashore by one of "Penguin's" boats, upon which he took them into his boat.

The two dhows were condemned, and fourteen slaves released by order of the Vice-Admiralty Court.

Lieutenant Hibbert and Mr. Job, Boatswain, have shown much zeal in working the boats up at Pemba.

I have, &c.
(Signed) G. KING HALL.

Inclosure 2 in No. 73.

Commander Hall to Rear-Admiral Fremantle.

Sir,

"Penguin," at Tanga, August 24, 1888.

IN answer to your Memorandum of the 22nd instant, I beg to report that the punt carried by "Helena" only carries three persons comfortably; on the occasion in question she had two blue-jackets, both A.B.'s, and one interpreter. Harde-man, A.B., who has been mate in the merchant service, was in charge of her; the "Helena" was endeavouring to sweep up to the dhow, there being no wind, but being a heavy boat, she could not cut her off, so Mr. Job, the Boatswain, who was

in charge of "Helena," sent the punt to hail dhow to stop, not knowing whether she had slaves or not; he was some distance off, from 1,000 to 1,500 yards.

2. There were eight all told in the "Helena."

3. Unfortunately, all the lights in "Helena" had got damp, so the preconcerted signal to her supporting boat could not be made.

4. I have since given orders that, on hearing a rifle fired, boats are all to close in at once; hitherto they have not done so, as blank is often fired as a signal for dhows to stop, for they will rarely do so, whether English or Zanzibarian, without so doing.

I have, &c.

(Signed) G. KING HALL.

No. 74.

Admiralty to Foreign Office.—(Received November 1.)

Sir,

Admiralty, October 30, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a letter dated the 27th September, from the commanding officer of Her Majesty's ship "Griffon," reporting the capture of a slave-dhow on the 22nd September, and its subsequent condemnation.

I am, &c.

(Signed) EVAN MAGGREGOR.

Inclosure in No. 74.

Commander Blaxland to Rear-Admiral Fremantle.

Sir,

"Griffon," at Zanzibar, September 27, 1888.

I HAVE the honour to inform you that the boats of Her Majesty's ship "Griffon," under the charge of Lieutenant Norman C. Palmer, captured a slave-dhow, name unknown, on the afternoon of the 22nd instant.

Mr. Palmer reports that at 2:30 P.M. on that day, while cruising in the cutter, off Pemba, he observed a dhow standing to the northward; sent the gig in chase, and although eight rifle-shots were fired from her the dhow still stood on, and when about a mile from Njao Gap stood in for the shore and lowered her sail. The gig then lost sight of her, but about a quarter of an hour later she rehoisted her sail and stood away for Kegomacho Point. The gig followed, keeping up a rifle fire, and, on rounding Kegomacho Point, found the dhow aground and deserted. The chase lasted about three and a-half hours, the least distance from the dhow at any time being about 1,400 yards. The gig's crew landed and searched the bush until dark, but found neither Arabs nor slaves. Mr. Palmer further states that at 4 o'clock he left in the cutter to follow the gig. Observing her in chase of the dhow some 3 miles distant, he went in pursuit also, and, on arriving at the place where the dhow was stranded, found the gig alongside her. A very heavy surf was breaking on the beach, and the dhow was severely damaged. At the next high tide, on the following morning, she was towed off the reef, but leaked so badly that she soon sank. There were many evidences of her having been engaged in the Slave Trade, and a quantity of slave food, besides several pairs of slave irons, were found on board her. No papers were discovered, so that no information can be given as to her name, names of captain and owner, &c. A native, however, informed the interpreter that she had landed about forty slaves near Njao Gap, and that her crew consisted of seven or eight Arabs.

The case was tried this day at the Consular Court at Zanzibar, and the dhow condemned.

I have, &c.

(Signed) J. E. BLAXLAND.

The Earl of Lytton to the Marquis of Salisbury.—(Received November 3.)

My Lord,

Paris, October 30, 1888.

I HAVE the honour to transmit herewith to your Lordship a copy of a *note verbale* which I sent yesterday to the French Minister for Foreign Affairs, founded on the reports inclosed in your Lordship's despatch of the 25th instant, on the subject of the Slave Trade in the Gulf of Tajourra.

I have, &c.
(Signed) LYTTON.

Inclosure in No. 75.

Note Verbale.

ON the 28th December last Mr. Egerton had the honour to hand to his Excellency M. Flourens an extract from a Report of the British Vice-Consul at Zeyla respecting the movements of a caravan said to have come from Abyssinia with slaves to the coast. Mr. Egerton inquired whether the French authorities at Obokh had made any Report on the subject, and M. Flourens promised to look into the matter.

Lord Lytton is now instructed to inform the French Government that recent Reports point to the existence of an active Slave Trade in the Gulf of Tajourra, and that Her Majesty's Government have received information that slaves are being freely shipped from Tajourra to the Turkish coast.

The following details are taken from a Report by the Commander of Her Majesty's ship "Osprey," after a recent visit to Tajourra: "All information points to the fact of there being a considerable Trade in Slaves about the Gulf of Tajourra. When I visited the town of Tajourra there were a large number of Abyssinian slaves in the town and neighbourhood. Reports vary as to numbers, but seem to agree to over 100 waiting to be taken overland to Roheita, south of Assab Bay, whence they are shipped in dhows for Hodeida, Jeddah, &c. The price of carrying them across is 5 dollars per head, and a deposit has to be made of sufficient money to cover the loss of the dhow if captured. The slaves are bought by Dankali merchants from Shoa, and are generally Christian Abyssinians obtained in the villages of Shoa by purchase or by stealing. They march to the coast of Tajourra, some twenty-two days, and are there kept to be fattened up, when they march to Roheita, six days. The price at Tajourra is for girls 60 to 70 dollars, for boys 50 dollars. On arrival at Hodeida the price is for girls 120 to 130 dollars, boys 70 to 80 dollars. The slaves are rarely carried in dhows from Tajourra itself, the overland route being safer."

Her Majesty's Consul for the Somali Coast reports: "The Slave Trade has been very active of late. On the 16th September Captain Gissing captured three dhows and brought 204 slaves to Aden; most of these are Christians, chiefly Galla children captured from Djimma and its neighbourhood, or in Shoa itself. The slaves are generally assembled at Aussa, in the centre of the Dankali country, and marched thence to Tajourra or Roheita."

In directing the attention of M. Goblet to the above reports, Lord Lytton avails himself, &c.

Paris, October 29, 1888.

No. 76.

Admiralty to Foreign Office.—(Received November 3.)

Sir,

Admiralty October 31, 1888.

I AM commanded by the Lords Commissioners of the Admiralty to transmit, for the perusal of the Secretary of State for Foreign Affairs, extracts of a letter from the Commander-in-chief on the East India Station, dated the 5th instant, respecting the state of affairs at Zanzibar on the East Coast of Africa.

My Lords desire me also to inclose copy of a letter from the Commanding

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Officer of Her Majesty's ship "Osprey," who, on receipt of the Foreign Office letter of the 5th July last, was directed to make inquiries as to the reported Russian occupation on the African coast south of Zeyla.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure in No. 76.

Commander Gissing to Rear-Admiral Fremantle.

(Extract.)

"Osprey," at Obock, September 6, 1888.

"All information points to the fact of there being a considerable trade in slaves about the Gulf of Tajourra. When I visited the town of Tajourra there were a large number of Abyssinian slaves, boys and girls, in the town and neighbourhood; reports vary as to numbers, but seem to agree to over 100 waiting to be taken overland to Roheita, south of Assab Bay, from whence they are shipped in dhows for Hodeida, Jeddah, &c. The price of carrying them across is 5 dollars per head, and a deposit has to be made of sufficient money to cover the loss of the dhow if captured; the slaves are brought by Dankali merchants from Shoa, and are generally Christian Abyssinians obtained in the villages of Shoa by purchase or by stealing; they march to the coast of Tajourra, some twenty-two days, and are there kept to be fattened up when they march to Roheita, six days. The price at Tajourra is, for girls, 60 to 70 dollars; boys, 50 dollars. On arrival at Hodeida the price is for girls, 120 to 130 dollars; boys, 70 to 80 dollars, so the profit is very large. I am not aware of any steps taken by the French to stop this trade; their flag flies at Tajourra, and it goes on apparently without any interference on their part; the slaves are rarely carried in dhows from Tajourra itself, the overland route being safer."

I would also beg to call attention to the part which refers to the Slave Trade from neighbourhood of Tajourra, in consequence of which information I purpose cruising between the Banks off Mokha and Ras Muteinah, as in my opinion that is the route the dhows are most likely to reach Hodeida. I shall reach Perim tomorrow, the 7th September, and I shall remain some days to allow time for the slaves to make their overland journey to Roheita, and then proceed to cruise in the position I have before mentioned.

No. 77.

Foreign Office to Admiralty.

Sir,

Foreign Office, November 5, 1888.

WITH reference to the letter from your Department of the 30th ultimo, inclosing copy of a despatch from the officer commanding Her Majesty's ship "Penguin," reporting the capture of two dhows and fourteen slaves at Pemba, I am directed by the Marquis of Salisbury to request that you will convey to the Lords Commissioners of the Admiralty the satisfaction with which Lord Salisbury has read Captain King Hall's commendation of the zeal displayed by Lieutenant Hibbert and Mr. Job, boatswain, in the boat operations at Pemba.

I am, &c.
(Signed) P. CURRIE.

No. 78.

Admiralty to Foreign Office.—(Received November 6.)

Sir,

Admiralty, November 3, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to transmit, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a telegram dated at Zanzibar on the 2nd instant, from the Commander-in-chief, East Indies, reporting the capture of a slave-dhow near Myanterano, Madagascar, by Her Majesty's ship "Algerine," on the 13th ultimo.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure in No. 78.

Rear-Admiral Fremantle to Admiralty.

(Telegraphic.)

Zanzibar, November 2, 1888.

LIEUTENANT FITZHERBERT, with "Algerine's" boats, captured slave-dhow and twenty-seven slaves near Myanterano, Madagascar, on the 13th October, after resistance; one Seedie killed, one seaman wounded, dhow beached and destroyed; 150 slaves escaped.

No. 79.

Admiralty to Foreign Office.—(Received November 6.)

Sir,

Admiralty, November 5, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to transmit, for the information of the Secretary of State for Foreign Affairs, the accompanying copy of a letter, dated 22nd September, from the Commander-in-chief, East Indies, inclosing an extract of a communication from the German Consul at Zanzibar to the French Consul at that place, relative to the alleged transport of slaves in vessels flying French colours.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 79.

Rear-Admiral Fremantle to Admiralty.

Sir,

"Boadicea," at Zanzibar, September 22, 1888.

REFERRING to my submission of the 8th instant, forwarding a Report from Her Majesty's ship "Griffon" of the landing of seventy-five slaves on the Island of Pemba on the 29th ultimo from a dhow under French colours, I mentioned that the Captain of a German man-of-war had stated that "he had seen five French dhows, which he believed to have been slavers, sail from Lindi on the same day."

2. In confirmation of this report as to slavers under French colours sailing from Lindi, I now forward an extract from a letter written by Dr. Michahelles, the German Consul-General at Zanzibar, to the French Consul, a copy of the translation of which has been forwarded to me by Her Majesty's Agent and Consul-General at Zanzibar.

3. The British India steamers arriving here all bring similar reports from this and the neighbouring ports.

4. In order to verify these reports, and to check as far as possible the Slave Trade from Lindi, I dispatched Her Majesty's ship "Penguin" on the 21st instant with orders to cruize about Lindi and Kilwa for some days before proceeding to Mauritius.

5. As Her Majesty's ship "Algerine" has also gone down the coast on her way to the Mozambique, I shall have done all that was possible by showing British men-of-war; but I much regret to state that the practice of sailing dhows under the French flag seems to be decidedly on the increase, and as, strictly speaking, even our right of visiting French vessels is not conceded, unless the Government of the French Republic takes prompt and decided action in the matter, or our officers are permitted to board and detain native craft flying French colours engaged in the Slave Trade, as I have suggested, not alone must all our efforts be unavailing, but the sacrifices which Great Britain has made for many years to put down the Slave Trade on this coast will have been rendered nugatory.

6. As yet I have only a telegraphic message from Commander Gissing of his recent capture of three slave-dhows near Aden, but it is currently reported here that these are probably vessels sailing from Lindi, though not under French colours.

I have, &c.
(Signed) E. R. FREMANTLE.

Inclosure 2 in No. 79.

Dr. Michahelles to M. Lacau, September 12, 1888.

[See Inclosure 3 in No. 69.]

No. 80.

Admiralty to Foreign Office.—(Received November 7.)

Sir, *Admiralty, November 2, 1888.*
 I AM commanded by my Lords Commissioners of the Admiralty to transmit herewith, for the information of the Secretary of State for Foreign Affairs, the inclosed copy of a communication, dated the 2nd October, from the Commander-in-chief, East Indies, with inclosure, from Her Majesty's ship "Osprey," reporting the capture of three slave-dhows, with 204 slaves, off Mocha on the 16th ultimo.

2. My Lords desire me to observe that they consider the firing of the Gardner gun justifiable under the circumstances reported.

I am, &c.
 (Signed) EVAN MACGREGOR.

Inclosure 1 in No. 80.

*Rear-Admiral Fremantle to Admiralty.**"Boadicea," at Zanzibar, October 2, 1888.*

FORWARDED, I consider that Commander Gissing deserves much credit for these important captures. The information as to this Slave Trade route was obtained through the Indian Government, and had been sent to me.

The dates of slave caravans leaving Tajourra and approximate time of embarkation at Roheita were ascertained by Commander Gissing; but for this it would have been impossible to intercept the dhows in a passage of only six or eight hours across to Hodeida, on the Arabian Coast. I have approved of Commander Gissing's conduct in going off his station in the Red Sea (now a part of the Mediterranean temporarily) under the circumstances. It has long been known that the trade was carried on in this manner, but the difficulty of catching the dhows was almost insuperable. I regret the necessity which arose for machine-gun fire; but as Commander Gissing explains, it was necessary and efficacious, as the dhows would not heave-to till they found that the "Osprey" was in earnest. I would point out that Roheita, the point of embarkation, is situated near Assab Bay, close to an Italian possession, and that it is stated that the Italians take no steps to stop this trade in slaves, most of whom are Christians.

(Signed) E. R. FREMANTLE.

Commander Gissing to Rear-Admiral Fremantle.

Sir, *"Osprey," at Aden, September 18, 1888.*
 I HAVE the honour to report that, in consequence of information obtained by me, and reported in my letter of proceedings, I left Perim on the night of the 4th September, and proceeded to cruize between Mokha Point and Ras Muteinah, on the morning of Sunday, the 16th, at daylight, being about 7 miles from Mokha Point. I sighted three dhows standing to the northward, the wind being south-westerly. I took up a position about half a-mile to leeward of them, and between them and the shore, when I fired several blank charges to bring them to. They immediately altered course in various directions, making for the shore. I then fired several shots across their bows, also hailing them to lower their sails. They paid no attention, but still endeavoured to get away. I then, feeling sure they must be slavers, went to quarters, firing from the 7-pounder and 64-pounders at their masts. Several shots went through their sails, but none striking the masts or halyards, I saw that it was necessary to use the machine-guns, and ordered the Gardners in the top to open fire, a shot from one of which killed the captain of the largest dhow, when she came into the wind and lowered her sail. I then lowered a

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boat fully armed, and sent Mr. John W. H. Budge, gunner, in her, to take charge of the capture. The second dhow shortly after lowered her sail, but the third had got some distance away. I gave chase to her, repeatedly sending shots through her sails, but they still continued their course, but the fire from the Gardners caused them also to give in, when I lowered a boat armed, Mr. James Keast, boatswain, in charge, and took the dhow in tow to rejoin the other two, now some 3 miles away. While I was doing this the second dhow rehoisted her sails and attempted to get away, but Mr. John W. H. Budge, gunner, being in the first dhow some 500 yards away, opened fire on her with his rifles, and they then lowered their sail and gave in. I then took all the crews, agents, and owners of the slaves on board, making them prisoners, thirty-three in number, consisting of Arabs from Turkish ports of Red Sea, and Dankali merchants. I then removed all the slaves on board the "Osprey," 204 in number, took the three dhows in tow, and proceeded to Aden, Before proceeding I caused to be buried the captain of dhow who was killed; also, I regret to say, four slaves who were killed in the dhows. This I feel to be a great blot on the proceedings; but still I feel assured that unless I had made use of the Gardner guns no capture would have been made. The big guns were never fired at the dhows, but only at their masts, and the crews, when brought on board, stated that they did not mind the big guns, but it was the bullets from the guns up the masts which made them lower their sails.

I arrived at Aden 5 p.m. of the 17th, handing over the prisoners to the police; the slaves were landed at Aden on the morning of the 18th, and the trial is to take place to-morrow, 19th instant. During the capture the dhows showed no colours, nor were any found on board them afterwards.

As far as my information goes at present the owners of the dhows are Arabs trading in ports in the Red Sea; the port they took in the slaves is Roheita, south of Assab; they were bound for Jeddah; the system is, the slaves are either, as these were, brought direct from inland by people of the Dankali tribe to the coast in the neighbourhood of Roheita, or they are taken to places in the Gulf of Tajourra; in either case they are kept some time to recover the effect of their land journey before being shipped in dhows and carried across to Hodeida or Jeddah, or landed in the neighbourhood of those places and marched to them by land; the dhows always start at night to make the opposite coast at daylight; they sometimes are shipped in the Gulf of Tajourra, and go the whole way by sea, but the usual custom is to march them across, the journey occupying six days; they are obtained from Abyssinians and the Galla tribe; the majority of the 204 slaves were girls or very young boys; of the boys three were eunuchs; they were all well cared for, especially the girls, who sell from 200 to 300 dollars in Jeddah; out of the whole party quite half were Christians, the remainder Mussulmans.

I would venture to suggest that it would be a good thing for a cruizer to occasionally visit the vicinity of Jeddah and Hodeida, but to be careful not to let her intentions be known, as the slavers have very accurate information of the movements of all cruizers; the real owners of these slaves, that is the people who provide the money to buy them and convey them, are wealthy merchants living in the Red Sea ports; they pay 5 dollars for the conveyance of each slave and deposit the value of the dhow before starting.

The disposal of the slaves in Aden is by distribution among the civil population, bonds being taken for their treatment; also some are given to the Missions.

I shall be in a position to give further information on this point later on, and will by next mail, I trust, report the condemnation of the dhows.

I have, &c.
(Signed) C. E. GISSING.

No. 81.

Colonel Euan-Smith to the Marquis of Salisbury.—(Received November 19.)

(Extract.)

Zanzibar, October 21, 1888.

WITH reference to my telegram of the 10th instant, I have the honour to inform your Lordship that, since his arrival here, Commandant Michel, the French Senior Naval Officer on the Coast of Madagascar, has personally addressed me regarding the Slave Trade, which is alleged to be carried on under the protection of the French flag, upon the East Coast of Africa.

Commandant Michel assures me that he has received the most stringent orders from Paris to do all in his power to put a stop to this abuse of the French flag. He informs me that he has issued orders that every dhow carrying French colours shall, without exception, be rigorously inspected all round the coasts of Madagascar, the Comoro Islands, Nossi Bé, and Mayotte, and that he will spare no pains in giving his active and effective co-operation to our naval officers in their efforts for the suppression of the Slave Trade.

At the same time he acknowledges that many slaves are, as a matter of fact, carried under French colours, and that much stricter care and supervision is required with reference to the granting of the French flag to native dhows.

The impunity attending the venture of the French dhow which recently landed slaves at Pemba has given a great impetus here to the demand for the French flag.

No. 82.

Colonel Euan-Smith to the Marquis of Salisbury.—(Received November 19.)

My Lord,

Zanzibar, October 22, 1888.

I HAVE the honour to report that on the 17th I was informed by the German Consul-General that a dhow under French colours had, upon entering the harbour of Dar-es-Salaam on the 12th instant, refused to show her papers to the official of the German East African Company resident at that port; that, upon his persisting in his demand, the captain and crew of the dhow had offered to use violence; and that he had accordingly obtained assistance from the gun-boat "Möwe," from which ship an armed party of sailors was sent on board. The dhow, when searched, was found to have six slaves concealed on board.

The German Consul-General proceeded on the same day to Dar-es-Salaam with the German Admiral in the "Leipzig," to investigate the matter.

The French Consul meanwhile called upon me and showed every disposition to act with moderation and friendly feeling. He at once fell in with my recommendations to arrange the matter amicably, and not to add to existing complications. He stated, however, that a distinct violation of international rights had occurred, and that, although he was prepared to approach the subject in the most friendly and unprejudiced spirit, he would be compelled to demand an expression of regret for what had occurred, together with assurances for the future; and that if, upon more accurate information, it appeared that the captain and crew of the dhow had been exposed to ill-treatment or loss, he would claim adequate compensation.

On the 19th instant the German flag-ship returned, and I received successive visits from the German Consul-General, the Admiral, and the French Consul. The two former unreservedly admitted that the naval authorities and officials of the Company at Dar-es-Salaam had greatly exceeded their powers in forcibly boarding the dhow, seizing and imprisoning the crew, and taking possession of the property on board, and they individually assured me that they were very anxious to arrange the matter amicably with the French Consul, to whose courtesy and good feeling they referred with much appreciation.

M. Lacan, the French Consul, informed me that he had examined the captain and crew of the dhow and that it appeared that upon being released by the Admiral from the fort where he had been imprisoned, the captain had found his dhow completely deserted, her cargo had been burst open and was lying quite unprotected. He stated that he himself had lost a sum of 1,300 reis and a passenger 500 reis, that other property had been lost, that they were all destitute and must appeal to him, the French Consul, for pecuniary assistance. M. Lacan informed me that it appeared difficult to tell how far these statements might be true, but that, as the German authorities had taken no precautions whatever to guard the dhow and property after taking forcible possession of them, he should be compelled to put forward and support each one of the claims enumerated to him.

On the same day M. Lacan met the German Consul-General and Admiral to discuss the matter with them, and, when I again saw him on the succeeding day, he informed me that the matter had been settled to the satisfaction of both sides. He added that upon future inquiry it had been clearly shown that the claims for alleged losses of money and property were unfounded, and that he had consequently abandoned them; that for the rest, he had obtained the letter of regret desired and

a round sum of 300 reis to compensate the captain of the dhow. He informed me that the six slaves had been handed over to him, but I am as yet unaware of the course he proposes to adopt with regard to them.

I am glad to report that, in the course of the events above related, I had several opportunities of recommending the advisability of an amicable settlement on the spot, and the frankly conciliatory spirit displayed by both the German authorities and the French Consul, has enabled this to be successfully brought about.

I have, &c.
(Signed) C. B. EUAN-SMITH.

No. 83.

Consul Wood to the Marquis of Salisbury.—(Received November 19.)

My Lord,

Jeddah, October 27, 1888.

I HAVE the honour to report that between the 1st and the 22nd of this month, a number of slaves were landed in small batches at a place called Roways, a Bedouin village, about 3 miles north of Jeddah.

The slaves, as soon as landed, were distributed in the houses at Roways, and in those of another Bedouin village of the Beni Maleks, which is close to it and then passed in either into Jeddah, or forwarded to Mecca through the valleys as usual.

About five boats seem to have arrived with the number of slaves varying from eighty-five to thirty-three in each, and amounting in all to over 300.

The landing was always effected at night, and though the village is situated under the guns of the Turkish men-of-war lying in the anchorage, the very boldness of the attempt seems to have excited no suspicion, as crafts of small size are always moving about at night, and the village can be reached by boats from the northern side of the harbour which is inaccessible to shipping.

After several landings had been effected, the authorities received news about the affair, and the present Kaïmakam of Jeddah, who takes an interest in these matters, took his measures accordingly, and captured about fifty-eight slaves, and three of the dealers, on the night of the 21st instant.

I immediately wrote to the Governor, thanking him for the steps he had taken, and requesting him to punish the dealers according to law and Treaty, and to try and capture those first landed.

A similar letter was addressed to the Vali demanding the punishment of the dealers and the capture of the remainder of the slaves.

In reply, I have been informed both by the Vali and the Governor of Jeddah, that no more than the number already captured could be found, but inquiries were being made to trace the remainder if possible. As to the three slave-dealers who were caught, they have been made over to the Court of the Temiz for punishment, according to law, while the slaves would be freed and distributed according to Treaty.

The slaves captured are chiefly Gallas, and had been brought from some place near Massowah.

I have, &c.
(Signed) CECIL G. WOOD.

No. 84.

Admiralty to Foreign Office.—(Received November 24.)

Sir,

Admiralty, November 22, 1888.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith copy of a communication from the Commander-in-chief, East Indies, dated the 10th October, with copy of inclosure, relative to the boarding of a dhow flying French colours off Tongoni, Pemba, which was heavily manned and armed, and refused to show her papers, by the cutter of Her Majesty's ship "Griffon," on the 29th September.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure 1 in No. 84.

*Rear-Admiral Fremantle to Admiralty.**"Boadicea," at Zanzibar, October 10, 1888.*

FORWARDED for information.

The inclosed Report of a dhow under French colours which refused to show her papers to the officer in charge of the boats of Her Majesty's ship "Griffon" on the 29th ultimo is forwarded.

2. From the Report of Mr. Hutchins, Gunner, I have little doubt that she was full of slaves, and as it is very questionable whether she had any right to fly French colours, I have had no hesitation in directing all suspicious dhows to be boarded and made to show their papers.

3. It is obvious that unless this is done it will be sufficient for all slave-dhows to possess a French flag in order to enable them to carry on the Slave Trade with impunity.

4. If the captain's statement is true, it appears that, like the dhow boarded by Her Majesty's ship "Griffon" on the 29th August last (which had seventy-five slaves) at Pemba, she has come from the Comoro Islands.

(Signed) E. R. FREMANTLE.

Inclosure 2 in No. 84.

*Mr. Hutchins to Commander Blaxland.**"Griffon," at Pemba, October 2, 1888.*

Sir,

I HAVE the honour to report that at 4 P.M. on Saturday, the 29th September, I sighted a dhow standing in for Jondoni. I immediately weighed in the cutter and in company with the gig gave chase, eventually coming up with the dhow at anchor in Nga Gap. She was flying French colours, and when I went alongside I found from sixteen to twenty Arabs, fully armed, and the captain of the dhow doing his utmost to prevent them from firing on us. I courteously asked the captain to show me his papers. He, however, refused, saying he was under French colours, and that I had no business to demand them. I then laid off, and explained to him that I did not wish to interfere in any way provided he would show me his papers. I asked him several times to show his papers, his answer being that he would rather lose his life than I should see them, adding that he had received orders from the French Consul at Majunga not to show his papers to any English boat that might board him. If he found that he had shown his papers he would punish him.

He also informed me that the dhow's name was "Zoarde," owner's name Saïd-ben-Mahomet. I then told him I should detain his vessel until I saw his papers. He then produced a roll of papers from a tin case, such as is generally carried by dhows, but I could not see whether they were French papers or not. I then anchored about 50 yards to windward of him, but at about 8:30 P.M. he got under way. I immediately gave chase, firing two rifle-shots across his bows to make him heave to. I was fast closing on the dhow when I heard two shots fired from the whaler, which was astern of me. The coxswain hailed and reported that an accident had happened, and that the interpreter was wounded. I immediately anchored the cutter so as to attend to the wounded man, and, losing sight of the dhow, I made the best of my way to Funzi, so as to land him and send news of the occurrence to the ship by dhow. At midnight the whaler fired a rocket denoting that a dhow was in sight, and I at once got under way and went in chase. I hailed her to heave to, and fired two shots across her bows, when she proved to be the same dhow standing south. She stood on, and not being able to come up with her, and having the wounded man still in the cutter, I deemed it advisable to anchor, which I did at 0:30 A.M. off the Island of Fundu. I fully believe she had slaves on board by the number of heads that were seen, also from the smell of the dhow, and the determined attitude of the Arabs.

At 5:30 A.M. on the following morning, Sunday, I got under way, and sighting the "Stork," communicated with her, transferred the wounded man to her, and, after completing with water and receiving a few medical stores, proceeded to Fundu Gap.

I have, &c.

(Signed) CHAS. E. HUTCHINS, *Gunner.*

"Griffon" at Pemba, October 2, 1888.

Submitted for the information of the Commander-in-chief, in compliance with Article 130, section 4, of the Station Orders.

(Signed) J. E. BLAXLAND, *Commander.*

No. 85.

The Earl of Lytton to the Marquis of Salisbury.—(Received November 26.)

My Lord,

Paris, November 23, 1888.

WITH reference to my despatch of the 30th ultimo, I have the honour to inclose herewith to your Lordship copy of a note which I have received from M. Goblet, in which his Excellency informs me that instructions have been sent by the Minister of Marine to the French Governor at Obokh to furnish a detailed Report as to the Traffic in Slaves now alleged to be carried on in the Gulf of Tajourra.

In the meantime, however, his Excellency states that from the Reports previously received from the Governor at Obokh it would appear that the cases mentioned have, for the most part, been carried on beyond the limits of French jurisdiction. He adds that a specially active watch is kept by the French authorities in order to prevent the possibility of any such Traffic within the limits of territory under their jurisdiction.

I have, &c.
(Signed) LYTTON.

Inclosure in No. 85.

M. Goblet to the Earl of Lytton.

M. l'Ambassadeur,

Paris, le 22 Novembre, 1888.

PAR une note verbale du 29 Octobre dernier, Mr. Egerton a bien voulu me signaler les Rapports que le Gouvernement Britannique avait reçus relativement à des opérations de Traite dans le Golfe de Tadjourah. Le Ministre de la Marine, sur ma demande, a aussitôt prescrit au Gouverneur de notre possession d'Obock de lui adresser à ce sujet des informations circonstanciées. La réponse de cet Agent n'est pas encore arrivée; mais il résulte d'indications antérieurement fournies par lui à M. l'Amiral Krantz, que la plupart des points où des faits illicites de cette nature ont pu être relevés sont situés en dehors de notre autorité.

En attendant que je sois en mesure de communiquer à votre Excellence les renseignements définitifs que nous avons réclamés, je tiens, dès maintenant, à porter cette indication à sa connaissance, et à l'informer qu'une surveillance particulière active est exercée par nos autorités pour empêcher que les opérations de Traite, qui s'effectuent sur les bords de la Mer Rouge, puissent s'étendre aux territoires placés sous leur juridiction.

Agréé, &c.
(Signé) RENÉ GOBLET.

(Translation.)

M. l'Ambassadeur,

Paris, November 22, 1888.

IN a note verbale of the 29th October last Mr. Egerton was good enough to inform me of the reports which the British Government had received relating to the Slave Trade movements in the Gulf of Tajourra. At my request the Minister of Marine at once instructed the Governor of our Settlement at Obokh to send him detailed information on this subject. The Agent's reply has not yet been received; but it would appear from particulars previously furnished by him to Admiral Krantz that the greater portion of the localities where unlawful proceedings of this nature have taken place lie outside the limits of our authority.

Meanwhile, until I am in a position to communicate to your Excellency the definite particulars which we have called for, I consider it my duty to at once place this information at your disposal, and to state that a peculiarly active watch is kept by our officials to prevent the Slave Trade operations which are carried out

along the shores of the Red Sea, from extending to territory placed under their jurisdiction.

Accept, &c.
(Signed) RENÉ GOBLET.

No. 86.

Admiralty to Foreign Office.—(Received November 27.)

Sir, *Admiralty, November 24, 1888.*
I AM commanded by my Lords Commissioners of the Admiralty to send you herewith copy of a communication from the Captain of Her Majesty's ship 'Garnet,' dated the 5th October, with copy of inclosure addressed to the Commander-in-chief on the East Indies Station, reporting the capture of a dhow and fifty-eight slaves at Pemba on the 15th September last.

I am, &c.
(Signed) EVAN MACGREGOR.

Inclosure in No. 86.

Lieutenant Martin to Captain Jenkins.

Sir, *"Garnet," at Zanzibar, October 4, 1888.*
I HAVE the honour to report that on the 15th ultimo, when in the pinnace of Her Majesty's ship under your command at Kingoje, Pemba, I captured an Arab dhow, named the "Fathelkheir," and fifty-eight slaves, under the following circumstances.
About 11.30 P.M. a dhow was reported making the land to the northward of Kingoje, and before I could intercept her she had been beached, and most of the slaves disembarked.
2. I went on shore with my men, and on coming up to the slaves who had been landed told my interpreter to call upon the Arabs, who were escorting them, to lay down their arms.
3. An Arab replied, "If you come here we will fire," and as we advanced they gave us a volley (with no effect) and ran, a man (the spokesman) who remained behind and was loading again being killed by one of our shots.
4. I continued the pursuit for two hours, and eventually succeeded in securing twenty-seven slaves, who, together with those remaining by the dhow, made a total of fifty-eight.
5. The slaves had been shipped at Bueni, a village to the southward of Bagamoyo.
6. The dhow and slaves were condemned on the 27th ultimo in the Vice-Admiralty Court at Zanzibar (Case No. 45 of 1888).

I have, &c.
(Signed) EDWARD HARRINGTON MARTIN.

REPORTS on Slave Trade on the East Coast of
Africa: 1887-88.

*Presented to both Houses of Parliament by
Command of Her Majesty. November 1888.*
