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PAPERS

RELATING TO THE

TRADE IN SLAVES

FROM

EAST AFRICA.

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*Presented to both Houses of Parliament by Command of Her Majesty.  
June 1891.*

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## Papers relating to the Trade in Slaves from East Africa.

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No. 1.

*Foreign Office to Acting Consul-General Smith.*

Sir, *Foreign Office, April 20, 1891.*  
 I AM directed by the Marquis of Salisbury to transmit herewith the inclosed extracts from the Annual Report of the Naval Commander-in-chief, East Indies, on the Slave Trade on the East Coast of Africa, which has been forwarded to me by the Lords Commissioners of the Admiralty.

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

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Inclosure 1 in No. 1.

*Vice-Admiral Sir E. Fremantle to Admiralty.*

(Extract.)

*"Boadicea," at Trincomalee, February 25, 1891.*

I HAVE the honour to make the following Report of the result of the operations of the vessels engaged in the suppression of the Slave Trade on the East Indies Station in the year 1890.

The Return of vessels captured and of slaves liberated shows a considerable diminution from that of last year: the total number of cases brought into Court were captured on the coasts of Zanzibar and Pemba, eleven of which were condemned. One dhow was destroyed by Her Majesty's ship "Cossack" off Ras Gomeila, on the Arabian coast, where some opposition was met with from Arabs on the beach. In all, 194 slaves were released, two being fugitive slaves who had taken refuge in our boats at Pemba from the inhumanity of their masters.

No captures were made on the Aden Division or in the Persian Gulf, though some cruising was done in both divisions.

In the months of April, May, and June, when slaves may be expected to be run to the southern and eastern coasts of Arabia, Her Majesty's ships "Griffin," "Cossack," and "Mariner" were cruising between the Kooryah-Mooryah Islands and Muscat, using their boats, but only one slaver was seen, being that destroyed by the "Cossack" on the 7th May, already referred to.

*Details of Blockade on the East Coast of Africa.*—On the East Coast of Africa the boat blockade of Pemba has generally been well maintained by the two steam-pinnaces specially sent out for the purpose, the "Olga," and the boats of the squadron, Pemba being divided into ten stations, which were regularly patrolled, the details of management, including charge of provisioning and manning boats, coaling steam-pinnaces, and keeping them in working order, being intrusted to one of the squadron, which acted as a sort of guard-ship in Pemba waters.

Owing, however, to special political requirements, in January, when Her Majesty's ships were assembled at Zanzibar in consequence of Portuguese complications, in September, when the squadron was sent to Mozambique and the Zambesi, and again in October, when the Witu expedition took place, it became at such times necessary to recall the ship from Pemba, and to reduce the number of boats and men employed in the prevention of the Slave Trade, though the two steam-pinnaces always remained there, and the blockade has been resumed as soon as possible.

At the end of the year, on Her Majesty's ship "Conquest" being relieved by the "Marathon," the squadron on the coast being reduced to four ships, the Pemba blockade was being maintained by seven boats, Her Majesty's ship "Cossack" being depôt-ship, two stations on the East Coast, which are not easily accessible during the north-east monsoon, being watched by interpreters, and His Highness the Sultan had

agreed to establish guards in special stations to prevent slave-running, as detailed in the remarks of Captain Henderson (Inclosure 5).

The establishment of these guards, both on the Zanzibar and Pemba coasts, which I had suggested on my first arrival on the station, is undoubtedly a step in the right direction, as, though no great reliance can be placed on them at present, they act as a deterrent to slavers, and any proof of their connivance at the Slave Trade being brought to the knowledge of His Highness by Her Majesty's Agent and Consul-General would certainly entail condign punishment.

I have no doubt whatever of the Slave Trade being at a very low ebb at present. This is proved by the small number of our captures recently, and the very high price of slaves at Pemba; for slaves are still, I am assured, bought and sold, in spite of the Sultan's Proclamations.

*Slave Trade in the Southern Part of the Red Sea and the Gulf of Tajourra.*—Commander Gardiner's (commanding Her Majesty's ship "Kingfisher") Report of the Slave Trade on the Aden Division gives a fair statement of the case.

*Slave Trade in the Persian Gulf and Southern Coast of Arabia.*—On the southern part of Arabia dhows are frequently run with slaves in the early part of the south-west monsoon in April, May, and June; these come from the Comoros, from the East Coast of Africa about the Juba, and occasionally from Zanzibar, but, owing to the high price of slaves in that island and Pemba, I do not think many come from these, though some are reported to have done so recently, to which I refer further on. A few may be smuggled to Muscat in the British India steamers from time to time. It will be seen that I took steps to have this coast watched last year at the proper season, and I shall endeavour to do the same this year.

In the Persian Gulf we have reports of a recrudescence of the Slave Trade from the Bahrieh coast up the gulf (see Commander Hart-Dyke's Report of the 12th January), the slaves being stated to have been landed near Muscat from Zanzibar. I think it more probable that this Slave Trade consists of slaves coming from the Comoros or the northern part of the East African coast, landed on the southern part of Arabia, and marched across the land to the Bahrieh coast.

The political officers in the Persian Gulf may be trusted to take such measures as are in their power to check this trade, but I propose to instruct the "Sphinx" to do all that she can in patrolling the coast during the early part of the south-west monsoon; and it becomes a question whether it would not be advisable to employ a second vessel in the gulf for this purpose.

*Slave Trade in the Madagascar Channel.*—Except a short visit of the "Reindeer" to Madagascar, I have been unable to employ any ship on this coast in slave-cruizing during the past year; but I was glad to ascertain, during my visit to Mozambique in October last, that the Portuguese authorities are really active in endeavouring to prevent slaves leaving their coast, which must do a great deal to stop the Traffic.

At the close of my three years' command, I am glad to be able to report that, as regards the East Coast of Africa, Madagascar, the Persian Gulf, and South Arabia, the Slave Trade is much reduced in proportion to what it was when I arrived on the station.

Documents are inclosed.

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Inclosure 2 in No. 1.

*Captain Brackenbury to Rear-Admiral Sir E. Fremantle.*

Sir,

"Turquoise," at Zanzibar, July 1, 1890.

I HAVE the honour to forward extracts from the Slave Trade Journal kept on the East Coast of Africa Division for the half-year ending the 30th June, 1890.

I have, &c.

(Signed) J. W. BRACKENBURY.

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Inclosure 3 in No. 1.

*Slave Trade Journal, East Coast of Africa, from the 1st January to the 30th June, 1890.*

*March.*—The "Olga" and steam-pinnaces 16 and 77 were employed at Pemba blockading. The "Kingfisher" assumed charge of Pemba blockade on the 24th

February. On the 13th March she was relieved by Captain W. H. Henderson, of Her Majesty's ship "Conquest," and he was directed to use all his resources, together with the "Olga" and the two steam pinnaces, in establishing a strict surveillance. The "Somali" was also sent for a time to take Captain Henderson, and carefully examine the Eastern coast. Captain Henderson informs me has established a complete chain of outlooks round Pemba, and I have every reason to believe that the steps he has taken are thoroughly satisfactory, and officers well acquainted with their beats before the setting in of the south-west monsoon. Steam pinnaces were found very much in want of overhaul; this has been done. Coal depôts at different points have been replenished, fresh provisions, meat and vegetables, have been contracted for—in fact, Captain Henderson's energy and zeal seem to me worthy of high commendation.

*April.*—The blockade on the East Coast of Africa having been completed has proved very satisfactory in its results, and the island is now entirely surrounded by cruising boats.

*April 4.*—"Somali" arrived from Pemba, bringing down seventy-eight slaves taken from a dhow which had been captured by the cutter of Her Majesty's ship "Conquest" off Tangani, East Coast. The case was tried, dhow condemned, and slaves liberated.

I have given Captain Henderson permission, whenever he considers it expedient, to come to Zanzibar for provisions or mails, or with any captures, in the "Conquest." This renders the ship at Pemba more independent, and saves much trouble in arranging for another ship to go to Pemba with mails, and bringing back homeward-bound letters, besides expediting the service in every way.

On the 18th the galley of "Conquest," in charge of Lieutenant Lalor, R.M.L.I., captured a small dhow off Michingani. No slaves were in her, but she was condemned by the Court.

Lieutenant Oliver, in "Conquest's" pinnace, also captured a small dhow of 19 tons on the 20th off Mombani. One slave was found in the bush, who had been landed from her. The dhow was condemned and slave released on the 30th by the Court.

On the 26th Lieutenant Hunt, in the "Conquest's" cutter, again captured a large dhow of 72 tons off Tangani; thirty-eight slaves who had been landed in the bush from the dhow were picked up. The case was tried at Zanzibar, and the dhow condemned.

The "Reindeer" visited Pemba and Mombasa during the month; at the latter port she placed beacons at the entrance and at Kelindini Harbour.

The "Kingfisher" proceeded to Mozambique with Consul Johnston; on her return she underwent her full-power trial in Pemba Channel, and afterwards cruised on the east coast of Zanzibar Island, in the hope of capturing slave-dhows reported to pass that way.

The "Brisk" cruised as far as Lamu, calling at several ports, and having the Consul-General on board.

The "Turquoise" was at Zanzibar the greater part of the month.

Four fugitive slaves were received by the "Conquest" during the month at Pemba. Three of these complained of ill-treatment by their masters, and the other stated he had been illegally taken by his master, he being a free man.

On investigation of their cases in the Court of Zanzibar, they were all given their freedom.

*May.*—The "Conquest" reports a capture on the 1st off Mahunbini Island. The dhow (54 tons) was stranded, and no slaves were on board. On searching the bush, however, three slaves were found who had just been landed. The case was tried on the 8th in the Court at Zanzibar, when the dhow was condemned.

The blockade at Pemba was carried on by "Conquest," with the assistance of steam-pinnaces 16 and 77, and the "Olga," with a cruising cutter and jolly boat from "Turquoise."

The "Turquoise" arrived at Kilwa on the 1st May to afford refuge to Anglo-Indians during the bombardment and assault of that town by Major Wissmann's troops, and "Carola" and "Schwalbe." After the town was taken on the 3rd May "Turquoise" returned to Zanzibar with 149 refugees.

"Turquoise" then proceeded to Pemba to relieve her boats' crews, and on to Mombasa to examine the rifle range about to be established there.

On the 24th the division, consisting of "Turquoise," "Conquest," "Brisk,"

"Kingfisher," and "Reindeer," assembled at Zanzibar to celebrate the anniversary of Her Majesty's birthday.

His Highness the Sultan of Zanzibar visited Her Britannic Majesty's Agent, and was received by a guard of honour of Royal Marines; the "Turquoise" and "Conquest" saluting His Highness on entering and leaving the precincts of the Agency.

On the 25th the "Conquest" returned to Pemba.

The "Turquoise," "Kingfisher," and "Reindeer" proceeded to sea on the 26th. "Turquoise" going to Mombasa, and the two sloops to Pemba to relieve "Conquest" in the blockade of that island, the "Conquest" returning to Zanzibar for prize firing, coal, and provisions.

The "Conquest" and her boats at Pemba received six fugitive slaves who had run from their masters. Their several cases were investigated in the Vice-Admiralty Court at Zanzibar, and in each instance they were granted their freedom on the ground of their ill-treatment by their owners.

A Proclamation from His Highness the Sultan of Zanzibar was sent to the Wali of Pemba, warning the people of Pemba that the Traffic in Slaves is illegal, and if any slaves were landed they were to be given up, and their owners would be punished. A letter was also sent, stating that should any signals be made warning dhows off, the people residing at the place from whence the signal was made would be punished.

June.—An interesting case arose out of the inquiry on the female slave Jowasi, who was brought as a fugitive from Pemba. She stated she had been sent to Pemba in a French dhow, and had a bracelet and seal on.

After an exhaustive inquiry, it was discovered that the dhow was not French in which she sailed, and that the bracelet and seal (the cachet of the French Consulate) were put on her wrist by an Arab, and not at the French Consulate. The names of several Arab slave-dealers were disclosed and their doings. The French Consulate have not allowed any passengers in French dhows nor used the bracelet for three months, since I had some conversation on the misuse of this mark, and of the strictness of our blockade. M. Pyat assured me that the French Consulate were most particular, but to prevent the possibility of French dhows being (notwithstanding all precautions) the means of conveying slaves, all negro passenger traffic was stopped in French dhows.

It having been reported to Her Britannic Majesty's Consul-General that Sheikh Msa-bin-Alawi, at Pemba, had a large number of raw slaves on his plantation who had just been landed, he communicated with His Highness the Sultan. By order of His Highness, the Wali of Pemba surrounded Sheikh Ali's house with Askaris. No slaves, however, were found. The Sheikh was made prisoner, and was brought down in Her Majesty's ship "Redbreast" to Zanzibar. The case was tried, but has been adjourned for a month for further evidence.

Whalers from "Turquoise" and "Reindeer" have been permanently placed on the blockade of Pemba. There are now the "Con" and "Quest" steam-pinnaces, "Shamrock," "Thistle," and "Rose" pulling boats, and the "Olga" sailing-launch permanently stationed at Pemba. Names have been given to these boats by the officer in charge at Pemba for the convenience of knowing them.

The blockade of Pemba was carried on by the "Kingfisher" and "Reindeer" during the month.

(Signed) J. W. BRACKENBURY,  
Captain and Senior Officer, East Coast of Africa.

"Turquoise," at Zanzibar, June 30, 1890.

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Inclosure 4 in No. 1.

Captain Henderson to Vice-Admiral Sir E. Fremantle.

Sir,

"Conquest," at Pemba, December 31, 1890.

IN compliance with Article 5, p. 10 of the Slave Trade Instructions, 1882, I have the honour to forward herewith extracts from the Slave Trade Journal for the half-year ending the 31st December, 1890.

I have, &c.  
(Signed) W. H. HENDERSON.

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## Inclosure 5 in No. 1.

*Slave Trade Journal, East Coast of Africa, from the 1st July to the 31st December, 1890.*

July 18.—“Garnet” relieved “Kingfisher” in the blockade of Pemba.

July 26.—“Kingfisher” reports the capture of a dhow off Kaapaka on the 12th June, 1890, and reception afterwards of two slaves who had belonged to her. Slaves emancipated, dhow sunk.

August 1.—His Highness the Sultan published a Decree which, if strictly carried out, will put an end to slavery in a few years. This Decree excited great disaffection among the Arabs, and the lives of the Sultan and of the Naval Commander-in-chief have been threatened.

August 24.—“Boadicea” and “Redbreast” left for Port Reitz. A fugitive slave was received on board “Cossack’s” cutter at Ras Upembi, named Hamisi. By his statement he had been sold since the publication of the Sultan’s Decree. Handed over to Consul-General for inquiry.

September 25.—“Cossack” reports capture of a dhow and forty-four slaves by her steam-cutter, in charge of Lieutenant Greville, off Zanzibar Island, on the night of the 17th September. One Arab was shot.

September 2.—A slave named Alfani was received on board Her Majesty’s ship “Redbreast.” Handed over to Consul-General for inquiry.

Nothing of importance occurred in October. A dhow was sent to Zanzibar by the “Redbreast” in November, but the evidence on which she was detained was not considered sufficient.

December 9.—“Pigeon’s” gig captured twenty-four slaves landed on the reef off Soleman Isle. The dhow got away, but was caught in Kokotoni Bay on the 12th by the officer in charge of the dhow hired to bring the slaves to Zanzibar. A double capture allowed by Prize Court on 15th. Dhow measured 33 tons.

December 20.—“Somali” returned here from Pemba. Commander Jaureguiberry, of the French gun-boat “Hugon,” informed me that a month since several dhows had left the Comoro Islands for Warsheik, he believes with the intention of running slaves down to the Comoro Islands.

December 19.—I sent Mahomet-bin-Selim, interpreter, to Belayo, Bunge, Uzi, and the villages on Menai Bay. He returned on the 22nd, reporting that slaves came over from Konduchi in canoes, a few at a time almost every week; but they are not landed at Kizimkazi on account of an agent, or Headman, of the Sultan’s being there. I reported this to Her Majesty’s Agent and Consul-General, in consequence of which the Sultan has promised to send agents to the Menai Bay district.

He also reported that a dhow had left Bungwi for Lindi to run slaves up to Choaka. The Consul-General telegraphed to and intercepted Major Wissmann on his way south, asking him to inquire into the matter.

On a representation made by me to Her Majesty’s Agent and Consul-General, His Highness the Sultan has determined to place local guards at Kokotoni, the bay opposite Mwemba, and Chuaka, in Zanzibar, and in Stations Nos. 5 and 6 at Pemba. The Wali of Pemba will soon be here, and will be told to arrange the latter matter with the Senior Naval Officer. The slaves captured by the “Pigeon” were embarked from Zanzibar, opposite Mwemba Island, and came from Zanzibar shambas. Ten of the owners have since been apprehended and put into prison here.

December 25.—“Marathon” arrived from England via Aden.

December 26.—In consequence of the report that slaves are smuggled into Menai Bay, Zanzibar, His Highness the Sultan has determined also to establish local guards at Fumba, Belayo, Bunge, and Ungiya Mkun village on its shores.

Lieutenant Hunt reports that since the capture by the “Pigeon’s” boats on the 9th December, and the knowledge that the boats are maintaining the blockade outside the islands, there have been no more attempts to land slaves on the southern division. Salem Ahamed, Interpreter in charge of No. 5 Station, reports that his information is that a dhow has left Chaki-Chaki for Kilifi, in the Imperial British East Africa Company’s sphere, in order to bring a cargo of slaves into Shengaju (No. 5 Station).

*General Remarks.*—There is only one real remedy for the Slave Trade, that is



stopping it at its sources of supply. This can only be done by complete European administration of Eastern and Central Africa.

The gradual consolidation of the British and German administration in their respective coastal spheres has, to a great extent, and in course of time may be expected to entirely stop the wholesale exportation of raw slaves in large cargoes from their coasts, but the slave-dealers are full of resources, and will probably shift their base of operations to the Portuguese sphere if openings offer.

So long, however, as the demand exists, and no internal preventive measures are taken, smuggling in small numbers will go on; a blockade is at least by itself only a partial remedy, and such a blockade as can be maintained by the ships on this division, with their boats on the coast of Zanzibar and Pemba, is quite insufficient. The coast-line of these islands is 220 miles in extent, and the numerous inlets and bays give at least another 100 miles over which watch has to be kept; under these circumstances, a blockade of Pemba only is possible, and there is an insufficiency of boats even for this.

Up to the present, no steps have been taken by His Highness the Sultan to carry out his Decrees, except at the instances of the Naval and Consular authorities when information has come to their knowledge, but he is at all times most ready to co-operate and act upon any suggestion made to him to the utmost of his power.

It has been my object lately to endeavour to make a beginning in establishing preventive measures on part of the local authorities, and on a representation addressed by me to Her Majesty's Agent and Consul-General, His Highness the Sultan has readily assented to place local guards at Shengaju and Mtangani, in Pemba, in Kokotoni Bay, the shore off Mwembe Islet, Chuaka, and four stations in Menai Bay, in Zanzibar, with orders to detain any slaves landed, and report any infraction of the law in their districts. It is not to be supposed that these local police will at first effectually do their duty, but they will exercise a strong deterrent effect, and if with the assistance of the local authorities any landing of slaves on their beats can be proved, the district can be fined and made responsible, and they will greatly relieve and assist the boats. To be thoroughly effective, the organization of a local police or coastguard under a European officer is required, attached to a reorganized Custom-house system, with proper papers for all dhows.

It must be understood that all the above remarks, and all our efforts, refer to the Slave Trade as it affects Zanzibar and Pemba. There has been no attempt to discover or interfere with any that may be going on between the coast and Arabia, or the Comoro Islands and Madagascar.

The supply of slaves for Pemba seems to a great extent to come from Zanzibar, the latter being the mart, and having a larger floating population, for the slave-dealer is not particular, and kidnaps individuals even in the streets of Zanzibar.

I apprehend that the smuggling of slaves from the mainland now principally goes on into Zanzibar, not Pemba, for the trade of Pemba is almost entirely with Zanzibar, whereas Zanzibar is an emporium for the dhow trade of the whole coast. The one effect of the Pemba blockade is that it forces the Slave Trade, whether wholesale or smuggled, into special channels; otherwise every trading dhow passing across would carry slaves. Believing that our efforts should be towards educating and inducing His Highness the Sultan to take measures for the enforcement of his own decrees, I am in hopes that by degrees the blockade of Pemba may be withdrawn on our part, for the result is by no means commensurate with the expenditure, the service is distasteful, and the ships much disorganized by so many men and boats being always away. I cannot, therefore, advocate any future increase of or expenditure on the force at present employed.

(Signed) W. H. HENDERSON,  
*Captain and Senior Officer, East Coast of Africa.*

*"Conquest," December 31, 1890.*

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Inclosure 6 in No. 1.

*Commander Johnson to Vice-Admiral Sir E. Fremantle.*

(Extract.)

*"Ranger," at Aden, July 1, 1890.*

I HAVE the honour to report that cruising for the suppression of the Slave Trade, as far as using boats of a ship of this class is concerned, is practically suspended

between October and May, the state of the sea in the Gulf of Aden and lower end of the Red Sea prohibits their being detached.

From the early part of May until the 30th June I adopted the plan of leaving boats by themselves in the Red Sea, but, as before reported, the movements of the ship and her boats are so closely watched that there is no doubt that the first half-dozen dhows or fishing-boats boarded from the depôt spread the news all over the area from which slaves are run.

On the 28th May proceeded to sea, passing Perim Island at 10:30 P.M.

At 1:30 A.M., 29th, detached steam-cutter, with two days' provisions, coals, &c.

Boarded several dhows from the ship, all traders. At 5 P.M. anchored for the night to the northward of Jebel Zukur, weighing next morning, and proceeded towards Hodeidah until 11 A.M., then turned to the southward; at 4 P.M. anchored off Ras Mutemah for the night, weighed at daylight, and proceeded to Jebel Zukur, arriving at 11 A.M.; here a depôt was prepared, to maintain Lieutenant H. F. Clarke and sixteen men with the steam-cutter and whaler for fourteen days, with the necessary stores, provisions, &c.

The steam-cutter returned in the afternoon, having been unsuccessful in her cruise.

I turned over the depôt next morning at daylight, and returned to Aden.

The depôt was left on account of my having received information that the Sultan of Tajourra had been compelled by the French to stop all slaves running from that port for the present, and that they were being shipped from further north, by Beilul and Assab Bay.

On the 10th June I left Aden, and arrived at Jebel Zukur on the 11th. Lieutenant Clarke was away cruising, but I found that a small dhow had been detained on suspicion of being engaged in Slave Traffic, which I found, upon inquiry, to be justifiable, but did not consider there was sufficient evidence to bring the case into Court, so I let her go; she had a boy on board whom I believe to have been a slave, but could not prove it.

Lieutenant Clarke returned on the 12th; he had been actively cruising with steam-cutter and whaler, and boarded many dhows, but with no result, so I dismantled the depôt and embarked the party; the cutter was sent away that evening to cruise; returned same night.

At 9 A.M. next day left Jebel Zukur and proceeded south, and dropped anchor at 6 P.M. off Mocha; at 3:30 A.M. detached steam-cutter to cruise to the southward, the ship weighing at 9:30 A.M. and following her; picked her up at 4 P.M., and returned to Aden.

During the time Lieutenant Clarke was in charge of the depôt at Jebel Zukur it was reported to him that a large dhow, with over 100 slaves, had run to the northward of his station, during heavy weather, when he was unable to cruise; this goes to prove the uselessness of small boats on this part of the station, as slaves are run in weather that cannot be faced by our boats.

The number of dhows boarded during the half-year is as follows: ships, 24; boats, 34.

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Inclosure 7 in No. 1.

*Commander Johnson to Vice-Admiral Sir E. Fremantle.*

Sir,

*"Ranger," at Aden, August 20, 1890.*

SINCE my last Report, dated the 1st July last, there has only been one cruise made for the suppression of the Slave Trade.

On the 10th July I left Aden for the Red Sea, and after passing Perim at midnight, dropped the steam-cutter 20 miles north of that island to watch the west coast, and proceeded in the ship to the northward as far as Jebel Zukur, searching also the Hamish Islands; several dhows and fishing-boats were boarded without result; returned to Perim on the evening of the 12th; this, as usual, was the headquarters of the boat, and I found her in harbour, having had to run back for shelter, there being a strong breeze outside, and, useless to detail boats, I returned to Aden on the 14th.

On the 16th July a survey was held on the propeller of the ship by divers from Her Majesty's ship "Opal," and it was discovered that it was unsafe to steam, except in smooth water at a slow speed, and this put an end to slave-cruizing.

During the cruize mentioned above the ship boarded nine dhows and fishing-boats, and the steam-cutter five dhows.

I have, &c.  
(Signed) G. JOHNSON.

Inclosure 8 in No. 1.

*Commander Batten to Vice-Admiral Sir E. Fremantle.*

Sir,

*"Mariner," at Aden, December 31, 1890.*

I HAVE the honour to report that this ship proceeded to cruize on the 5th October last, just inside the Straits of Bab-el-Mandeb, and returned to Aden on the 8th, having boarded seven dhows and one buggalow without any result, all being found to be lawful traders.

2. On the 29th October she again proceeded cruising, but on arrival at Perim found that no information could be gained of any slaves being ready for shipment, and after proceeding as far as Obokh returned to Aden the 1st November, 1890.

3. Since then no cruising for suppression of Slave Traffic has been carried out on this division.

I have, &c.  
(Signed) A. W. CHISHOLM BATTEN.

Inclosure 9 in No. 1.

*Commander Gardiner to Vice-Admiral Sir E. Fremantle.*

(Extract.)

*"Kingfisher," at Aden, February 9, 1891.*

I HAVE the honour to report on the condition of the Slave Trade in the south part of the Red Sea and Gulf of Aden, from information obtained by personal inquiry and examination during the short period I have been doing the duty of Senior Naval Officer on this division.

*Area and Districts, and Ports of Embarkation.*—So far as is known, the Traffic in Slaves has been carried on lately to the same extent as heretofore, the caravans marching down from the interior to the coast, those from the Galla districts selecting some ports in the Gulf of Tajourra, in the vicinity of the various watering-places; by far the larger number seem to be embarked in this locality.

*Tribes affected.*—The tribes to which the slaves belong are the Gallas, Ludana, Kaffa, Shangallas, and others; they are either bought, captured, or stolen by the tribe of the Danakils, who have long been the principal slave-traders in this region. The caravans take from three to four weeks on the march down to the coast.

*Method of making the Voyage, and Numbers.*—The plan adopted is to coast along the north shore of the African continent until reaching the Narrows, when, a favourable opportunity being watched for, they are run across at night to the market ports on the Arabian coast; various opinions are entertained as to the numbers annually sent across by this route, but it is generally held that not less than from 2,000 to 3,000 reach Arabia.

*Seasons.*—The favourite season for the Trade is shortly before the Hadj or pilgrimage to Mecca, which varies with the other feasts in the Mahommedan Calendar. From two to three months previous to this an attempt is made to stock the various depôts in preparation for the arrival of probable purchasers from all parts of the East. This year (1891) the Hadj, falling in July, April, May, and June, may be expected to be periods of activity.

*Slavers' Information.*—It is reported that a complete system of information by telegraph, sailing-boat, and native runners is kept up between and along the coasts, any movements of Her Majesty's ships being immediately made known throughout the whole area, the wire conveying news to Perim and Obokh, and thence by sambok or foot messenger.

## Inclosure 10 in No. 1.

*Commander Arbuthnot to Rear-Admiral Sir E. Fremantle.*

(Extract.)

*"Mariner," at Jask, June 11, 1890.*

I HAVE the honour to make the following Report of the cruising carried out by me for the suppression of the Slave Trade off the coast of Arabia;—

I left Muscat on the 18th May, and proceeded first to Ras-al-Hadd, where I arrived the next morning. Here I left two boats, the cutter and gig, with Lieutenant Stileman in charge, and sufficient provisions to last them for a fortnight. I then proceeded in the ship down the coast to the southward, boarding all dhows met with. On the 23rd we were off the Kuriyan-Mureyan Islands. That day we boarded four dhows, all from the coast of Africa.

We remained cruising in the Kuriyan-Mureyan Channel for two days, and I communicated with the natives on Hullaniya Island, but could obtain no information from them. They say that dhows occasionally stop there for water, but not often. It is, however, a good place from which to watch the traffic going up the coast, as I believe all dhows pass inside these islands, and the channel, only being about 15 miles wide, can easily be commanded.

On the evening of the 25th we left this part of the coast, and the next day anchored just to the northward of Ras Madraka. Here I remained for two days, keeping a man at the mast-head to look out for any dhows passing up, but none were seen. My interpreter was informed that while the "Griffon's" boats were stationed here, about the 26th April, two dhows, one containing 130 and the other 25 slaves, were coming up the coast, but being warned by the natives of the presence of the boats, they ran into the south of Rhas Khishayim (about 12 miles south-west of Madraka), where they landed their slaves and remained for about a fortnight; then, the "Griffon" having picked up her boats, they re-embarked their slaves and proceeded up the coast. From the dates given I am inclined to think that it was very probably one of these dhows which was subsequently seen by the "Cossack" off the coast near Ras Gumeila, where she was supposed to have landed a cargo of slaves.

On the 29th I returned to Ras-al-Hadd and picked up my boats. They had boarded in all twenty-seven dhows, twelve of which came from Zanzibar or the neighbouring coast, but were all correct. For the last two days no dhows had passed the cape. As calms had been prevalent all down the coast, and the monsoon did not appear to have set in properly yet, I determined to return to Jask in order to communicate with the Political Resident at Bushire, and if I was not required up the gulf, to come back here and continue cruising for another ten days or so.

I beg to observe that I have not been able to obtain any reliable information as to the number of slaves that have reached the Arabian coast this year; probably three or four cargoes may have been landed, but I doubt very much if any have been brought past Ras-al-Hadd. From all I can hear, it seems generally to be the custom now to land them at places to the south of that; on this point, however, as on all others connected with the Slave Trade, much reliance cannot be placed upon the information gained through interpreters, and I have had no other means of obtaining any.

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Inclosure 11 in No. 1.

*Commander Dyke to Vice-Admiral Sir E. Fremantle.*

Sir,

*"Sphinx," at Karachi, January 13, 1891.*

I HAVE the honour to report the movements of this ship for the last six months as regards the Slave Trade. She arrived at Muscat from Bombay on the 10th September last, and after a stay of seventeen days proceeded up the gulf, remaining in those parts till the 31st December. From all I have heard the slaves are landed on the Batineh coast, coming up with the south-west monsoon, and then shipped up the gulf in small numbers as the demand requires; both at Busreh and Bushire a small demand exists, but as they are called "domestic servants," it is very hard to prove anything.

Fewer dhows are run up the gulf each year, steamer competition bringing freights to such a low rate that all native craft are being run off, while the demand

for slaves decreases slowly as the prices rise owing to the difficulty of getting them. The Government Agent at Lingah showed me on my visit four slaves he had lately received from the Agent at Sharjah, and was keeping pending instructions from Colonel Ross at Bushire; two were grown-up Africans, the other two quite young, about 8, and were doomed, I believe, to have been made eunuchs, and placed in a harem; one was a bright, cheerful little fellow. I crossed over to Sharjah, but the Agent had gone unfortunately to Ras-al-Hadd. The people who run the buggalows with slaves do so, as a rule, after July, in the hottest time of the year, one reason being that trade is then slack.

I have, &c.  
(Signed) HENRY H. DYKE.

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Inclosure 12 in No. 1.

*Commander Dyke to Vice-Admiral Sir E. Fremantle.*

Sir,

*'Sphinx,' at Karachi, January 12, 1891.*

IN reply to your Memorandum of the 13th ultimo, I have the honour to report that I have consulted Colonel Ross, C.S.I., on the subject, and he informs me that all he has heard since his letter of the 29th October last was written only bears out his previous statements; the slaves are run up in the south-west monsoon, landed near Muscat on the Batineh coast, and then sent up the gulf as required.

On arriving at Lingah on the 6th instant the Government Agent informed me that he had received, three days previous, four slaves from the Agent at Sharjah, and was keeping them pending instructions from Colonel Ross on the subject. I landed and saw the slaves in question, two of them being grown-up negroes of the African race, the other two quite young, are not more than 8 certainly. From all I can glean the two latter were doomed to have been made eunuchs, and placed in a harem; they told me they came from Zanzibar in a vessel with about twenty others, landed at or near Muscat, and were driven overland, until the Government Agent at Sharjah captured them; one told me he had left a wife and two children behind. I passed over the gulf to see the Agent at Sharjah, but on arrival found he had gone to Ras-al-Hadd, so I was unable to get any further information on the subject. I intend to visit this part of the coast on my return, and will report what the Agent at Sharjah informs me on the subject.

I have, &c.  
(Signed) HENRY H. DYKE.

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No. 2.

*Foreign Office to Acting Consul-General Smith.*

Sir,

*Foreign Office, June 5, 1891.*

I AM directed by the Marquis of Salisbury to transmit an extract from a letter from Captain Henderson, of Her Majesty's ship "Conquest," at Zanzibar, dated the 3rd May, reporting on the Slave Trade, received from the Lords Commissioners of the Admiralty.

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

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Inclosure in No. 2.

*Captain Henderson to Rear-Admiral Nicholson.*

(Extract.)

*"Conquest," at Zanzibar, May 3, 1891.*

THE establishment of the British Protectorate, the Imperial British East Africa Company, and the German Colony in this region has quite altered the aspects of the Slave Trade on the Division. So far as I can obtain information, during this season no large cargoes have attempted to run to Zanzibar or to Pemba, and the trade has resolved itself into a smuggling business in small numbers. German officers state that they know smuggling in small numbers goes on from out-of-the-way places, over

which as yet they can have no control, and also that a few large cargoes are possibly run from some of the many creeks in the mouths of the Lugijy River, probably to Madagascar, possibly to Arabia.

Smuggling probably also takes place from about Wasin Island, Kilifi River, and one or two other places in the British sphere, to the north end of Pemba in the north-east monsoon, and the fine weather season between the monsoons. I believe also that the direct trade to Arabia has assumed very small proportions. I only heard of one dhow going south for a cargo, and though there were persistent reports that one was about to leave Zanzibar with a cargo, and I put boats out on several nights, none was discovered, and all the dhows boarded bound to Arabia were clear of suspicions. The Germans state they will soon be able to stop any wholesale export. In fact, the Slave Trade is on its last legs, and the carrying into effect of the Brussels Act, which the Sultan has ratified, will soon stamp out what remains.

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PAPERS relating to the Trade in Slaves from East  
Africa.

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*Presented to both Houses of Parliament by Command  
of Her Majesty. June 1891.*

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