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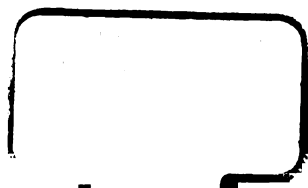
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Class A.

CORRESPONDENCE

WITH THE

BRITISH COMMISSIONERS

AT

SIERRA LEONE, HAVANA, THE CAPE OF
GOOD HOPE, AND LOANDA;

AND

REPORTS FROM

BRITISH VICE-ADMIRALTY COURTS,

AND FROM

BRITISH NAVAL OFFICERS,

RELATIVE TO

THE SLAVE TRADE

From April 1, 1859, to March 31, 1860.

Presented to both Houses of Parliament by Command of Her Majesty.
1860.

LONDON:

PRINTED BY HARRISON AND SONS.

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LIST OF PAPERS.

MIXED COMMISSION COURTS.

SIERRA LEONE.

No.		Date. 1859	Receipt. 1859	SUBJECT.	Page
1.	H.M.'s Judge to the Earl of Malmesbury ..	Mar. 2	Apr. 8	Slave Trade Report for year 1858.	1
2.	" " " ..	Mar. 14	Apr. 8	Acknowledging receipt of Commission as Judge	2
3.	" " " ..	Apr. 18	May 9	Death of M. Zugasti. M. de Sanguirico has assumed his duties ..	2
4.	" " " ..	May 17	June 10	Death of M. de Sanguirico, Acting Spanish Judge	2
5.	Lord J. Russell to H.M.'s Judge ..	July 18	..	New appointments to Commission .	3
6.	H.M.'s Judge to Mr. Fitzgerald ..	June 30	Aug. 9	No case adjudicated in Mixed Court during last half-year	3
7.	H.M.'s Judge to the Earl of Malmesbury ..	June 30	Aug. 9	No slaves emancipated and registered during last half-year ..	3
8.	" " " ..	July 2	Aug. 9	Half-yearly return of vessels adjudicated in Vice-Admiralty Courts	3
9.	H.M.'s Judge to Lord J. Russell ..	Aug. 20	Sept. 15	Acknowledging receipt of despatch of July 18. Señor Bermudez has arrived, and has been sworn in ..	5
10.	H.M.'s Judge to Lord Wodehouse ..	Dec. 31	Feb. 13	No case adjudicated in Mixed Court during last half-year	5
11.	H.M.'s Judge to Lord J. Russell ..	Dec. 31	Feb. 13	No slaves emancipated and registered during last half-year ..	5
12.	" " " ..	Jan. 18	Feb. 13	Vessels adjudicated in Vice-Admiralty Court	5
13.	" " " ..	Feb. 3	Mar. 13	Annual Report for 1859	5

HAVANA.

		1859	1859		
14.	H.M.'s Commissary Judge to the Earl of Malmesbury ..	Jan. 25	Apr. 5	Number of slaves landed in Cuba during 1858	7
15.	" " " ..	Mar. 12	Apr. 11	500 Bozals landed at Ensenada de los Cochinos	8
16.	" " " ..	Mar. 15	Apr. 11	Arrival of Mr. Ryder	9
17.	H.M.'s Commissioners to the Earl of Malmesbury ..	May 6	June 2	"Rebecca" and "Laura" sailed from New Orleans for African coast	9
18.	H.M.'s Commissary Judge to the Earl of Malmesbury ..	May 28	June 15	Denouncing vessels suspected of being engaged in the Slave Trade	10
19.	H.M.'s Acting Commissary Judge to the Earl of Malmesbury ..	June 10	Aug. 5	Announcing Mr. Crawford's departure on leave of absence ..	10
20.	" " " ..	June 24	Aug. 5	Acknowledging receipt of despatch of June 1 respecting increase of Slave Trade	10
21.	" " " ..	July 1	Aug. 5	No case adjudicated in Mixed Court during last six months	11
22.	H.M.'s Commissary Judge to Lord J. Russell ..	Sept. 22	Nov. 1	Return to his post	11
23.	H.M.'s Commissioners to Lord J. Russell ..	Nov. 25	Jan. 2	Captain-General Serrano succeeds General Concha	11
24.	" " " ..	Dec. 5	Jan. 2	Alarming increase of Slave Trade .	11
25.	H.M.'s Commissary Judge to Lord J. Russell ..	Dec. 31	Feb. 1	No emancipated negroes sent from Havana to Jamaica in 1859 ..	12
26.	H.M.'s Commissioners to Lord J. Russell ..	Dec. 31	Feb. 1	Annual report on Slave Trade ..	13

No.		Date. 1860	Receipt. 1860	SUBJECT.	Page
27.	H.M.'s Commissioners to Lord J. Russell ..	Jan. 1	Feb. 1	No case brought before Mixed Court during last six months ..	14
28.	" " " " ..	Jan. 2	Feb. 1	Respecting emancipados who have not received their free papers ..	14

CAPE OF GOOD HOPE.

		1859	1859		
29.	H.M.'s Commissioners to the Earl of Malmesbury	Mar. 22	May 2	Question of procedure under Slave Trade Treaty respecting office of Arbitrator ..	16
30.	The Earl of Malmesbury to H.M.'s Commissioners	June 6	..	Answer to above despatch..	17
31.	H.M.'s Commissioners to the Earl of Malmesbury	May 2	June 27	Twelve cases condemned in Court, February 11 and 18 ..	17
32.	" " " " ..	June 30	July 30	No case adjudicated during last half-year ..	19
33.	Lord J. Russell to H.M.'s Commissioners ..	Aug. 16	..	As to choice of Arbitrator ..	20
34.	H.M.'s Commissioners to the Earl of Malmesbury	July 16	Sept. 2	Annual Report of Mixed Commission ..	20
35.	" " " " ..	July 20	Sept. 2	Mr. Smith sworn as Registrar. Arrival of Mr. Bidwell ..	23
36.	" " " " ..	July 21	Sept. 2	Acknowledging despatch of June 6 respecting office of Arbitrator ..	23
37.	H.M.'s Commissioners to Lord J. Russell ..	1860 Jan. 3	1860 Feb. 28	No case adjudicated during last half-year ..	23
38.	" " " " ..	Jan. 3	Feb. 28	No case adjudicated during 1859 ..	23
39.	" " " " ..	Jan. 3	Feb. 28	No slaves liberated in 1859 ..	24
40.	" " " " ..	Jan. 3	Feb. 28	Annual Report for 1859 ..	24
41.	" " " " ..	Jan. 16	Feb. 28	Report on Slave Trade for 1859 ..	25
42.	" " " " ..	Jan. 19	Feb. 28	Shipment of slaves at Ibo, and suspicious conduct of the Governor ..	26

LOANDA.

		1859	1859		
43.	The Earl of Malmesbury to H.M.'s Commissioner	Apr. 13 1858	..	To introduce Sir H. Huntley to Portuguese colleagues ..	27
44.	H.M.'s Acting Commissioner to the Earl of Malmesbury	Dec. 10	May 9	Arrival of Sir H. Huntley ..	27
45.	" " " " ..	Dec. 20	May 9	Letter addressed to Governor-General respecting "Rio Zaire," boarded by Her Majesty's steamer "Medusa" ..	27
46.	" " " " ..	1859 Jan. 1	May 9	No case adjudicated during last half-year ..	28
47.	" " " " ..	Jan. 1	May 9	Return of slaves emancipated and registered to the end of 1858 ..	28
48.	" " " " ..	Jan. 1	May 9	Reply of Governor-General respecting "Rio Zaire" ..	29
49.	" " " " ..	Jan. 15	May 9	Escape of barque "Panchita," under American colours, with slaves ..	30
50.	" " " " ..	Jan. 20	May 9	Dr. Rodrigues and Senhor de Castro have renewed their respective oaths of office ..	31
51.	" " " " ..	Feb. 1	May 9	Joint Report of Mixed Commission for 1858 ..	32
52.	The Earl of Malmesbury to H.M.'s Commissioner	May 21	..	Approving his proceedings respecting "Rio Zaire" ..	32
53.	H.M.'s Acting Commissioner to the Earl of Malmesbury	Feb. 23	June 1	Sentence of Court of Relação on slave-dealer Benito Derizanz ..	32
54.	" " " " ..	Mar. 5	July 4	Escape of "J. W. Reid" with slave cargo. Slave Trade under United States' flag ..	34
55.	" " " " ..	Mar. 10	July 4	Renewal of oath by Portuguese Commissioners ..	35
56.	" " " " ..	Mar. 10	July 4	Receipt of despatch of December 23, respecting the "serviço de carregadores" ..	36
57.	" " " " ..	Apr. 2	July 4	Schooner, without colours and papers, captured by "Triton" ..	36

LIST OF PAPERS.

v

No.			Date. 1859	Receipt. 1859	SUBJECT.	Page
58.	H.M.'s Acting Commissioner to the Earl of Malmesbury		Apr. 10	Sept. 2	Correspondence with Governor-General respecting " <i>J. J. Cobb</i> " having shipped slaves at Loango .	36
59.	"	"	Apr. 15	Sept. 2	Report on Slave Trade for 1858 .	37
60.	"	"	Apr. 20	Sept. 2	Arrival of United States' corvette " <i>Marion</i> "	43
61.	"	"	May 1	Sept. 2	Acknowledging despatch of January 22, respecting Board of Superintendence	43
62.	"	"	May 10	Sept. 2	Capture of " <i>Orion</i> " and " <i>Ardennes</i> ," and recase of " <i>Emma Lincoln</i> " by " <i>Marion</i> "	43
63.	H.M.'s Commissioner to the Earl of Malmesbury		June 30	Sept. 2	Acknowledging despatch of April 13 respecting Sir H. Huntley	45
64.	H.M.'s Commissioners to the Earl of Malmesbury		July 1	Sept. 2	No case adjudicated during last half-year	46
65.	H.M.'s Commissioner to the Earl of Malmesbury		July 10	Sept. 2	Departure of Sir H. Huntley for England	46
66.	H.M.'s Acting Commissioner to the Earl of Malmesbury		May 24	Oct. 1	Case of " <i>Regla</i> ," captured by " <i>Triton</i> "	46
67.	"	"	June 25	Oct. 1	Further respecting " <i>Regla</i> "	50
68.	"	"	June 26	Oct. 1	Letter to Governor-General respecting seizure of " <i>Regla</i> "	55
69.	H.M.'s Commissioner to the Earl of Malmesbury		July 25	Dec. 4	Brigantine " <i>Rosa</i> " captured by " <i>Viper</i> "	59
70.	"	"	July 25	Dec. 4	Barque (formerly " <i>Amanda and Maria</i> ") captured by " <i>Antelope</i> "	59
71.	"	"	Aug. 10	Dec. 4	Schooner " <i>Stephen H. Townsend</i> " captured by " <i>Archer</i> "	59
72.	"	"	Aug. 30	Dec. 4	Brig " <i>Esperanza</i> " captured by " <i>Pluto</i> "	60
73.	"	"	Aug. 31	Dec. 4	Further correspondence with Governor-General respecting " <i>Rio Zaire</i> "	60
74.	H.M.'s Commissioner to Lord J. Russell		Sept. 1	Dec. 4	Capture of Mexican barque " <i>Laura</i> " by " <i>Archer</i> "	61
75.	"	"	Sept. 10	Dec. 4	Schooner captured by " <i>Triton</i> "	62
76.	"	"	Sept. 20	Dec. 4	Schooner captured by " <i>Archer</i> "	62
77.	"	"	Sept. 20	Dec. 4	Slave Trade under United States' flag, and correspondence with Commander of United States' corvette " <i>Vincennes</i> "	62
78.	"	"	Sept. 28	Dec. 4	Capture of " <i>Regla</i> ." Correspondence respecting her	64
79.	"	"	Oct. 31	Jan. 24	Portuguese Commissioner gone home on leave. Governor-General sworn in	68
80.	"	"	Oct. 31	Jan. 24	Capture of " <i>Lillie Mills</i> " by " <i>Archer</i> "	69
81.	"	"	Oct. 31	Jan. 24	" <i>Emily</i> " captured by United States' corvette " <i>Portsmouth</i> "	69
82.	"	"	Nov. 11	Jan. 24	Capture of " <i>Eloisa</i> " by " <i>Archer</i> "	70
83.	"	"	Nov. 18	Jan. 24	Proceedings of Her Majesty's cruisers towards vessels employed in coasting trade	70
84.	"	"	Nov. 25	Jan. 24	Capture of " <i>Tavernier</i> ," with 518 slaves, by " <i>Viper</i> "	80
85.	"	"	Nov. 30	Jan. 24	Correspondence with Governor-General respecting clearance of " <i>Emily</i> "	81
86.	Lord J. Russell to H.M.'s Commissioner		1860 Feb. 4	..	Approving his proceedings respecting Dr. Menezes, reported in despatch of October 31	84
87.	"	"	Feb. 4	..	Approving his correspondence with Governor-General respecting proceedings of Her Majesty's cruisers towards coasting trade	84
88.	H.M.'s Commissioner to Lord J. Russell		1859 Dec. 20	Mar. 13	Capture of " <i>Orion</i> ," with 888 slaves, by " <i>Pluto</i> "	84
89.	"	"	Dec. 28	Mar. 13	Capture of " <i>Delicia</i> " by United States' sloop " <i>Constellation</i> "	85
90.	"	"	Dec. 31	Mar. 13	No case adjudicated during last half-year	85

REPORTS FROM NAVAL OFFICERS.

WEST COAST OF AFRICA.

No.	Date. 1859	Receipt. 1859	SUBJECT.	Page
91. Commander Hunt to the Secretary to the Admiralty	Mar. 30	Apr. 2	Further report respecting visit paid to the French ship "Phoenix" . . .	86
92. Commodore Wise to the Secretary to the Admiralty	Mar. 11	Apr. 5	Correspondence with Commodore Protet relative to visit of French ship "Phoenix" by Her Majesty's ship "Alecto" . . .	87
93. Lieutenant Burton to the Secretary to the Admiralty	Feb. 6	Apr. 9	Capture of a brigantine off River Killongo by Her Majesty's ship "Triton" . . .	88
94. Lieutenant Gibbons to the Secretary to the Admiralty	Jan. 17	Apr. 9	Brigantine captured off Whydah by Her Majesty's ship "Sharpshooter" . . .	89
95. Commodore Wise to Rear-Admiral Sir F. Grey	Mar. 15	Apr. 9	Relative to revival of Slave Trade in the Bights of Benin and Biafra . . .	89
96. " " " "	Mar. 17	Apr. 11	Proceedings of Her Majesty's ship "Vesuvius" and the squadron on West Coast of Africa . . .	90
97. " " " "	Mar. 18	Apr. 12	Visit of Her Majesty's ship "Brune" to Kosoko, ex-King of Lagos, at Eppi . . .	91
98. Rear-Admiral Sir F. Grey to the Secretary to the Admiralty	Mar. 15	May 5	Details of capture by Her Majesty's ship "Viper," of the " <i>Rufus Soule</i> " . . .	92
99. " " " "	Mar. 15	May 7	Respecting boarding of French barque "Chance" by Her Majesty's ship "Hydra" . . .	93
100. " " " "	Mar. 21	May 21	Report on Slave Trade on East and West Coasts of Africa. Return of vessels in 1857 and 1858 . . .	95
101. Commodore Wise to the Secretary to the Admiralty	Apr. 24	June 13	Death of Consul Campbell. Disturbances at Lagos. British flag should be hoisted there . . .	101
102. Lieutenant Burton to the Secretary to the Admiralty	May 4	June 28	Capture, by Her Majesty's ship "Triton," of a vessel off Mesel . . .	101
103. Lieutenant Simpson to Commander Courtenay	Apr. 25	July 14	Boarding, by Her Majesty's ship "Pluto," of United States' barque " <i>Ardennes</i> " . . .	101
104. Commander Hodgkinson to the Secretary to the Admiralty	Mar. 21	July 13	Boarding of the United States' barque " <i>J. J. Cobb</i> " by Her Majesty's ship "Viper" . . .	103
105. Lieutenant Simpson to Commander Courtenay	Apr. 25	July 15	Boarding of United States' ship " <i>Orion</i> " by Her Majesty's ship "Pluto" . . .	103
106. Lieutenant Burton to the Secretary to the Admiralty	Apr. 24	July 16	Reporting boarding and detention of United States' barque " <i>Orion</i> " . . .	104
107. Commodore Wise to Rear-Admiral Sir F. Grey	May 14	July 23	Reporting the circumstances attending the boarding of the United States' brig " <i>H. C. Sampson</i> " . . .	107
108. Commodore Wise to the Secretary to the Admiralty	May 18	July 25	Copy of letter addressed by him to the Spanish Governor of Fernando Po, requesting him to prohibit the conveyance, under the English flag, of domestic slaves from the mainland to that island . . .	108
109. " " " "	May 18	July 26	Visit of Her Majesty's ship "Conflict" to the factories at Punta da Lenha . . .	109
110. " " " "	May 16	July 26	Relative to the prostitution of the American flag for Slave Trade purposes . . .	109
111. " " " "	May 16	July 26	Respecting Her Majesty's ships "Triton" and "Pluto" having conveyed to the United States' corvette "Marion" the United States' vessels " <i>Orion</i> " and " <i>Ardennes</i> ," upon suspicion of their being engaged in the Slave Trade . . .	110
112. " " " "	May 18	July 27	Proceedings of Her Majesty's ship "Viper" in River Congo, and the boarding of the American vessel " <i>J. J. Cobb</i> " . . .	112

N .		Date. 1859	Receipt. 1859	SUBJECT.	Page
113.	Commodore Wise to the Secretary to the Admiralty	May 18	July 27	Report on the factories at Embomma and at Pirate's Creek, connected with the French emigration scheme on West Coast of Africa .	112
114.	Lieutenant Pike to Commodore Wise ..	June 20	July 14	Capture of a slaver (formerly " <i>Amanda and Maria</i> ") by Her Majesty's ship " <i>Antelope</i> " ..	112
115.	Rear-Admiral Sir F. Grey to the Secretary to the Admiralty	June 8	July 18	Instructions issued by him respecting trading-vessels of Fernando Po, under English flag, having proper registers, and not being allowed to carry domestic slaves ..	113
116.	Commodore Wise to Rear-Admiral Sir F. Grey	June 9	Aug. 26	Relative to French having ceased to procure emigrants from near Cape Mount, Liberia ..	113
117.	" " ..	June 9	Aug. 26	Slave Trade on West Coast of Africa. Visit to " <i>Brownsville</i> " by Her Majesty's ship " <i>Pluto</i> " ..	114
118.	Commander Hewett to the Secretary to the Admiralty	June 15	Sept. 5	Capture and destruction of a brigantine by Her Majesty's ship " <i>Viper</i> " ..	114
119.	Lieutenant Simpson to the Secretary to the Admiralty	July 17	Oct. 15	Capture, by Her Majesty's ship " <i>Pluto</i> ," of Spanish brig " <i>Esperanza</i> " ..	115
120.	Commodore Wise to the Secretary to the Admiralty	July 27	Oct. 15	Capture and destruction of three feluccas by Her Majesty's ship " <i>Vesuvius</i> " ..	116
121.	" " ..	Aug. 9	Oct. 15	Boarding of American vessel " <i>Memphis</i> " by Her Majesty's ship " <i>Vesuvius</i> " ..	116
122.	" " ..	Aug. 15	Oct. 15	Boarding of United States' slaver " <i>Star of the East</i> ," by Her Majesty's ship " <i>Vesuvius</i> " ..	117
123.	Lieutenant Burton to the Secretary to the Admiralty	July 29	Oct. 15	Boarding of United States' vessel " <i>Memphis</i> " by Her Majesty's ship " <i>Triton</i> " ..	117
124.	" " ..	July 30	Oct. 15	Boarding of " <i>Ottawa</i> " by Her Majesty's ship " <i>Triton</i> " ..	118
125.	Commodore Wise to the Secretary to the Admiralty	July 26	Oct. 15	Respecting boarding of United States' barque " <i>Isla da Cuba</i> " by " <i>Vesuvius</i> " ..	118
126.	" " ..	Aug. 27	Oct. 25	Slave Trade, and proceedings of Her Majesty's ships on West Coast of Africa ..	119
127.	" " ..	July 26	Oct. 26	Report on Slave Trade on West Coast of Africa ..	120
128.	Lieutenant Burton to the Secretary to the Admiralty	Aug. 10	Oct. 30	Boarding of " <i>Lillie Mills</i> " by Her Majesty's ship " <i>Triton</i> " ..	126
129.	" " ..	Aug. 17	Oct. 30	Capture of schooner by Her Majesty's ship " <i>Triton</i> " ..	126
130.	Commander Sullivan to the Secretary to the Admiralty	Sept. 20	Nov. 8	Capture of slaver by Her Majesty's ship " <i>Conflict</i> " ..	126
131.	Commander Fitz-Roy to the Secretary to the Admiralty	Aug. 17	Nov. 12	Reporting boarding of United States' vessel " <i>J. Harris</i> " by Her Majesty's ship " <i>Falcon</i> " ..	127
132.	Lieutenant Simpson to Commodore Wise ..	Sept. 4	Nov. 12	Seizure of two launches by Her Majesty's ship " <i>Pluto</i> " ..	127
133.	Commander Hewett to the Secretary to the Admiralty	Aug. 18	Nov. 12	Reporting capture of schooner by Her Majesty's ship " <i>Archer</i> " ..	128
134.	" " ..	July 27	Nov. 12	Reporting boarding of American barque " <i>Star of the East</i> " by Her Majesty's ship " <i>Archer</i> " ..	128
135.	Lieutenant Burton to the Secretary to the Admiralty	Sept. 11	Nov. 15	Boarding of United States' vessel " <i>Emily</i> " by Her Majesty's ship " <i>Triton</i> " ..	128
136.	Commodore Wise to the Secretary to the Admiralty	Sept. 23	Nov. 15	Relative to Commander Totten, of the United States' corvette " <i>Vincennes</i> ," having neglected to board the slaver " <i>Memphis</i> ," and calling attention to the previous conduct of that officer ..	129
137.	Commander Hewett to the Secretary to the Admiralty	July 27	Nov. 17	Capture of " <i>Stephen H. Townsend</i> " by Her Majesty's ship " <i>Archer</i> " ..	131
138.	" " ..	Aug. 10	Nov. 17	Seizure of Mexican vessel " <i>Laura</i> " by Her Majesty's ship " <i>Archer</i> " ..	132
139.	Rear-Admiral Sir F. Grey to the Secretary to the Admiralty	Sept. 14	Nov. 18	Greater powers should be given to United States' cruisers for detaining and sending for trial vessels equipped for the Slave Trade ..	134
140.	Commodore Wise to the Secretary to the Admiralty	Sept. 23	Nov. 22	Explaining circumstances respecting the capture of " <i>Rufus Soule</i> " on October 11, 1858 ..	134

No.	Date.	Receipt.	SUBJECT.	Page
	1859	1859		
141. Captain Courtenay to the Secretary to the Admiralty	Sept. 27	Nov. 29	Capture of " <i>Eloisa</i> " by Her Majesty's ship " <i>Archer</i> " ..	137
142. " " ..	Sept. 24	Nov. 30	Capture of " <i>Lillie Mills</i> " by Her Majesty's ship " <i>Archer</i> " ..	138
143. Commodore Wise to the Secretary to the Admiralty	Oct. 22	Dec. 2	Relative to Her Majesty's ships co-operating with the cruisers of the United States ..	138
144. " " ..	Oct. 22	Dec. 5	Relative to Slave Trade on West Coast from January 1 to September 30, 1859 ..	139
145. Lieutenant Chapman to the Secretary to the Admiralty	Sept. 27	Dec. 15	Capture, by Her Majesty's ship " <i>Spitfire</i> ," of a slaver with 500 slaves on board ..	143
146. Commander Close to the Secretary to the Admiralty	Dec. 22	Dec. 24	Explaining circumstances attending capture of the " <i>Lydia Gibbs</i> " ..	143
147. Commander Fitz-Roy to Commodore Wise ..	Aug. 17	Dec. 29	Boarding of United States' vessel " <i>J. Harris</i> " by Her Majesty's ship " <i>Falcon</i> " ..	145
148. Commander Hewett to the Secretary to the Admiralty	Sept. 20	Dec. 29	Boarding of United States' vessel " <i>Rebecca</i> " by Her Majesty's ship " <i>Viper</i> " ..	145
149. Captain Courtenay to the Secretary to the Admiralty	Oct. 19	Dec. 29	Boarding of United States' vessel " <i>Frances Ellen</i> " by Her Majesty's ship " <i>Archer</i> " ..	145
150. Commodore Wise to Rear-Admiral Sir F. Grey	Nov. 23	Dec. 29	Report respecting renewal of Slave Trade in Bight of Benin ..	146
151. Rear-Admiral Sir F. Grey to the Secretary to the Admiralty	Nov. 17	Jan. 2	Report on Slave Trade on West and East Coast of Africa ..	146
152. Lieutenant Burton to the Secretary to the Admiralty	Oct. 13	Jan. 12	Boarding of United States' vessel " <i>Tavernier</i> " by Her Majesty's ship " <i>Triton</i> " ..	148
153. Commodore Edmonstone to the Secretary to the Admiralty	Dec. 30	Feb. 1	Reporting capture by " <i>Arrogant</i> " of Mexican barque " <i>El Rosarito</i> " ..	148
154. Commodore Wise to Rear-Admiral Sir F. Grey	Dec. 24	Feb. 2	Captures made by Her Majesty's ships " <i>Conflict</i> " and " <i>Spitfire</i> " ..	148
155. Lieutenant Burton to the Secretary to the Admiralty	Dec. 24	Mar. 1	Capture of brig " <i>Dos Hermanos</i> " by Her Majesty's ship " <i>Triton</i> " ..	149
156. " " ..	Jan. 9	Mar. 1	Capture of " <i>Pamphylia</i> " by Her Majesty's ship " <i>Triton</i> " ..	149
157. Rear-Admiral Sir F. Grey to the Secretary to the Admiralty	Jan. 10	Mar. 1	Refers to letter of October 10, 1859. Lieutenant Burton's report respecting capture of " <i>Regla</i> " by Her Majesty's ship " <i>Triton</i> " ..	150
158. Commodore Edmonstone to Rear-Admiral Sir F. Grey	Jan. 21	Mar. 1	Respecting Slave Trade on West Coast ..	151
159. Lieutenant Simpson to Captain Courtenay ..	Jan. 25	Mar. 15	Boarding of American brigantine " <i>John R. Rhoades</i> " by Her Majesty's ship " <i>Pluto</i> " ..	152
160. " " ..	Dec. 1	Mar. 15	Capture, by Her Majesty's ship " <i>Pluto</i> ," of barque " <i>Orion</i> ," with 888 slaves on board ..	153
161. The Secretary to the Admiralty to Lord Wodehouse	Mar. 14	Mar. 16	Detention of American brigantine " <i>Jehossee</i> " by Her Majesty's ship " <i>Falcon</i> ." As to extent of British waters off Quitta ..	154

EAST COAST OF AFRICA STATION.

	1859	1859		
162. Rear-Admiral Sir F. Grey to the Secretary to the Admiralty	Aug. 19	Oct. 29	Slave Trade on East Coast. Proceedings at Zanzibar ..	157
163. " " ..	Jan. 19	Mar. 3	Respecting Slave Trade in Mozambique Channel. Dr. Livingstone's expedition, and capture of " <i>Echo</i> " by Her Majesty's ship " <i>Lyra</i> " ..	159

SOUTH-EAST COAST OF AMERICA STATION.

	1859	1859		
164. Rear-Admiral Sir S. Lushington to the Secretary to the Admiralty	Jan. 22	Apr. 7	Relative to the ship " <i>Santo</i> ," visited by " <i>Oberon</i> ," but no proofs of her being a slaver ..	161
165. " " ..	Sept. 20	Dec. 8	Arrival at Rio de Janeiro of the French ship " <i>Splendid</i> ," intended for conveyance of negroes from Congo to French West India Colonies ..	162
166. " " ..	Nov. 16	Jan. 9	Relative to an attempt to land slaves to the north of Rio de Janeiro ..	162

Class A.

CORRESPONDENCE

WITH

BRITISH COMMISSIONERS.

SIERRA LEONE.

No. 1.

Her Majesty's Judge to the Earl of Malmesbury.—(Received April 8.)

My Lord,

Sierra Leone, March 2, 1859.

I HAVE the honour to lay before your Lordship my Annual Report for the year 1858, with such information respecting the state of the Slave Trade on this coast as I have had the opportunity of obtaining.

During the past year no case has been adjudicated by the British and Foreign Mixed Courts of Justice established in this Colony for the suppression of the Slave Trade. The total number of cases adjudicated by the Mixed Courts, and the number of slaves emancipated and registered, remain, therefore, the same as at the date of my last Annual Report.

During the past year nine vessels have been condemned in the Vice-Admiralty Courts of this Colony under the Act 2 and 3 Vict., cap. 73. Of these vessels six showed American colours previous to capture, and were commanded by United States' citizens, but were given up to the captors as destitute of nationality, the flag and papers being destroyed. The remaining three exhibited no colours, nor any other token of nationality. They were all fully equipped for the Slave Trade, and were condemned on that ground.

Of the above vessels one was captured off Whydah, and the remaining eight south of the line, principally in the neighbourhood of Loango and the Congo.

The foregoing list of condemnations during the past year shows a decrease in number as compared with 1857, fifteen vessels having been condemned during that year in the Vice-Admiralty Court of this Colony, besides one in the British and Spanish Mixed Court of Justice: but I regret to say that this decrease in the number of captures made by Her Majesty's cruisers is far from being a proof of a decrease in the Slave Trade carried on from the West Coast of Africa; on the contrary, it is but too clear, from the Reports of Her Majesty's naval officers employed on this station, that during the past year that Trade has been carried on with greater activity and success than has been the case for many years past. I regret to state, on unquestionable authority, that the number of slaves known to have been exported from the West Coast during the year 1858 amounts to between

10,000 and 11,000; and in all probability many other shipments have taken place which have not become known to British authorities.

This unfortunate and discouraging state of things is owing solely to the protection which is afforded to slave-traders by the use of the flag of the United States. The Slave Trade on this coast is now carried on entirely under cover of that flag, and of late the evil has increased in magnitude. Formerly slavers coming to the coast under the American flag, in many instances assumed a nationality to which they were not entitled, their papers proving to be fraudulent; but for some time past every vessel engaged in this nefarious Traffic, which has been fallen in with by Her Majesty's cruisers, has been found to have genuine American papers in perfect order. The consequence of this disgraceful abuse of the American flag is, that in the absence of United States' cruisers, the Slave Trade has been carried on under its protection with complete impunity, as a British officer will not run the risk of detaining a vessel whose papers prove her *bonâ fide* American nationality, although he may have no doubt as to the nefarious Traffic in which she is engaged.

In my last Annual Report I stated that the chief slave-trading resorts were Whydah, in the Bight of Benin, and the Congo, on the South Coast. During the last year, however, the Slave Trade has been almost entirely confined to that part of the South Coast north of the Portuguese Possessions, there having been few, if any, shipments of slaves from any parts of the Bights of Benin or Biafra. In the Portuguese Possessions south of the line, the Slave Trade, as your Lordship is doubtless already aware, has absolutely ceased to exist.

With regard to the Rivers Pongas and Nunez, to the north of this Colony, it is open to some doubt whether a shipment of slaves has taken place during the past year from either of those localities. Reports to that effect have been spread here; but though there is no evidence to justify a belief that slaves have been shipped, I do not think that it can be asserted with absolute certainty that no shipment has been effected.

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

No. 2.

Her Majesty's Judge to the Earl of Malmesbury.—(Received April 8.)

My Lord,

Sierra Leone, March 14, 1859.

I HAVE the honour to acknowledge the receipt of Mr. Fitzgerald's letter of the 16th ultimo, inclosing Her Majesty's Commission, appointing me to be the Judge of the Mixed Courts of Justice established in this Colony.

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

No. 3.

Her Majesty's Judge to the Earl of Malmesbury.—(Received May 9.)

My Lord,

Sierra Leone, April 18, 1859.

IT is my painful duty to report to your Lordship the death, on the 7th instant, of M. Joaquin de Zugasti, Her Catholic Majesty's Judge in the British and Spanish Mixed Court of Justice. M. de Sanguirico, the Spanish Vice-Consul, has in consequence assumed the office of Acting Judge on the part of Spain.

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

No. 4.

Her Majesty Judge to the Earl of Malmesbury.—(Received June 10.)

My Lord,

Sierra Leone, May 17, 1859.

I HAVE, with great regret, to report to your Lordship the death, on the 5th instant, of M. de Sanguirico, the Spanish Vice-Consul in this Colony, and Her Catholic Majesty's Acting Judge in the Mixed Court.

This melancholy event leaves the Spanish Government without a Representative in the above Court.

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

No. 5.

Lord J. Russell to Her Majesty's Judge.

Sir,

Foreign Office, July 18, 1859.

THE Spanish Government having been made acquainted with the intelligence contained in your despatches of the 18th of April and 17th of May last, the former announcing the decease of M. Joaquim de Zugasti, Her Catholic Majesty's Judge in the Mixed Commission Court established at Sierra Leone, and the latter reporting the death of M. de Sanguirico, the Spanish Vice-Consul at that place, by which latter event Her Catholic Majesty was left without a Representative in the Mixed Commission Court, I have now to acquaint you that the Spanish Minister at this Court has informed me that Don Carlos Carvalho has been appointed Her Catholic Majesty's Consul-General and Judge in the Mixed Commission Court at Sierra Leone, and I have also received a despatch from Her Majesty's Minister at Madrid announcing the appointment of Don Manuel de Zea Bermudez to the post of Spanish Vice-Consul in that Colony.

I am, &c.

(Signed) J. RUSSELL.

No. 6.

Her Majesty's Judge to Mr. Fitzgerald.—(Received August 9.)

Sir,

Sierra Leone, June 30, 1859.

I HAVE the honour to acquaint you that no case has come before the British and Netherlands, British and Spanish, British and Argentine, British and Uruguayan, British and Bolivian, British and Chilian, British and Equatorial Mixed Courts of Justice established in this Colony for the prevention of the illicit Traffic in Slaves, during the half-year ending this day.

I have, &c.

(Signed) G. SKELTON.

No. 7.

Her Majesty's Judge to the Earl of Malmesbury.—(Received August 9.)

My Lord,

Sierra Leone, June 30, 1859.

I HAVE the honour to acquaint your Lordship that no slaves have been emancipated, and, consequently, that none have been registered by the Courts of Mixed Commission at this station, during the half-year ending this day.

I have, &c.

(Signed) G. SKELTON.

No. 8.

Her Majesty's Judge to the Earl of Malmesbury.—(Received August 9.)

My Lord,

Sierra Leone, July 2, 1859.

I HAVE the honour to transmit herewith to your Lordship a Return of the vessels captured on suspicion of being engaged in the Slave Trade, which have been adjudicated by the Vice-Admiralty Court in this Colony, during the half-year ending on the 30th of June last, under the Act 5 Geo. IV, cap. 113, and 2 & 3 Vict., cap. 73.

I have, &c.

(Signed) G. SKELTON.

Inclosure in No. 8.

RETURN of Vessels captured on suspicion of being engaged in the Slave Trade, and adjudicated by the Vice-Admiralty Court at Sierra Leone, from January 1 to June 0, 1859.

Name of Vessel.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of Slaves captured.	Number of Slaves adjudged to be emancipated.	Tonnage. English.	Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed, or prosecution instituted.	Whether property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
1. Unknown	None	Mahamadoo Thero (owner)	1858 Dec. 9	Lat. Long. About 1½ miles from the land off Tombo, within the waters of Sierra Leone	Canoe or boat, 1 slave, and some merchandise	E. A. C. Macartney, Esq., Manager, Western District	1859 Jan. 29	1	1	...	Forfeiture	5 Geo. IV, c. 113	Canoe and effects sold at public auction; proceeds not sufficient to cover expenses; deficiency to be paid by captor	
2. Ditto	None	Unknown	1859 Jan. 17	6° 16' N. 9° 3' E. Off Lagos	Brigantine and stores	Lieutenant Charles Gibson, Her Majesty's steam-vessel "Sharpshooter"	Mar. 16	...	...	Under Rule 2 of 17 & 18 Vict., c. 104, s. 22, 76	Ditto	2 & 3 Vict., c. 73	Vessel broken up; materials and effects sold at public auction; proceeds paid into the Military Chest	Vessel equipped for Slave Trade; had neither papers nor colours.
3. Ditto	None	Ditto	Jan. 12	River Brass	Brig and stores	Captain John Sanderson, Her Majesty's ship "Archer"	Apr. 27	...	...	Under 10 sec. 8 & 9 Vict., c. 60, 288½	Ditto	Ditto	Casks and spars sold at Lagos; proceeds paid into Military Chest	Vessel equipped for Slave Trade; neither crew, papers, nor colours found on board. From the very defective state of the equipment of this vessel it was deemed necessary to destroy her, prior to which the casks and spars were taken out of her and sold at Lagos; the British Consul at that place guaranteeing their being used for legitimate purposes.
4. Ditto	None	Ditto	Apr. 20	Waterloo creek, within the waters of Sierra Leone	Two canoes and 48 slaves	R. H. Lord, Esq., Manager, Second Eastern District	Apr. 30	48	48	...	Ditto	5 Geo. IV, c. 113	Canoe and effects sold by public auction; proceeds not sufficient to cover expenses; deficiency to be paid by captor	The canoe being unseaworthy the slaves were brought to Freetown in two fishing-boats. Ten of the number captured proved to be free persons
5. Ditto	None	Ditto	Apr. 22	Off Talsanah, within the waters of Sierra Leone	One canoe and 55 slaves	E. A. C. Macartney, Esq., Manager, Western District	May 7	55	55	...	Ditto	Ditto	...	...
6. Ditto	None	Ditto	Apr. 22	Ditto	One canoe and 30 slaves	Ditto	May 11	30	30	...	Ditto	Ditto	...	...
7. Ditto	None	L. A. Thomazine	Apr. 9	108° 4' S. 8° 36' W.	Barque and stores	Wm. H. Truscott, Esq., Commander Her Majesty's sloop "Heron"	May 13	...	...	Under Rule 2 of 17 & 18 Vict., c. 92, 250½	Ditto	2 & 3 Vict., c. 73	Vessel broken up, materials and effects sold at public auction; proceeds at present in the hands of the Marshal	Vessel equipped for Slave Trade; no papers or colours on board; seventeen shots were fired at her before she hove-to. Her Majesty's ship "Heron" was totally lost in a tornado, on the 9th of May, and with the exception of the commander and 24 men her crew all perished. Two of the number captured proved to be free persons.
8. Ditto	None	Unknown	May 6	Off Tombo	One canoe and 27 slaves	E. A. C. Macartney, Esq., Manager, Western District	May 13	27	27	...	Ditto	5 Geo. IV, c. 113	Canoe and effects sold at public auction; proceeds not sufficient to cover expenses; deficiency to be paid by captor	
9. Ditto	None	Ditto	June 4	Off York Island, about 1½ miles from mainland	One canoe and 11 slaves	Ditto	June 18	11	11	...	Ditto	Ditto	Ditto	

Sierra Leone, July 1, 1859.

(Signed)

GEO. W. NICOL, Acting Registrar.

No. 9.

*Her Majesty's Judge to Lord J. Russell.—(Received September 15.)*My Lord, *Sierra Leone, August 20, 1859.*

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 18th ultimo, informing me of the appointment of Don Carlos Carvalho to be Her Catholic Majesty's Consul-General, and Judge of the Court of Mixed Commission in this Colony; and of Don Manuel de Zea Bermudez to be Spanish Vice-Consul.

Señor Bermudez arrived here on the 11th instant, and has been sworn in as Acting Judge on the part of Spain.

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

No. 10.

*Her Majesty's Judge to Lord Wodehouse.—(Received February 13, 1860.)*My Lord, *Sierra Leone, December 31, 1859.*

I HAVE the honour to acquaint your Lordship that no case has come before the British and Netherlands, British and Spanish, British and Argentine, British and Uruguayan, British and Bolivian, British and Chilian, British and Equatorial Mixed Courts of Justice established in this Colony for the prevention of the illicit Traffic in Slaves during the half-year ending this day.

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

No. 11.

*Her Majesty's Judge to Lord J. Russell.—(Received February 13, 1860.)*My Lord, *Sierra Leone, December 31, 1859.*

I HAVE the honour to acquaint your Lordship that no slaves have been emancipated, and consequently that none have been registered by the Courts of Mixed Commission at this Station, during the half-year ending this day.

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

No. 12.

*Her Majesty's Judge to Lord J. Russell.—(Received February 13.)*My Lord, *Sierra Leone, January 18, 1860.*

I HAVE the honour to transmit herewith to your Lordship a Return of the vessels captured on suspicion of being engaged in the Slave Trade which have been adjudicated by the Vice-Admiralty Court in this Colony during the half-year ending on the 31st of December, 1859, under the Acts 5 Geo. IV, cap. 113, and 2 and 3 Victoria, cap. 73.

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

No. 13.

*Her Majesty's Judge to Lord J. Russell.—(Received March 13.)*My Lord, *Sierra Leone, February 3, 1860.*

I HAVE the honour to lay before your Lordship my Annual Report for the year 1859, with such information respecting the state of the Slave Trade on this coast as I have had the opportunity of obtaining.

During the past year no case has been adjudicated by the British and Foreign Mixed Courts of Justice established in this Colony for the suppression of the Slave Trade. The total number of cases adjudicated by the Mixed Courts amounts, therefore, to 532, and the total number of slaves emancipated and registered to 56,935, the same as at the date of my Report for 1857.

During the past year six vessels have been condemned in the Vice-Admiralty Court of this Colony, under the Act 2 & 3 Vict., cap. 73. Of these vessels one had 469 slaves on board, of whom 9 died before adjudication. The others were all equipped for the Slave Trade.

The vessel with slaves was captured in the neighbourhood of Whydah; and of the other five one was captured off Lagos, one in the River Brass, to the north of the Bight of Biafra, one at sea, and two in the vicinity of the slave-trading haunts to the south of the line. Not one of these vessels had, when detained, either name, colours, or papers of any kind: their crews consisted, as is usually the case, principally of Portuguese.

The locality of some of the above captures would seem to indicate a renewal of the Slave Trade in the Bight of Benin, which had almost, if not entirely, ceased during the year 1858. Indeed, I understand that efforts have been lately made to revive the Trade in that quarter, and that a firm has been organized in New York for the purpose.

Besides the foregoing cases, nine native canoes, with 336 slaves on board, have been captured while passing through British waters, and condemned in the Vice-Admiralty Court during the year 1859. This unusually large number is attributable to the hostilities which have been carried on during the past year amongst the Chiefs in the vicinity of Sierra Leone, the great majority having been prisoners of war. It is probable, however, that these slaves were intended for domestic servitude, and not for exportation.

On the South Coast the Slave Trade has been carried on with great activity, almost all of it under the protection of the United States' flag; but I am not in possession of any particulars as to the number of slaves said to have been shipped, or the number of captures which have been made by our squadron, all the prizes taken on that part of the station, with the exception of the two to which I have already alluded, having been sent to St. Helena for adjudication.

With regard to the River Pongas, which is the only place on the coast north of the Bight of Benin, to which any suspicion of Slave Trade still attaches, I heard a report some months ago that two slavers had appeared there, which, however, wanted confirmation, but I have not heard of any shipment of slaves having taken place thence during the year 1859.

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

HAVANA.

No. 14.

Her Majesty's Commissary Judge to the Earl of Malmesbury.—(Received April 5.)

(Extract.)

Havana, January 25, 1859.

THERE has been some delay in transmitting the annual Report upon Slave Trade during the past year, occasioned by my earnest desire to make it as correct and as full as possible.

I have now the honour of laying before your Lordship a statement of the number of slaves known to have been landed in Cuba during 1858, and the proportion which have been captured by the Spanish authorities; showing, that 12,744 have been safely introduced, in defiance of the law and in violation of the existing Treaty, whilst 639 only have been captured; and if to the above number landed, we add the usual allowance of a third, as the approximate number of those of which we have had no information, we arrive at the enormous total of 16,992 slaves landed during the past year.

But I am by no means satisfied that the number of Bozals introduced as slaves here in 1858, has been limited to those numbers; I believe that many cargoes have been run, with regard to which neither the Government of the Island, nor this Commission, has had any intelligence, and that of them the numbers far exceed the proportion of one-third which I have expressed. It would also be but fair to add a like proportion to the number of the captured, making it up to 852, which I think I can venture to assure your Lordship it does not exceed.

I am well aware that this statement will, as has been usual, be denied by the Spanish Government, and that I shall be charged with credulity, as has been the case on other occasions; but I can, indeed, assure your Lordship that I have fully investigated the information I have received, and have been satisfied of its validity, before I have acted in any instance, besides the having thrown aside much that was doubtful or unsupported.

There has been the most glaring corruption of the local authorities, and a connivance at these violations of the law and of the Treaty for suppression of the Slave Trade.

The hush money, and the safe-conduct of one of the cargoes of slaves (980 in number), from the landing-place to the estate, their certificates of baptism, cédulas, &c., are said to have cost the slave-traders about 200,000 dollars, but it produced the desired effect, and could well be afforded out of the enormous profits of the expedition.

Under such circumstances, my Lord, it is not surprising to find the Slave Trade most flourishing. There is nothing to check it but our cruisers on the coast of Africa. We have none now in these waters. The Americans have retired theirs. The Spaniards do not cruize to put an end to the Traffic, and they capture only in cases where they are specially sent on that service, or they take the empty vessels after their cargoes have been safely landed.

Every cargo that has appeared off the coast of this island (having escaped the capture of Her Majesty's cruisers) has been landed, and the unhappy victims continue in slavery; the number of such illegally-introduced Africans that have been seized by the Spanish authorities being quite insignificant: and some estimate of the extent to which the disrespect by Spain of her obligations under the Treaty of 1835, may be arrived at, if we advert to the enormous slave population, which produces 1,800,000 boxes, or nearly 450,000 tons, of sugar, all the tobacco and other exports of this island, and reflect that nearly twenty-

four years have elapsed since the date of the ratification of that Treaty; that the ordinary mortality would have carried off all the slaves of that period by this time; and that, notwithstanding such calculation, there are many more Africans now in Cuba than there were in 1835, certainly not arising from the fecundity of the negroes, which here is exceedingly limited, but owing to the constant stream of Bozals which continues, and instead of diminishing, is, this last year, considerably increased, with a prospect of being kept up, if not augmented, in future, by the facilities afforded to the slave-traders in their abuse of the flag of the United States, under which the Traffic is now, and for some time past has been, carried on to a great extent; the slavers also reckoning upon that perfect impunity here which they have always enjoyed, as there is not one instance of conviction under the penal law; indeed, not one of the slave-traders, most of whom are well known, has ever been subjected to its operation. Such is the feeling here in favour of the Traffic that I conceive it would be impossible to obtain legal proofs against them.

Inclosure in No. 14.

STATEMENT of the Number of Slaves known to have been landed in the Island of Cuba during the Year 1858, and Proportion captured by the Authorities.

Date.	Where landed.	Number landed.	Captured.	Name of Vessel.	Remarks.
Jan. 2	Sagua	500	63	Barque, name unknown	The vessel was captured, empty, by the Spanish steamer "Isabel Francisca," the crew being allowed to escape in the boats. The 63 slaves captured were landed by the coasting schooner "Esperanza," near Matanzas.
Feb. 7	Sagua	400	...	Barque "Rosario."	
	Guanimar	514	...	American brigantine "Crimca"	The negroes were taken to the estate Santa Teresa, near the Ensenada Majana, and the vessel was found with her masts cut away.
" 28	Maríel	400	...	American brigantine "C. Perkins," 176 tons	This cargo belonged to Duranona and Co., and was landed by coasting schooners. The "Perkins" then went to Yucatan, returned here on the 30th May last, and being seized on suspicion of fitting out for another slave voyage, was scuttled and sunk in Havana harbour, during the night of the 6th July, by the master and crew.
March	Sierra Morena	560	...	American barque "Venus"	This vessel took on board 800 slaves at Lamoo.
April 12	Bahia Honda	320	...	Schooner, name unknown	The negroes were taken to an estate called Buena Vista.
Jan.	... ..	520	...	American brig "Nancy," 219 tons	This vessel went to Campeche or Laguna; returned here on the 14th of April, and was fitted out again, when she was seized, July 17, by the United States' Consul, but has since been released.
April 16	Ortigosa	400	...	Barque "Peruana"	Owned by Don José Plá and Don José Fresneda.
May 21	Baracoa	806	...	Barque, name unknown	The agent for this adventure was a certain Mr. Mones. One of the ship's boats was seized at Baracoa, but the landing is denied by the Captain-General.
June 14	Cardenas	935	...	Spanish ship "Iberia"	Eugenio Vinas master; Don Julian Zulueta and others owners. The vessel after landing her cargo was hidden in a creek, and was put ashore on the Colorado, where she was found, and towed here on the 9th September, by the Spanish steamer "Blasco de Garay, and has been made a Government transport.
Aug. 21	Off Sagua ... ..	...	...	American brig "Putnam"	Captured, with 328 negroes, by United States' brig "Dolphin."
Sept. 8	Cardenas	903	...	American ship "Haidee"	Left Kilongo with 1,145 slaves; owners Don Julian Zulueta and others, who conveyed the negroes to the Alava estate, with an escort of about 200 armed men. The bribes on this scandalous occasion are said to have amounted to about 200,000 dollars.
"	Punta de la Teja	650	...	American barque "E. A. Rawlins," 278 tons	The vessel went afterwards to Savannah, and was fined for irregularity of papers.
October	Sierra Morena	415	...	American brig "Charlotte"	Left the Congo with 600 slaves.
"	Ditto	580	...	American brig "E. A. Chase"	
" 15	North Side	1,607	...	Screw steamer	Denied by the Captain-General.
" 30	Jarico	515	515	American barque "Venus"	Captured by Spanish steamer "Venadito."
Nov. 15	Cienfuegos (River Arimao)	325	...	Schooner, name unknown	Probably the Portuguese schooner "Uniao."
Dec.	Remedios	1,100	...	Vessel, name unknown	Probably the American ship "Tratorero." This cargo was landed on the estate Jucaro, belonging to Don Manuel Abreu, in Yaguajay.
" 10	Cardenas	400	...	Vessel, name unknown	
	Ditto	900	61	American brig "Ellen"	Found aground in the Canal de los Barcos.
	Add one-third	12,744	639		
	Total	16,992	639		

Havana, December 21, 1858.

(Signed) JOS. T. CRAWFORD, Commissary Judge.

No. 15.

Her Majesty's Commissary Judge to the Earl of Malmesbury.—(Received April 11.)

My Lord,

Havana, March 12, 1859.

THE increasing Traffic in Slaves, as shown by the recent annual Report of this Commission, and the Consular correspondence upon Slave Trade at this place, cannot but have engaged the serious attention of your Lordship.

Ever since the withdrawal of Her Majesty's cruisers from these waters the slave-

traders have had no check upon their lawless enterprise, and their activity has been in proportion to the facilities they are enjoying ; it being a matter of calculation, without risk of capture or detection, provided they but escape our cruizers on the coast of Africa, their introducing here any number of slaves they please : for it seems that wherever they present themselves, the door is opened to them upon terms which they can well afford to pay for the admission of their miserable cargoes of suffering humanity.

The preparations, therefore, are extensive at present, viz. :—

“*Ines*,” 126 tons, Spanish, fore and aft schooner, painted green, with red moulding.

“*Enterprise*,” 120 tons, American, fore and aft schooner, Moran, master, which was seized and sold as a slave-vessel at Jacksonville, repurchased by the traders now here, painted black, with red moulding.

A barque, a brigantine, and a schooner, are also at present fitting out in this port.

“*Antelope*,” 244 tons, American vessel, sailed from New York the 30th January last for San Juan de los Remedios, from thence to proceed to the coast of Africa, to be engaged in Slave Trade.

The coaster “*Estrella*” lately carried to Cabañas the fittings for a slaver.

The coaster “*Vengativa*” lately carried in the direction of Cape San Antonio the fittings for another vessel.

And the celebrated slaver Captain Don Eugenio Viñas is here at present, and, it is said, will proceed to the coast in a Chilian vessel called “*Eloisa*,” of 487 tons.

I have learnt that an American barque, which sailed from St. Jago de Cuba, on her return from the coast of Africa, has been wrecked at Puerto Rico, and that her cargo of negroes (some 800) have been seized by the Spanish local authorities, and have been declared emancipados.

I have also learnt that a cargo of about 500 Bozals was landed safely at the Ensenada de los Cochinos, about fourteen days since, from a vessel called the “*Pancho*,” and that one of Don Julian Zulueta’s slavers, the “*Dorado*,” is daily expected on this coast.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 16.

Her Majesty’s Commissary Judge to the Earl of Malmesbury.—(Received April 11.) •

My Lord,

Havana, March 15, 1859.

I HAVE the honour of reporting to your Lordship that Mr. William D. Ryder, Her Majesty’s Arbitrator in the Mixed Court established at this place under the Treaty of 1855 for the suppression of the Slave Trade, arrived this day from England, and has resumed his duties accordingly.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 17.

Her Majesty’s Commissioners to the Earl of Malmesbury.—(Received June 2.)

(Extract.)

Havana, May 6, 1859.

WE beg leave to refer to Mr. Crawford’s despatch dated the 23rd ultimo, upon the subject of the preparations for carrying on the Slave Trade, which are very extensive both from the ports of this island and those of the United States.

From New Orleans the “*Rebecca*,” mentioned in the despatch above referred to, has been permitted to proceed on her voyage to the coast of Africa ; and from the same port the barque “*Laura*,” 206 tons, Dolute, master, was cleared on 25th ultimo, for the Congo river, by Pratts, Pujol, and Co., notoriously slave-traders’ agents, and the purpose of her voyage may be inferred from her lading cleared at the Custom-house, viz.. 4,200 feet lumber, 4,100 staves, 10 barrels of peas, 100 barrels of bread, 13 bags of coffee, 12 pots and 200 empty pipes.

Here there are several vessels, supposed to be slavers, fitting out, but we at present refrain from stating their names.

No. 18.

Her Majesty's Commissary Judge to the Earl of Malmesbury.—(Received June 15.)

My Lord,

Havana, May 28, 1859.

THE slave-traders continue to send off vessels to the coast of Africa, and I have to report the sailing this day of the Spanish schooner "*Juana*," of about 150 tons, built at Barcelona.

The brig "*Crimea*," alias "*Luisa*," is again fitting out. This vessel has been more than once already quite prepared for sea, and the outfitters desisted and laid her up again; but I hear that she will now proceed on her voyage.

The celebrated yacht "*Wanderer*" arrived to-day from Savannah, and will, doubtless, be got ready for her African expedition as soon as possible.

I have also to notice the clearance in ballast, for Key West, of the American brig "*W. R. Kibby*;" but she is, it is suspected, in reality gone to the coast to be employed in the Slave Trade.

The "*Enterprise*," reported in my despatch of the 12th March, is (I understand) still here, some difficulty having arisen as to her being dispatched.

But the prospects are sufficiently encouraging for many more expeditions being sent out, as the only danger is our cruizers of the African squadron; there being neither cruizers, nor opposition to the landing of as many slaves as may be brought here, and a brisk demand and ready sale they know awaits them at high prices.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 19.

Her Majesty's Acting Commissary Judge to the Earl of Malmesbury.—(Received August 5.)

My Lord,

Havana, June 10, 1859.

I HAVE the honour to report to your Lordship that Mr. Crawford, Her Majesty's Commissary Judge in the Mixed Court at this place, embarked yesterday evening on board the mail-packet for England, on temporary leave of absence, and that he has requested me to act for him until he returns to his post.

I have, &c.

(Signed) W. D. RYDER.

No. 20.

Her Majesty's Acting Commissary Judge to the Earl of Malmesbury.—(Received August 5.)

My Lord,

Havana, June 24, 1859.

I HAVE the honour of acknowledging the receipt of Mr. Fitzgerald's despatch of the 1st instant, inclosing an extract of a despatch from Her Majesty's Judge in the Mixed Court at Sierra Leone, containing a Report which would appear to confirm the statements in Mr. Crawford's despatch of the 25th of January last, with regard to the increase of the Slave Trade during the past year.

I regret to be obliged to report to your Lordship that the same state of things still continues, and that the total absence of preventive measures on this side of the Atlantic has emboldened the slave-traders to such a degree that vessels, to be employed in that unlawful traffic, are openly fitted out in this harbour, and are cleared for San Thomé, Loanda, and other places on the Coast of Africa, without hindrance on the part of the authorities.

The scarcity of labouring hands is very much felt, notwithstanding the frequent importations from Africa and China, and the price of slaves has risen enormously in consequence, a good field hand being worth from 1,200 to 1,300 dollars, and domestics from 1,200 to 1,800 dollars. Even Bozals or freshly landed negroes fetch as high as 850 dollars, so that these are powerful incentives towards the increase of the Slave Trade, the gains being very great, and the parties interested being certain that all those expeditions which manage to escape the vigilance of

the British squadron on the Coast of Africa, and arrive here are sure to be able to land their cargoes in this island.

I have, &c.
(Signed) W. D. RYDER.

No. 21.

Her Majesty's Acting Commissary Judge to the Earl of Malmesbury.—(Received August 5.)

My Lord, *Havana, July 1, 1859.*
IN obedience to the Act 5 Geo. IV, cap. 113, directing such Returns to be made on the 1st day of January and the 1st day of July in each year, I have the honour to report that there was no case brought for adjudication before the Mixed Court of Justice at this place during the last six months.

I have, &c.
(Signed) W. D. RYDER.

No. 22.

Her Majesty's Commissary Judge to Lord J. Russell.—(Received November 1.)

My Lord, *Havana, September 22, 1859.*
I HAVE the honour of reporting to your Lordship that I have resumed my duties as Her Majesty's Commissary Judge in the Mixed Court of Justice at this place, having this day arrived from England after a short absence on leave.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 23.

Her Majesty's Commissioners to Lord J. Russell.—(Received January 2, 1860.)

My Lord, *Havana, November 25, 1859.*
WE have the honour of acquainting your Lordship that Captain-General Don Francisco Serrano, Conde de San Antonio, was yesterday sworn into office, and has assumed the government of this island, to which he has been appointed by Her Catholic Majesty in the stead of Lieutenant-General Don José de la Concha, Marquez de la Habana, who returns to Spain.

The Mixed Court having met at 1 o'clock yesterday, proceeded to congratulate his Excellency on his arrival, and assuming the government and command, and we have to state to your Lordship that General Serrano's reception was perfectly cordial and satisfactory.

The Court afterwards took occasion to call on the late Captain-General Concha, when his Excellency expressed the great satisfaction it had afforded him during his government, the complete harmony that had subsisted between him and the Tribunal, and his regret, on then taking leave, as having retired from the command, in obedience to the dispositions of his Sovereign.

We have, &c.
(Signed) JOS. T. CRAWFORD.
W. D. RYDER.

No. 24.

Her Majesty's Commissioners to Lord J. Russell.—(Received January 2, 1860.)

(Extract.) *Havana, December 5, 1859.*
WE have reason to believe that the Slave Trade, which is being carried on so extensively and successfully, has been revived in the Mozambique and East Coast of Africa; and that, in consequence of the abundance of negroes, their cheapness, facilities of embarkation, and less risk of capture, numerous expeditions have been

fitted out, and are gone in that direction. Besides that, others are being arranged to be launched as soon as possible, the points of landing and all other preliminaries being settled here, so as to reckon, as nearly as may be, upon a certainty of success.

Such expeditions not unfrequently originate in the United States of America, from whence they take their departure; and there are at present here, we understand, agents from Boston and from New Orleans, who are engaged in completing the subscriptions for shares, which have been already in part filled up by American capitalists. One of these schemes is, for a ship of 900 tons to bring 2,000 slaves, under charge of an experienced slaver, who has made no less than thirteen successful voyages.

It seems that negroes are to be had on the East Coast of Africa for about 28 dollars each; and even so, they are paid for in goods, upon which there is at the least 100 per cent. of profit.

We learn that the ships to be employed in this unholy Traffic, with their goods for barter on board, and prepared with sufficient iron-fitting tanks for a supply of water, proceed from the United States, under American colours, to a port in Madagascar; there the slave-deck is laid in safety and without hindrance, and there they take in their cargoes of human misery, the victims being brought over from the opposite Coast of Africa in Arab vessels: and we have been told that such are the facilities and arrangements that a very large cargo of slaves can be completed in two or three days.

We have also been told that the vessels employed now in these adventures have none of that smartness of appearance that would attract the notice of our cruisers, neither are they clipper-built; but, on the contrary, are burdensome and trader-looking merchantmen calculated to deceive, in which they have generally succeeded, although, owing to the dodge of going to Madagascar, they are seldom fallen in with either by the British or American ships of war, and on this coast they have nothing to fear.

The cost to the slave-traders of the introduction of Bozals here, is attributed to the vigilance of the British Agents. The slavers say that lately it has been 9 doubloons a-head (153 dollars) altogether which they have to pay, instead of 4 doubloons (68 dollars), which it used to be. But your Lordship will easily understand that, selling the Bozals at 1,000 dollars each, notwithstanding the enormous sums they have to pay in bribes, the Trade is still exceedingly lucrative, and, consequently, will be continued and increase, unless it is put an end to by the measures of Her Majesty's Government.

We beg leave to represent to your Lordship the alarming extent of the Slave Trade at present; the preparations for its being carried on, on even a more gigantic scale in future; the total want of attempt, as well as a seeming want of intention, on the part of the Spanish authorities to carry into effect the stipulations of the Treaty for its suppression; and that such is the state of corruption amongst their officials, whose duty it is to prevent the introduction of slaves, that they connive at their being landed; so that there is, in fact, no opposition here to the continuance and extension of the Traffic.

Under these circumstances, we deem it our duty to bring this important matter under the notice and consideration of your Lordship and of Her Majesty's Government.

No. 25.

Her Majesty's Commissary Judge to Lord J. Russell.—(Received February 1, 1860.)

My Lord,

Havana, December 31, 1859.

I HAVE the honour of reporting to your Lordship that no emancipated negroes have been sent from this to Jamaica during the present year.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Her Majesty's Commissioners to Lord J. Russell.—(Received February 1, 1860.)

(Extract.)

Havana, December 31, 1859.

ANOTHER year has passed by, and instead of the Slave Trade having been checked or put an end to, it is our unpleasant duty to state to your Lordship that it has been carried on and is being prosecuted to an extent hardly exceeded in the most flourishing period of that inhuman and detestable traffic previous to the celebration of the Treaty and enactment of the laws for its prohibition and suppression.

We beg leave to lay before your Lordship the inclosed statement of the number of slaves landed in Cuba during the year 1859, showing the number of Bozals which have been captured by the Spanish authorities.

We have had information of the introduction of no less than thirty-nine cargoes, with 22,855 negroes; add to which one-third, as usual, and we have the enormous number of 30,473 slaves landed here in this year, of whom 447 have been captured by a Spanish cruiser.

The navy of Her Catholic Majesty at this station consists of—

- 1 line-of-battle ship.
- 2 sailing frigates.
- 2 screw-propeller frigates.
- 2 paddle-wheel frigates.
- 4 brigs.
- 5 steamer-schooners.
- 2 sailing schooners.

The frigates and smaller vessels might do much to prevent the landing of slaves, if they were employed on that service; but that is not the case. There are, generally, half the force to be found laying in this harbour, and if those at Puerto Rico, on the Spanish Main, and at Vera Cruz, are added to that account, only a very few will be left to watch the coast of Cuba; and there is too much reason to apprehend that hitherto the slavers have not been interfered with, the cruiser where the landings have been effected being conveniently absent at those particular times by previous arrangement with the slave-traders.

We understand that there have recently come four United States' steam-vessels, which are stationed, two on the north and two on the south side of this island, for the purpose of checking the Slave Trade under American colours. One of them has captured a vessel which was fallen in with abandoned,* but having evident signs of having just before landed a cargo of slaves; and another of these cruisers has brought into Trinidad a schooner supposed to have run her cargo of negroes at Sancti Spiritus about four months ago, the slaver having also been fallen in with abandoned off the coast of this island. But these United States' cruisers will be circumvented by their countrymen who are engaged in this nefarious Traffic. The vessels leaving Cuba for the coast of Africa will have regular papers and clearances to warrant their carrying the American flag until they are far away on their voyage. As soon as they have taken on board their cargo of slaves, their American character will have disappeared, and if they are fallen in with on their return, with the negroes on board, the United States' cruiser will have no right to interfere with them.

We regret to have to state to your Lordship that there has not been any British cruiser employed in these waters for prevention of the Slave Trade for a long time past; so that the traders have little or nothing against them, besides the vigilance of Her Majesty's cruisers of the African squadron, of whose activity we are happy to have seen so many proofs in the numerous captures which have been made of vessels fitted for bringing away slaves.

The trade, however, is so very lucrative, owing to the enormous prices to which slaves have risen, that new adventures are continually being entered into, and so many have gone out that it is impossible our cruisers can capture all of them, although they have accounted for a large proportion. So the slave-traders calculate that some of their vessels will be able to load and get away from the coast of Africa, and they reckon upon the rest as on a certainty and an enormous profit; one cargo of Bozals safely landed fully compensating the loss of many

* The "Cygnet," which she took to Key West.

captures before loading, or of four or five of their expeditions with the slaves on board.

Inclosure in No. 26.

STATEMENT of the Number of Slaves Landed, and Proportion Captured, in the Island of Cuba, during 1859.

Date.	Where landed.	Number landed.	Number captured.	Vessel.	Remarks.
Jan. 20	Las Pozas	585	...	Not known.	
Feb. 18	Rancho Veloz	400	...	Ditto	The negroes were Congos.
" 21	Near Cardenas	450	...	Ditto.	
" 26	Ensenada de los Cochinos .	580	...	Spanish brig "Pancho."	
" 28	Near Cardenas	600	...	Unknown.	
April	Bayamo	3,000	...	Two screw steamers.	
" 22	Ensenada de Juraguao ...	600	...	American vessel.	
May	Ensenada de los Cochinos .	475	...	American brig	Of this cargo 250 negroes were taken by a flat to Cienfuegos, and landed at Terry's wharf.
June	Jaruco	762	...	American barque "J. J. Cobb"	This vessel lost 182 on the voyage, and after landing the survivors were fallen in with, abandoned, and brought into Havana, by the American merchant-schooner "Cumberland."
"	Savana-la-mar Creek, near Batabanó	400	...	Spanish schooner	Owned by Don Francisco Lavandeira, probably the "Paquete de Chavez."
" 4	La Teja	350	...	Unknown	
"	Punta de Pasabanaos ...	500	...	American schooner	A small vessel belonging to Biscochea, the Alcalde de Mar of Santa Cruz, was employed in landing this cargo.
" 8	Laguna de Cortés	400	...	Brig, name unknown	Consigned to Don Joaquin Llanusa.
" 20	Guantánamo	76	...	Spanish schooner "Terrible"	From Porto Rico. Part of the "Majestic's" cargo.
"	Jurisdiction of Puerto Principe	600	...	American barque, name unknown.	
"	Ditto	800	...	Chilian ship.	
July	Sagua la Grande	300	...	Unknown	Some of the Sagua railroad employés were arrested for having conveyed part of this cargo into the interior.
August	Near Cardenas	310	...	Spanish ship "Reglita."	
"	Ditto	70	...	Unknown	Owner, — Rosell, of Cardenas. The vessel left the River Congo with, it is said, 1,100 slaves, all of whom perished but the 70 landed.
"	Santa Cruz de Canasi	800	...	American brig "Brownsville."	
"	Siguapa, near Cardenas ...	1,700	...	American clipper ship.	
"	Bahia Honda	700	...	Unknown.	
"	Zarza	340	...	Ditto	Lieutenant-Governor was removed.
Sept. 15	Cienfuegos district	740	...	Portuguese barque, name unknown.	Owned by Don — Canet.
"	Near Cardenas	310	...	Spanish vessel.	
"	Cayo Jutia	600	...	Unknown	The negroes were taken to Pena Blanca, an estate belonging to Don Francisco Marti y Torrens.
" 21	Yaguajay, near Remedios ...	350	...	Brig, name unknown.	
Oct. 2	Guantánamo	320	...	Spanish brig "Trueno."	
" 12	Camarioca	550	...	American barque "Rebecca"	534 tons. Sailed from New Orleans April 4; cleared for the Congo.
" 18	Near Remedios	800	...	Unknown.	
" 20	Laguna del Gato	400	...	Ditto.	
"	Cayo Levisa	500	...	Ditto	The negroes were taken to the estate Pan de Azucar.
Nov. 20	Off Cayo Romano	447	447	American brig	Captured by the Spanish steam-sloop "Blasco de Garay," and taken into Nuevitás.
" 6	Near Sagua	700	...	American vessel	Fitted out at New Bedford, United States.
" 6	Doce Leguas Cayo	450	...	Ditto	The negroes were afterwards landed in the Bay of Manzanillo, close to Trinidad, and were sold at the estate Sabanilla.
"	La Teja	750	...	Chilian barque "Eloisa" ...	— Vinas, master, from the Mozambique, the negroes being Maquas.
"	Near Remedios	650	...	Unknown	The negroes were Lucumis.
"	Sagua la Grande	600	...	American brig "Oyget" ...	The vessel was seized, empty, by the United States' steamer "Mohawk," and taken to Key West.
	Add one-third	23,855	447		
		7,618	149		
	Total	30,473	596		

Havana, December 31, 1859.

(Signed) JOS. T. CRAWFORD, *Commissary Judge.*

No. 27.

Her Majesty's Commissioners to Lord J. Russell.—(Received February 1.)

My Lord, Havana, January 1, 1860.
IN obedience to the Act 5 Geo. IV, cap. 113, directing such Returns to be made on the 1st day of January and the 1st day of July in each year, we have the honour to report that there was no case brought for adjudication before the Mixed Court of Justice at this place during the last six months.

We have, &c.
(Signed) JOS. T. CRAWFORD.
W. D. RYDER.

No. 28.

Her Majesty's Commissioners to Lord J. Russell.—(Received February 1.)

(Extract.) Havana, January 2, 1860.
THAT much abused class of the coloured race known as the "emancipados" continue to suffer the injustice to which they are subjected, and those captured in

1835 it is that are now in turn to receive their free papers, which are very sparingly bestowed, according to the will and pleasure of the Captain-General.

Your Lordship is aware that no satisfactory answer has ever been obtained from this Government as to the number of emancipados in the island.

We have, however, ascertained, and we have reason to believe with approximate correctness, that the total number of these unfortunate people, at the 1st of July last, was upwards of 4,500, besides the 447 captured since, making up about 5,000; but that the mortality has been great since that date. Of those captured, Mr. Vice-Consul Sanchez Dolz reports 130 to have died since they were landed; and allowing 5 per cent. as the amount of mortality amongst the acclimated, from age and sickness, we estimate the total of emancipados at this date at 4,600: but what proportion there may be of males and females, or how many of them are those captured by British cruisers, we have not been able to find out.

We have reason to believe that a tolerably correct account of all the emancipados is kept by the "Seccion" appointed for that purpose in the Colonial Secretary's office at the Government House here, and we would very respectfully suggest that, as our applications, and those of the Consul-General, have hitherto proved ineffectual for obtaining from this Government an account of the emancipados and their descendants remaining of those captured long, long ago by British cruisers, orders may be obtained from the Spanish Government for the Captain-General to furnish such account, stating that all of them are entitled to their free papers, and to give them the option of remaining here, or of electing to be sent to some one of Her Majesty's Colonies; in which case the Spanish authorities are to deliver them to us, in order that they may be sent where your Lordship may be pleased to direct.

CAPE OF GOOD HOPE.

No. 29.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received May 2.)

My Lord,

Cape Town, March 22, 1859.

WE have the honour to draw your Lordship's attention to a point of procedure in this Mixed Commission, on which we are desirous to be favoured with your Lordship's precise instructions.

A question arose in the first of the cases brought before this Commission last year as to whether an Arbitrator, once elected by lot, should be the Arbitrator throughout the entire case, or whether there should be a new ballot on each point of difference.

We informed our Portuguese colleagues that the opinion of the King's Advocate had been communicated to the Brazilian Commissioners, in 1831, to the effect that "a Commissioner of Arbitration having once been chosen in a particular case, he is the proper person to whom all subsequent matters of dispute in the same case ought to be referred;" and we pressed on our colleagues our desire to abide by that opinion.

To this the Commissioner and Arbitrator of His Most Faithful Majesty declined to accede, expressing their determination not to proceed with business rather than adopt it. Finding this to be the case, we did not feel justified in being a party to the latter alternative, as we were aware that it had been laid down by Lord Clarendon to the Havana Commissioners, that "instructions issued to a Commission under one Treaty are not binding upon the members of a Commission under a different Treaty;" and accordingly on that occasion, and subsequently, a fresh ballot was had, on different points arising from arbitration.

Latterly, however, on turning our attention more minutely to this question, we find that, in 1849, Lord Palmerston directed the British Commissioners at Loanda, acting under the same Treaty as ourselves, to abide, in future, by the decision of the King's Advocate above referred to; and his Lordship stated that he was about to instruct Her Majesty's Minister at Lisbon to press the Portuguese Government to issue corresponding instructions to the Portuguese Commissioners. This, it appears from the Parliamentary Papers, was done; and the Count Tojal, on behalf of Portugal, agreed to the same view as the King's Advocate. Whereupon, this being communicated by the Portuguese Government to the Portuguese Commissioners at Loanda, a Minute was entered in the Book of that Commission to the effect that, according to the construction of the Slave Trade Treaty, taken by Great Britain and Portugal, "an Arbitrator once elected is to be the Arbitrator throughout the case in which chosen."

We have called the attention of our colleagues to these decisions; but we still find them unwilling to change their views, to which they state their determination to adhere unless they receive instructions to the contrary from Portugal.

In future, we should not feel ourselves at liberty to depart from what we now know to be the recorded opinion of both the Governments of Great Britain and Portugal as to the construction of the Slave Trade Treaty. To prevent, therefore, any obstruction of business hereafter, we would request your Lordship that some instructions may be sought for from Portugal, to guide our colleagues on the point at issue; or that we may be otherwise directed by your Lordship.

We have, &c.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

No. 30.

The Earl of Malmesbury to Her Majesty's Commissioners.

Gentlemen,

Foreign Office, June 6, 1859.

I HAVE had under my consideration your despatch of the 22nd March last, and have consulted the proper Law Officer of the Crown upon the question therein submitted which has arisen between you and your Portuguese colleagues, as to whether an Arbitrator once elected by ballot for the adjudication of a case, should undertake the arbitration throughout that case, or whether, as each point of difference occurred, there should be a new ballot for the election of an Arbitrator.

I have now to state to you that a similar question having arisen in the Mixed Commission Court at Loanda in the year 1849, as is shown in the case cited by you, and both the British and Portuguese Governments having on that occasion placed on record their opinion that an Arbitrator once elected should be Arbitrator throughout the case, Her Majesty's Government are of opinion that neither party can recede from this arrangement, *reluctante altero*; and you will therefore be guided by this opinion in any case which may in future arise.

I have at the same time to acquaint you that I have instructed Her Majesty's Minister at Lisbon to request that instructions in the sense above indicated may be sent to your Portuguese colleagues in the Commission.

I am, &c.
(Signed) MALMESBURY.

No. 31.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received June 27.)

My Lord,

Cape Town, May 2, 1859.

WITH reference to our despatch of the 23rd of January last, stating that the cases of certain vessels, prizes to Commander Oldfield, of Her Majesty's ship "Lyra," were about to be brought before the Vice-Admiralty Court of this Colony, we have now the honour to report to your Lordship the particulars of twelve cases, which we have only recently been able to obtain from the Registry of the said Court.

With regard to those vessels which were captured in the Angoxa river, His Most Faithful Majesty's Consul in this city presented a protest against the legality of their capture, upon the ground that it was only lawful for Her Majesty's ships to enter rivers, &c., on the East Coast, where no Portuguese authorities were resident, in virtue of the permission granted by the Protocol of November 19, 1850, which had expired on the 19th November, 1853, and the renewal of which had been declined by the Government of Portugal.

Upon this point his Honour the Judge decided that, although no notice could be taken judicially of such a document, he will transmit the protest to England.

1. A dhow of 156½ tons, without flag or papers. Lieutenant Stephens being informed by the Sultan of Angoxa that, eleven miles up the river, four dhows were being fitted out for Slave Trade, on the 31st August, 1858, three boats of the "Lyra" were dispatched to inspect these dhows. Three were found to have slave-fittings; the fourth being drawn up on shore under an armed stockade, it was deemed imprudent to board her. On September 8, Captain Oldfield and four armed boats proceeded to the spot, when they were fired upon from the jungle and stockade. The dhow, on being boarded, was found to have a slave-deck, water mats, &c.; she was then set on fire, and burnt. Condemned on February 11, 1859, under Act 2 & 3 Vict., cap. 73.

2. A dhow of 120 tons, without flag. This was the vessel shored up under the stockade; and as it was deemed imprudent to board her, she was destroyed with shell and rockets. Condemned on February 11, 1859, under Act 2 & 3 Vict., cap. 73.

3. A dhow of 94½ tons, no name, flag, or papers. This dhow was chased, by the "Lyra's" pinnace, August 4, 1858, off the south end of Comoro, and was run on shore, when upwards of 100 people quitted her. Lieutenant Stephens swam to the dhow through the surf, and found a regular slave-deck, covered with mats. The vessel was measured, and burnt. Condemned on February 11, 1859, under Act 2 & 3 Vict., cap. 73.

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4. A dhow of $112\frac{3}{4}$ tons, having no flag or papers. On July 30, 1858, this vessel was boarded off Mohilla, and found full of slaves, but the "Lyra's" boat's crew being unarmed, they were obliged to retreat before the armed crew. The dhow was run on a coral reef, and was deserted by crew and slaves. The people on shore fired at the boat's crew, whilst engaged in setting fire to the dhow. Condemned on February 11, 1859, under Act 2 & 3 Vict., cap. 73.

5. A dhow of $66\frac{6}{4}$ tons, no flag or papers. Her Majesty's ship "Lyra," being in Boyanna Bay on the 2nd October, 1858, saw and chased this dhow, which, in trying to enter Boteler river, ran on the bar. A boat being sent from the "Lyra," the crew deserted the vessel, which was found to have slave-deck beams laid, and planks fitted ready, water in excess, a double cooking-range, &c. The dhow was set on fire and destroyed. Condemned on February 11, 1859, under Act 2 & 3 Vict., cap. 73.

6. A dhow of 156 tons, without flag or papers. Under the same circumstances and at the same time as Case No. 1, this dhow was destroyed, having had on board four water-tanks, a slave platform, paddy, &c. Condemned February 11, 1859, under the Act 2 & 3 Vict., cap. 73.

7. A dhow, $168\frac{9}{4}$ tons, no flag or papers. Destroyed at the same time and under the same circumstances as Case No. 1. She had a slave platform, and three iron tanks. Condemned February 11, 1859, under Act 2 & 3 Vict., cap. 73.

8. Johanna dhow "Salama," $60\frac{8}{4}$ tons. On July 31, 1858, Her Majesty's ship "Lyra," being half-way between Mohilla and Johanna, boarded this dhow, which was under Johanna colours. The master, who spoke English, stated that the dhow was bound from Johanna to Pomony, a port in the Island of Johanna. There being neither pass nor clearance on board, the crew numbering only ten, and there being twenty-four water-casks, each of thirty-six gallons capacity, and no cargo, Captain Oldfield detained her. After her arrival at Pomony, the native crew deserted her; she was then set fire to and destroyed. Condemned February 11, 1859, by Interlocutory Decree, under the Slave Trade Suppression Treaty with Johanna of November 8, 1844.

9. Muscat dhow "Zohora," $146\frac{8}{4}$ tons, Amissi Ebn Reihed, master. This vessel was boarded by Captain Oldfield of Her Majesty's ship "Lyra," August 24, 1858, three miles off the River Angoxa, under Muscat colours, with 115 slaves on board. The master stated he had sailed from St. Antonio river, bound to Nossi-beh. The vessel was detained and anchored, and on the 28th of August, a gale having set in, she was driven on shore, when all on board were lost, the "Lyra" saving herself by slipping her anchors, and steaming out to sea. Condemnation was pronounced, February 11, 1859, under the Slave Trade Suppression Treaty with the Imaum of Muscat, of October 2, 1845.

10. A dhow of 151 tons, no flag or papers. Chased on August 22, 1858, running in for Angoxa river, which she entered. When boarded she was found to have a crew of thirty men, five large tanks, calabashes, and slave-mats; she was therefore detained, but next morning the Arab crew attacked and drove away the crew of the "Lyra's" boat. Captain Oldfield thereupon applied to the Sultan of Angoxa for the restitution of the dhow, which was given up, and being found unfit for a voyage to the Cape was destroyed. Condemned on February 18, 1859, under Act 2 and 3 Vict., cap. 73.

11. A dhow of 311 tons, no flag or papers, seized by the "Lyra's" pinnace on August 23, 1858, in the River Angoxa, four miles from Angoxa. She was found to have a slave-deck laid, a cargo of rice and calavances, and water in excess. She was found deserted by her crew, and was set on fire and destroyed. Condemned, February 18, 1859, under Act 2 and 3 Vict., cap. 73.

12. A dhow of 237 tons, without flag or papers, seized by the "Lyra," a pinnace on August 23, 1858, in the same place as the dhow of 311 tons (Case No. 11). On boarding, it being found that she had a slave-deck laid, and rice, millet, &c., on board, she was set on fire and burnt. Condemned, February 18, 1859, under, 2 & 3 Vict. cap. 73.

We have, &c.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

Inclosure in No. 31.

Memorial.

To his Honour Sir William Hodges, Knight, Judge of the Vice-Admiralty Court at the Cape of Good Hope.

The Memorial of James Duncan Thomson, Esq., Consul for His Most Faithful Majesty the King of Portugal at the Cape of Good Hope,
Sheweth,

That the Undersigned has observed in the Commercial Exchange, Cape Town, copies of the monitions issued under the authority of the said Court, in twelve cases of vessels seized or destroyed by Her Majesty's ship "Lyra," on the ground, as alleged, that they were engaged in Slave Trade. That on inquiry, the Undersigned finds that six of the said twelve vessels, of the burden respectively of 237 $\frac{3}{4}$, 311 $\frac{1}{2}$, 120, 168 $\frac{5}{8}$, 156 $\frac{1}{2}$, 151 $\frac{1}{2}$ tons, the names and masters of which are stated to be unknown, were seized or destroyed in the Angoxa river, or within the dominions of the Crown of Portugal, on the East Coast of Africa. That by the two Protocols, bearing a respectively, the 12th of August, 1847, and the 19th of November, 1850, signed by the Plenipotentiaries of Great Britain and Portugal, the right was conceded for two periods of three years each by the Portuguese Government to "British cruisers employed in suppressing the Slave Trade, to enter the bays, ports, creeks, rivers, and other places within the dominions of the Crown of Portugal on the East Coast of Africa, where no Portuguese authorities are established, and to prevent the Slave Trade from being carried on in such places." By the first mentioned Protocol, the provisions of which were renewed by the second, the cruisers of Her Britannic Majesty were only allowed to follow and capture slave-ships, but not to destroy them within the said bays, ports, creeks, rivers, and other places. That on the expiration of the last-mentioned Protocol, viz., the 19th of November, 1853, the said right ceased and determined; and when application was made by the British Government to the Portuguese Government to renew the said Protocol for a further period of five years, the latter Government expressly refused to grant this application. Count Lavradio, the Portuguese Plenipotentiary, after stating his reasons for this refusal, at great length, amongst which is mentioned the complaints caused by the conduct of the British cruisers on the East Coast of Africa, proceeds thus:—"For all these reasons, which will certainly be duly appreciated by his Excellency the Earl of Clarendon, the Undersigned has received the most positive commands of his Government to make known to his Excellency that the concessions contained in the Protocol of August 12, 1847, and renewed for three years more on the 19th of November last year, could not, chiefly for the reasons above mentioned, be again renewed."

The Undersigned submits that no instructions given by the British Government to English cruisers to enter the said bays, ports, creeks, rivers, and other places, after the above refusal to renew the said Protocol, can have any legal force or effect as against Portugal.

In proof of the facts above stated, the Undersigned begs to refer to three despatches from Count Lavradio to the Earl of Clarendon, dated respectively London, September 17, 1853, October 24, 1853, and February 15, 1854; and to the two Protocols above mentioned. Also to Article III, section 4, of the Treaty between Great Britain and Portugal for the suppression of the Slave Trade, dated July 3, 1842, which provides that "it shall not be lawful to visit or detain, under any pretext or motive whatever, any merchant-vessel when at anchor in any port or roadstead belonging to either of the High Contracting Parties, or within cannon-shot of the batteries on shore, unless on a written demand for co-operation on the part of the authorities of the country, requesting them to take the necessary measures to prevent the violation of the stipulations of the said Treaty; and the said authorities shall proceed to take effectual measures accordingly."

The Undersigned, therefore, humbly submits that after the expiration of the Protocol of November 19, 1850, no British cruiser had any right whatever, either by concession from the Portuguese Government, or by the law of nations, to enter the Angoxa river, or any port, harbour, bay, or creek, within the Portuguese dominions on the East Coast of Africa, for the purpose of seizing and destroying the said vessels.

Under these circumstances, without entering into the question as to whether or not these vessels were actually engaged in the Slave Trade (a question which the Undersigned conceives cannot be properly determined in the absence of any evidence whatever on the part of the owners of the vessels, the power to produce which having been denied them by the captors, who have not brought to the Cape a single person belonging to any of the said vessels), the Undersigned submits, with all respect, that the seizure and destruction of the said vessels was illegal, in contravention of the rights of Portugal and of the law of nations.

The Undersigned, therefore, on behalf of the Portuguese Government most respectfully submits the above as valid reasons against the condemnation of the said vessels, and prays that your Honour will not pronounce judgment against them. In case, however, you should think fit so to do, then the Undersigned prays that you will be pleased to forward this Memorial, or a copy thereof, to the British Government, in order that such steps may be adopted as the exigencies of the case may require.

(Signed)

J. D. THOMSON, *Portuguese Consul.*

Cape Town, February 10, 1859.

No. 32.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received July 30.)

My Lord,

Cape Town, June 30, 1859.

WE have the honour to report to your Lordship that no case has been adjudicated by this British and Portuguese Mixed Commission during the half-year ending this day.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

Lord J. Russell to Her Majesty's Commissioners.

Gentlemen,

Foreign Office, August 16, 1859.

WITH reference to your despatch of the 22nd March last, I inclose for your information the accompanying copies of a despatch and its inclosure from Her Majesty's Minister at Lisbon,* by which you will perceive that the Portuguese Minister for Foreign Affairs has informed Mr. Howard, that instructions in conformity with the views of Her Majesty's Government will be sent to the Portuguese Commissioner at the Cape in regard to the election of an Arbitrator in cases of difference arising between you and your Portuguese colleagues.

I am, &c.

(Signed) J. RUSSELL.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received September 2.)

My Lord,

Cape Town, July 16, 1859.

WE have the honour to transmit to your Lordship a Report drawn up by the Mixed Commission of which we are members, in compliance with the provisions of Article XI, Annex B to the Treaty of July 3rd, 1842, between Great Britain and Portugal, for the suppression of the Traffic in Slaves, relating—

1st. To the cases which have been brought before the Court for adjudication ;

2ndly. To the state of the liberated negroes ;

3rdly. To the treatment and progress made in the religious and mechanical education of the liberated negroes.

We have also the honour to inform your Lordship that our Portuguese colleagues are about to transmit a duplicate original of this Report to the Government of His Most Faithful Majesty.

We have, &c.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

Inclosure in No. 34.

Annual Report of the Mixed Commission for 1858.

IN pursuance of Article XI of Annex B to the Treaty concluded on the 3rd of July, 1842, between Great Britain and Portugal, for the Suppression of the Traffic in Slaves, the Undersigned, Members of the Mixed Commission established at the Cape of Good Hope under that Treaty, have the honour to lay before the Government of Her Britannic Majesty, and the Government of His Most Faithful Majesty, their Annual Report, relating :—

1st. To the cases which have been brought before the Mixed Commission for adjudication.

During the year 1858, three cases have been adjudicated :—

(1.) The Portuguese dhow "*Flor de Moçambique*," Abduremane Ibraim, master.

From the documents and evidence filed in this case, it was shown that this vessel was detained on the 20th of May, 1858, during her voyage from Quillimane to Mozambique, by Her Majesty ship "*Lyra*," Commander Oldfield ; and that, after being measured, and found to be about 89 tons English, some of the cargo was removed to the "*Lyra*," and the dhow, on the ground that she was unseaworthy for a voyage to the Cape in the winter, was set on fire and destroyed.

Eighteen of the crew of the dhow were, on the 29th of May, landed on the Bazaruto Islands ; and the remainder, consisting of the master, the mate, the cook, and four negro boys, together with six negro rebel prisoners found on board, were landed at Natal from the "*Lyra*," and after some little delay reached Cape Town, under charge of Lieutenant Harris, as prize officer.

On the 7th of August the papers of the detained vessel, and the captor's certificates, were brought into Court.

The captor's reasons for seizure were, that the apparent ages of certain of the crew did not tally with the ages entered against their respective names on the muster-roll ; that the six so-called prisoners were suspected to be slaves ; that there were slave-irons on board ; and that one of the so-called prisoners was secreted in the hold.

On examination, however, it was proved that the six negroes, stated by the master to have been shipped as rebels, were *bond fide* prisoners sent on board, for transmission to head-quarters at Mozambique, by the Governor of Quillimane, whose official despatch to the Governor-General, found on board the dhow amongst other public documents, was communicated to the Commission by His Most Faithful Majesty's Commissioners ; it was proved that the irons on board were only those used to confine the said prisoners in transporting them to the vessel ; and, as to the four negro boys belong to the crew, whose ages did not correspond with the ages marked on the muster-roll, against the names they bore, it was proved that three were shipped at Quillimane to supply the places of three

* Class B, No. 114.

who had deserted at Mozambique, and that the fourth, being an additional seaman, had his name and age endorsed on the muster-roll. These boys deposed that they were shipped at Quillimane the night before the dhow left, by the "captain," not the captain of the ship. This "captain" was afterwards stated by Abduremane to be the port-captain, who had put the boys on board to make up the number of the crew.

In the course of the proceedings, a question arose between the two Commissioners respecting the course to be pursued with regard to the sealed letters found on board: Her Britannic Majesty's Commissioner being of opinion that such letters, not being a mail or official despatches, should be at the disposal of either party in the case; and His Most Faithful Majesty's Commissioner not assenting to this, recourse was had to arbitration, and Mr. Valdez, the Portuguese Arbitrator, being elected, decided that the sealed letters could not be opened.

On the 14th of August, a claim was made by the master for the vessel, and cargo on board at the time of capture, and for 350 dollars, the property of himself and his mate, 50 dollars for a watch, and 50 dollars for clothes, which he alleged had been lost or abstracted.

On the 2nd of September, counsel for captor and claimant were heard by the Court, which on the same day pronounced that the value of the "*Flor de Moçambique*" should be restored to the claimant, but without costs, damages, and expenses, as the Court held that the captor had been led into error by the fault of the master, in allowing the negro boys to be shipped informally, to supply the place of the sailors who had left the vessel.

The master's accounts, and affidavits in support of his claim, were brought in on the 16th September; the Registrar's report was presented on the 24th September; and amendments to the master's claim were admitted on the 30th September and 5th October.

On the consideration of the Registrar's report, the Portuguese Commissioner proposed that it should be amended by the increase of various sums (the chief of which was 175*l.* in the value of the vessel), altogether amounting to 224*l.* The British Commissioner agreeing to the increase of one item only, arbitration was had recourse to; and Mr. Surtees, Her Britannic Majesty's Arbitrator, being elected, the Report was amended by the amount of 29*l.* 2*s.* 6*d.*

Items Nos. 1 to 25, and items Nos. 27, 29, 30, 31, and 32, were formally adopted by the Court on the 11th of October, these items representing altogether the sum of 861*l.* 2*s.* 6*d.* Items Nos. 26 and 28, which contained allegations as to plundering, were reserved by the Court until the return of Her Majesty's ship "*Lyra*," on the arrival of which vessel, proceedings were resumed on December 15; and the captor having declined to produce evidence on the items left open, unless he was allowed to go into the whole claim, the case was closed on the 21st of December, by an award of Court, assigning to the claimant the sum of 993*l.* 19*s.*, as compensation for the loss of the vessel and cargo, and other property on board at the time of capture; further decreeing that the costs of adjudication should be defrayed by the claimant.

After sentence of restoration, the six prisoners were handed over to the Consul of Portugal; and the four negro boys, having declined to return to Mozambique, were placed under the care of the Curator of Liberated Africans.

(2.) The Portuguese launch "*Fatte Mabruque*," or "*Emalada*," Amade, master.

On the 6th of December, the papers in this case were brought in by the captor, Commander Oldfield, of Her Majesty's ship "*Lyra*." The capture took place on the 16th day of August, in latitude 17° 20' south, longitude 39° 3' east, on her voyage from Mozambique to Boquin (Madagascar). The crew were removed prior to the destruction of the vessel, she having been found unseaworthy for a voyage to the Cape; but before this intention of the captor could be fulfilled, on the night of the 26th, in a gale of wind, she parted from her anchors, went ashore on Angoxa bar, and was completely wrecked.

At the first session of the Court in this case, to receive the papers, the Portuguese Commissioner inquired of Captain Oldfield whether he had a permission to enter the bays, creeks, rivers, &c., in the Portuguese dominions; to which Captain Oldfield replied, "We arrogate to ourselves that right."

Upon the point whether this conversation should be entered, or not, upon the Minutes, a discussion arose between the two Commissioners; the British Commissioner considering that the reply given by Captain Oldfield could not be entered, as Captain Oldfield was not a witness before the Court when he gave the answer. The Chevalier Duprat, however, considered that an answer given to a question put by him whilst the Court was sitting should be recorded.

Recourse was therefore had to arbitration, and the Portuguese Arbitrator being elected, coincided with his Portuguese colleague, and the answer was recorded as above.

After this, the British Commissioner and Arbitrator recorded a protest, to which the Portuguese Commissioner and Arbitrator answered.

The causes of seizure recorded by the captor were:—

1. For having false papers; and that, when the master was questioned thereon, he stated that, if the papers were incorrect, the fault laid with the Custom-house authorities at Mozambique.
2. That, on the muster-roll of a crew of eight persons, five answered to their names and three did not, and that one of these three was a slave, if not all three.
3. That there was an excess of food and new matting on board.

It was, however, proved to the satisfaction of the Court that the vessel was *bonâ fide* the "*Fatte Mabruque*," as appeared by her papers, and was not called the "*Emalada*," a name which the captor stated Amade, the master, gave when asked his ship's name through an interpreter, who made his escape at Mozambique, where he had been allowed to go ashore by the captor.

The three negroes who were presumed to have been slaves answered readily, in Court, to their names on the muster-roll, and deposed that they were all mariners, working on board the ship at monthly wages.

With regard to equipment, the matting and food were not produced before the Court, and no satisfactory evidence was given as to the same which could satisfy the Court that these articles were on board illegally; and, although the master, Amade, had admitted that he had spare planks on board to form a second deck to stow his return cargo, this did not form one of the captor's grounds for seizure, and the only evidence before the Court as to these planks went to prove that they would not form such a second deck as could be used for carrying slaves.

On the 21st of December the Court heard counsel for both parties, and, on the 23rd, pronounced Decree of Restoration, with costs, damages, and expenses.

On the 31st of December the claim was brought in, embodying, besides the claim for the value of his vessel and cargo, items for clothes, money, and personal property missing, amounting to 339 £000; and items for wages, subsistence, passage-money back to Mozambique, and damages for loss of the use of the vessel; and the Registrar's Report thereon was presented on January 13, 1859.

During the consideration of the Registrar's Report, the two Commissioners not agreeing upon a certain item for clothes, they had recourse to arbitration, and Senhor Valdez was elected.

The British Commissioner having made an addition of some words to his written opinion upon the above item after the election of the Arbitrator, and the Portuguese Commissioner and Arbitrator objecting to his so

doing, this fresh point was submitted to arbitration, and Mr. Surtees, being elected, decided that "after a point had once been submitted to arbitration no addition or subtraction should be made to the question as written for the Arbitrator to decide."

On the 14th and 17th of January the Report was amended in several items; and, finally, the Report adopted by the Court reduced the amount originally claimed, 6,816\$870, to 2,568\$020.

On the 4th of February the captor presented some objections to the Report, which were taken into consideration; and, on the 5th, the case terminated by the Court awarding 2,568\$020 to the claimant, and ordering the captor to pay this amount, together with costs of suit, 37*l.* 7*s.* 4*d.*

(3.) The Portuguese schooner "*Esperança*," Hussein, master.

This vessel was seized, on the 6th of September last, by Her Majesty's ship "*Lyra*," Commander Oldfield, on her voyage from Sofala to Mozambique, in latitude 16° 18' south, longitude 39° 55' east. Her crew, with the exception of four men, and the passengers on board, were removed to Her Majesty's ship "*Lyra*," and sailed, on the 10th of September, for Mozambique, where they were landed.

The vessel herself was sent to Johanna, where she lay until the 4th of November, when she was removed to Mozambique, where she was finally made over to the charge of the Governor-General; an exact inventory of the goods then on board being taken by a joint Commission of English and Portuguese officers. The master, pilot, boatswain, and a black boy, servant to one of the passengers, who declined to remain at Mozambique, were brought to the Cape by the "*Lyra*."

The papers, which were brought in on the 10th of December, showed that the grounds of seizure were—

1. Breaches of the Article of the Treaty relative to the passengers and servants' passports.
2. The presence on board of an excess of water-casks.
3. A cooking-range larger than necessary.
4. A quantity of matting and cargo stowed so as to allow of slaves being carried.

On examination, however, the Court was perfectly satisfied as to the legality of the vessel's voyage; the passports of the passengers were found regular; and it appeared that the boy, Manoel, who was described in his master's passport as a "criado," but by the captors as a "slave," was really the servant of Daça Lacman, a passenger; and the boy's statement as to his having been in chains, and that the chains were thrown overboard, was disproved; and with respect to the excess of water, there was not more than the master was justified in having on the voyage during which she had been taken.

An offer was made by the captors to restore the vessel, provided the claim for damages was abandoned. This being refused, further evidence was adduced to show that there were an extraordinary number of casks on board, in addition to the water-casks, but this the captors failed to prove.

Counsel on both sides were heard on the 28th of December, the Advocate for the captors arguing that there were good grounds to justify the seizure, and for rejecting the claim for costs and damages, and the claimant's Counsel praying for all costs, damages, and expenses.

Decree of Restoration, with costs, damages, and expenses, was pronounced by the Court the same day.

On the 6th of January, the detailed claim was brought in, including items for special damages; for cargo lost; for 1,110\$000, money missing belonging to master, crew, and passengers; 326\$000 for clothes and personal property lost by the master and his crew; for expenses in Cape Town; and for passage-money back to Mozambique. On this claim the Registrar had prepared his Report, when, on the 29th of January, an amendment to the claim was brought in on behalf of the master.

On the 1st of February the Registrar presented his Report, which was taken into consideration, and witnesses were examined on various items therein.

On the 11th of February, an additional claim was presented for wages.

On the 14th of February, a second additional claim was presented for store-rent, deterioration of cargo, and loss of freight; and an item of the claim for clothes for eleven seamen was abandoned.

On the 16th, after the Registrar's Report was in the hands of both parties, a third additional claim, for special damages to the ship, was presented.

With respect to the second additional claim, Her Britannic Majesty's Commissioner objected to receive the same, on the ground that the claimant had had ample time to place before the Court all that he wished to represent in this respect. His Most Faithful Majesty's Commissioner was of opinion that until the award in a case be given, the Court was bound to receive any claim; and Mr. Valdez, the Arbitrator elected in the case, coincided with his Portuguese colleague, and the additional claim was received.

And upon the third additional claim, presented after the Registrar's Report was in the hands of both parties, Her Britannic Majesty's Commissioner was of opinion that it was of the nature of an objection to the Report, and proposed to consider it when both parties were present, on the day fixed for hearing them; but the Chevalier Duprat proposed to entertain the paper, and that copies of any alterations in the Registrar's Report should be communicated to both parties; and His Most Faithful Majesty's Arbitrator, coinciding with his Portuguese colleague, the paper was entertained.

These additional claims, and the original claim filed, altogether amounting to 12,000\$000, were all taken into consideration, together with a paper of objections brought in by the captor on the 17th of February.

With respect to the amounts claimed for money, clothes, and personal property missing, and for wages, the British and Portuguese Commissioners not agreeing as to whether the items should be allowed, arbitration was had recourse to; and His Most Faithful Majesty's Arbitrator, coinciding with his Portuguese colleague, decided that the sums claimed should be allowed, as the captors were responsible for the same. The majority of the Court also decided that 250*l.* should be allowed for special damages to the ship.

On the 19th of February, the Court pronounced the award, decreeing that the captor, Commander Oldfield, should pay to the claimant the sum of 6,147\$812 for the value of the cargo and property lost, demurrage, and claimants' proctor's bill; and further decreed that the captor should pay the costs of the suit, amounting to 34*l.* 14*s.* 10*d.*

On the 21st of February, however, after the award had been drawn up and read in Court, and handed over to the claimants' proctor, it was discovered that the item for wages, which the majority of the Court had decided upon allowing, had been omitted in the award.

On the 23rd, the Registrar was directed to amend his minutes of proceedings on the 11th February, by the insertion of the words ordering the item "wages" to be allowed: and on the 28th, the majority of the Court considering that a second award could be made, seeing that the first award was not "complete" in the meaning of Article VII of Annex B, directed the Registrar to prepare a further award for the sum of 281\$250, omitted in the award of the 19th February, 1859, which was accordingly drawn out and entered on the proceedings on the 14th March, 1859; Her Britannic Majesty's Commissioner recording a protest against the validity of this second award, to which the Portuguese Commissioner and Arbitrator recorded a reply.

With respect to the state of the liberated negroes, and their progress in religious and mechanical education,

the Undersigned have only to report that as yet no negroes have been emancipated by decree of this Mixed Commission.

(Signed) GEO. FRERE.
FREDERIC R. SURTEES.
AL. DUPRAT.
F. T. VALDEZ.
(Signed) WM. TASKER SMITH, *Registrar.*
Mixed British and Portuguese Commission,
Cape Town, July 16, 1859.

No. 35.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received September 2.)

My Lord, *Cape Town, July 20, 1859.*
WE have the honour to acknowledge the receipt of your Lordship's despatch of the 31st May last, acquainting us that your Lordship had appointed Mr. W. T. Smith to the post of Registrar in this Mixed Commission, vacant by the demise of Mr. Knox; and also that your Lordship had appointed Mr. Henry Bidwell to the Clerkship vacant by Mr. Smith's promotion.

We have the honour to acquaint your Lordship that Mr. Smith was sworn in as Registrar before the British and Portuguese Commissioners on the 16th instant; and that on the previous day Mr. Bidwell presented himself and entered upon his duties as Clerk to Her Majesty's Commissioners.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

No. 36.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received September 2.)

My Lord, *Cape Town, July 21, 1859.*
WE have the honour to acknowledge the receipt of your Lordship's despatch of the 6th of June, respecting the question which had arisen between ourselves and our Portuguese colleagues as to whether an Arbitrator once elected by ballot for the adjudication of a case, should undertake the arbitration throughout that case.

We shall take care to be guided in future by your Lordship's instructions on this point.

We have shown your Lordship's despatch to our Portuguese colleagues, but they inform us that at present they have received no instructions thereupon from the Government of His Most Faithful Majesty.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

No. 37.

Her Majesty's Commissioners to Lord J. Russell.—(Received February 28.)

My Lord, *Cape Town, January 3, 1860.*
WE have the honour to acquaint your Lordship that no case has been adjudicated by the Mixed Commission of which we are Members, during the half-ending December 31, 1859.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

No. 38.

Her Majesty's Commissioners to Lord J. Russell.—(Received February 28.)

My Lord, *Cape Town, January 3, 1860.*
IN pursuance of the instructions given to us in the Earl of Aberdeen's despatch of February 20, 1843, by which we are directed to transmit, at the close of

each year, a detailed Report of the judicial proceedings before this Mixed Commission during that period, we have the honour to report to your Lordship that no case has been adjudicated by the Court during the year ending December 31, 1859.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

No. 39.

Her Majesty's Commissioners to Lord J. Russell.—(Received February 28.)

My Lord,

Cape Town, January 3, 1860.

WITH reference to instructions given to us by the Earl of Aberdeen's despatch of February 20, 1843, to transmit to the Foreign Office, at the end of each year, a certified copy of the register of slaves emancipated by sentence of this Mixed Commission, we have the honour to acquaint your Lordship that no vessels with slaves on board have been brought before us during the year ending December 31, 1859.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

No. 40.

Her Majesty's Commissioners to Lord J. Russell.—(Received February 28.)

My Lord,

Cape Town, January 3, 1860.

WE have the honour to transmit to your Lordship a Report drawn up by the Mixed Commission of which we are members, in compliance with the provisions of Article XI, Annex B to the Treaty of July 3, 1842, between Great Britain and Portugal for the suppression of the Traffic in Slaves, relating—

- 1st. To the cases which have been brought before the Court for adjudication.
- 2ndly. To the state of the liberated negroes.
- 3rdly. To the treatment and progress made in the religious and mechanical education of the liberated negroes.

We have also the honour to inform your Lordship that our Portuguese colleague is about to transmit a duplicate original of this Report to the Government of His Most Faithful Majesty.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

Inclosure in No. 40.

Annual Report of the Mixed Commission for 1859.

IN pursuance of Article XI of Annex B to the Treaty concluded on the 3rd of July, 1842, between Great Britain and Portugal for the suppression of the Traffic in Slaves, by which it is stipulated that the Mixed Commissions shall transmit annually to each Government a Report, relating—

- 1st. To the cases which have been brought before them for adjudication ;
- 2ndly. To the state of the liberated negroes ;
- 3rdly. To every information which they may be able to obtain respecting the treatment and the progress made in the religious and the mechanical education of the liberated negroes ;

The Undersigned, Members of the Mixed Commission established at the Cape of Good Hope, have the honour to report to the Government of Her Britannic Majesty and to the Government of His Most Faithful Majesty that no case has been brought before them for adjudication during the year ending December 31, 1859 ; and that no negroes have been emancipated by decree of this Mixed Commission since its establishment.

(Signed) GEO. FRERE.
FREDERIC R. SURTEES.
AL. DUPRAT.
WM. TASKER SMITH, Registrar.

*Mixed British and Portuguese Commission,
Cape Town, December 31, 1859.*

No. 41.

Her Majesty's Commissioners to Lord J. Russell.—(Received February 28.)

My Lord,

Cape Town, January 16, 1860.

IN laying before your Lordship our Annual Report upon the Slave Trade on the East Coast of Africa, we regret to have to state that the information we have received, shows that during the past year it has been carried on to a considerable extent. From Ibo alone it has been ascertained that before the month of August last, four vessels had taken off full cargoes for the Cuba market, and that other vessels from the same quarter were expected, one of which has now recently been taken before she had shipped her cargo. From Quilimane negroes were exported, as one informant expressed it, at the rate of a cargo every month for the supply of the engagés for the French Settlements. Direct evidence to prove the complicity of the Portuguese authorities in these transactions is hardly to be attained; but it is difficult not to attach some credit to the report that the Governor of Ibo receives a fee of ten dollars for each negro shipped from the district under his jurisdiction, which he shares with the other subordinate authorities, without whose knowledge and connivance it would seem impossible that the Traffic could be carried on.

From Angoxa a considerable Slave Trade has also been going on, but against the wishes of the Arab Governor, whose conduct in this regard is better spoken of than that of the Sultan or Chief whose representative he is.

Three captures only have been made on this coast, one a large dhow in the River Angoxa destroyed by a boat of Her Majesty's ship "Lynx," after some 200 slaves and the crew had been seen to make her escape from her; for this service the Governor of Angoxa above-mentioned expressed his thanks to Lieutenant Berkeley, the Commander of the "Lynx," and assured him that if slaves were carried off from the river it was quite contrary to his wishes.

Off the Kisoohara river, about two degrees to the north of Cape Delgado, another dhow was captured by the "Lynx," with upwards of 60 slaves on board, and taken to the authorities at Zanzibar, to whom the crew was made over for punishment, the negroes being brought down to this port for adjudication before the Court of Vice-Admiralty.

The third prize is a brig taken off Ibo in December last, by Her Majesty's ship "Lyra," with no other indication of nationality than a crew of Spaniards, thirty-three in number. She is said to have been fully equipped for taking on board a cargo of slaves with 150 pairs of slave-shackles, deck, provisions, &c. She is also waiting the decision of the Court of Vice-Admiralty. Some of the crew stated that her name was "*Globo*," but the name "*Rubens*," Anvers," on her stern was found to have been painted out.

These three captures, however, can have but little effect either upon the coast-trade to the northward, or we presume upon that with Cuba, and this last, which is the main evil, can only be checked by a considerable addition to the number of cruisers on the station. The arrangements of the slave-traders are so well made, and the co-operation of the inhabitants so hearty, that it is impossible for officers whose opportunities are necessarily confined to an occasional visit to each suspected place, to get information which would enable them to act for the prevention of the Traffic. Such a force as would enable the Commander-in-chief to keep at least five vessels constantly in the Mozambique Channel ought, we venture to say, to be employed on this coast, and this, if aided by the promotion of lawful commerce with the natives of the interior, may, we should hope, ultimately put an end to an evil which, however it may occasionally appear to die away, is always ready to spring into renewed life and activity whenever the wants of the employer of slave labour are so pressing as to make it worth his while to re-appear in the market. To the great success which we rejoice to hear has attended the cruisers on the Western Coast, may, no doubt, be attributed the revival of the Slave Trade on the East Coast.

We have, &c.

(Signed)

GEORGE FRERE.

FREDERIC R. SURTEES.

No. 42.

Her Majesty's Commissioners to Lord J. Russell.—(Received February 28.)

My Lord,

Cape Town, January 19, 1860.

WE have the honour to transmit to your Lordship a copy of a letter and of its inclosure which we have this day received from Rear-Admiral Sir Frederic Grey, containing information as to the suspected connivance of the Governor of Ibo in the intended shipment of slaves from that place by the "*Rubens*," Anvers," in December last, alluded to in our despatch of the 16th of January, and which the Admiral considers should be brought to the knowledge of the Government of His Most Faithful Majesty.

We have, &c.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

Inclosure 1 in No. 42.

Rear-Admiral Sir F. Grey to Her Majesty's Commissioners.

Gentlemen,

"Boscawen," in Simon's Bay, January 17, 1860.

I TRANSMIT, for your information, extracts from the reports of Commander Oldfield of the circumstances attending the capture of a brig without colours or papers, since ascertained to have cleared from the Havana in June under Spanish colours, under the name of "*Echo*," and to have been originally the Belgian brig "*Rubens*," of Antwerp; this name can still be made out on her stern, though it has been painted over.

Commander Oldfield's report seems to leave little room to doubt that Senhor Carvalho, the Governor of Ibo, must have connived at the intended shipment of slaves in this vessel, all the arrangements having been made in the town of Ibo; the character of the brig, with a crew of 37 men, could not have been doubtful.

From information I have received, I have also little doubt that at least four other cargoes have been shipped in the middle of last year from the same neighbourhood.

You will, I think, agree with me that these suspicious circumstances should be brought to the knowledge of the Government of His Most Faithful Majesty.

I have, &c.

(Signed)

FRED. WM. GREY.

Inclosure 2 in No. 42.

Extract from Commander Oldfield's Report, dated December 8, 1859.

ON standing towards Ibo, on the evening of the 2nd of December, 1859, the "*Lyra*" observed a brig at anchor; stood off and on for the night, and at daylight, finding the brig no longer off the town of Ibo, proceeded to the north part of Matemo, where, shortly after 8 A.M., saw the brig at anchor; stood slowly in not to excite suspicion. At 12.10, the brig being six miles distant, was observed to make sail. After a five hours' chase, ran alongside, boarded, and seized her. No papers or colours were found, nor would any one acknowledge to being captain; the crew, with one accord, said he was on shore completing the purchase of the 800 slaves that were to have been shipped on the night of the 4th instant.

On the 5th Commander Oldfield anchored off the town of Ibo, and sent Lieutenant De Wahl to ask permission of the Governor to land twenty of the crew of the brig, and subsequently had an interview with his Excellency on the subject. Commander Oldfield, in a letter to his Excellency, brought to his knowledge the fact that the captain and three of the crew of the brig were, at the time of the brig's departure from Ibo, on shore at the town with the object of purchasing slaves, suggesting the seizure of the captain and his slaves; but his Excellency denied to Lieutenant De Wahl all knowledge of this circumstance, and even the possibility of such being the case.

Commander Oldfield, however, states that it had come to his knowledge that the Governor had received a certain sum of money (it is said 9,000 dollars) to aid the captain of the brig in the transaction, and had even gone so far as to send the pilot to move the brig from the anchorage off Ibo to that off the north point of Matemo.

LOANDA.

No. 43.

The Earl of Malmesbury to Her Majesty's Commissioner.

Sir,

Foreign Office, April 13, 1859.

I HAVE to acquaint you that Her Majesty has been pleased to appoint Captain Sir Henry Huntley, R.N., in addition to his appointment as Her Majesty's Consul at Loanda, to be Her Majesty's Arbitrator in the Mixed British and Portuguese Commission established at that place under the Treaty of the 3rd July, 1842, between Great Britain and Portugal for the suppression of the Slave Trade.

I have accordingly to desire that you will introduce Sir Henry Huntley to your Portuguese colleagues as Her Majesty's Arbitrator, and after having administered to him the necessary oath, you will enter with him upon the duties of your respective appointments as Commissioner and Arbitrator.

I am, &c.

(Signed) MALMESBURY.

No. 44.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received May 9, 1859.)

My Lord,

Loanda, December 10, 1858.

I HAVE the honour to report that Sir Henry Huntley, who has been appointed by your Lordship to the office of Clerk to Her Majesty's Commissioners at this place, arrived here in Her Majesty's ship "Conflict" from the Island of Ascension on the 8th instant.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 45.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received May 8, 1859.)

My Lord,

Loanda, December 20, 1858.

I HAVE the honour to inclose herewith a copy of a letter which, in obedience to the instructions contained in your Lordship's despatch of the 31st August last, I have addressed to the Governor-General, communicating the particulars respecting a vessel belonging to this place called the "*Rio Zaire*," which was boarded by the boats of Her Majesty's steamer "*Medusa*," under circumstances which leave little room to doubt that she is engaged in the Slave Trade.

Your Lordship will perceive that in this letter I have also brought under his Excellency's notice the facilities which I have strong ground to suppose are afforded to the slave-dealers in the River Congo, by employing small craft like the "*Rio Zaire*" in transferring slaves and slave provisions from one dépôt to another along that part of the coast, and I shall be gratified should your Lordship's approval of this step be granted to me.

I have, &c.

(Signed) EDMUND GABRIEL.

Inclosure in No. 45.

Her Majesty's Acting Commissioner to the Governor-General of the Province of Angola.

Sir,

Loanda, December 20, 1858.

I AM instructed by the Queen's Principal Secretary of State for Foreign Affairs to inform your Excellency that a palhabote belonging to this place called the "*Rio Zaire*," was boarded by the boats of Her Majesty's steamer "*Medusa*" in the River Congo, on the 28th April last, under circumstances which leave little room to doubt that she is engaged in the Slave Trade.

Three canoes were seen at the same time as the "*Rio Zaire*," one of which was captured by the boats of the "*Medusa*," with 33 slaves on board, the other two having escaped; and it is strongly suspected that these slaves were about to be shipped in the said palhabote.

I am, therefore, to request that your Excellency will put the most vigorous measures in practice to ascertain, if possible, who were the parties engaged in this slave-trading adventure.

The "*Rio Zaire*," as your Excellency is aware, belongs to Luiz Antonio Ferreira Reis, a Portuguese subject, who has already been "pronunciado" for the crime of Trafficking in Slaves, and there is too much reason to fear that she, like many others of the small craft and launches wearing the Portuguese flag, and furnished with papers from this Provincial Government, is employed by the slave-dealers in the River Congo in conveying slaves from one depôt to another, along the shores of that part of the coast, for shipment.

I believe that if a vigilant watch were kept upon these coasting-vessels, there would be little difficulty in discovering sufficient proofs of the nefarious pursuits in which they are engaged to warrant their detention under the Treaty of the 3rd July, 1842. By this means a serious check might be given to the Slave Trade in the River Congo; and many of the parties who are there openly and notoriously violating the laws of their country against that Traffic might be brought to conviction and punishment.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 46.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received May 9.)

My Lord,

Loanda, January 1, 1859.

I HAVE the honour to report to your Lordship that no case has been presented for adjudication to the Mixed British and Portuguese Commission established at this place during the last half-year.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 47.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received May 9.)

My Lord,

Loanda, January 1, 1859.

IN pursuance of the General Instructions, I have the honour to inclose herewith, for your Lordship's information, a Return of the slaves emancipated and registered by the Mixed Commission Court at this place to the end of the year 1858.

I have, &c.
(Signed) EDMUND GABRIEL.

[Inclosure in No. 47.

REGISTER OF SLAVES, natives of Africa, liberated by the British and Portuguese Mixed Commission established at St. Paul de Loanda.

Vessel in which captured.	Number of Male Slaves.	Date of Liberation.	Number of Slaves Liberated	Observations.	In the enjoyment of complete liberty.	Dead.	Absconded.
Portuguese boat without name	4	March 29, 1845	4	Enlisted in the Portuguese navy			
Portuguese launch " <i>Fortuna</i> "	20	March 27, 1848	20	2 are enlisted in the Provincial land forces	14	3	1

Slaves liberated in 1845	..	..	..	..	..	..	4
Ditto in 1848	..	..	..	..	..	..	20
Total number of Slaves liberated up to 21st of December, 1858	..	..	..	..	..	..	24

Liberated Slaves deceased in 1851, of natural death	..	..	..	2
Ditto ditto of violent death	..	..	..	1
Ditto absconded	..	..	..	1
Ditto in the enjoyment of full liberty	..	..	..	14
Ditto in the Portuguese navy	..	..	..	4
Ditto in the land forces	..	..	..	2
Ditto existing on the 31st December, 1858	..	..	..	0

St. Paul de Loanda, December 31, 1858.

(Signed)

EDMUND GABRIEL.

No. 48.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received May 9.)

My Lord,

Loanda, January 1, 1859.

WITH reference to my despatch of the 20th of December last, inclosing a copy of a letter which, in the execution of your Lordship's instructions, I addressed to the Governor-General reporting the circumstances under which the "*Rio Zaire*" was boarded by the boats of Her Majesty's steamer "*Medusa*," I have now the honour to transmit a translation of a despatch which I have received from Senhor Amaral, and of the answer which I have returned to his Excellency.

2. The Governor-General assures me that he will employ all possible means to comply with the request which I had been instructed to make, and, informs me, at the same time, that he has submitted to the consideration of his Government the urgent necessity of occupying the River Congo. He takes occasion, also, to introduce into his despatch some observations on two other important points: first, the protection afforded to the slave-dealers in that locality by the use of the American flag; and, secondly, the incitement given to the Traffic by the system now adopted by the French Government in purchasing slaves on this coast to be shipped to the West Indian Colonies under the title of emigrants.

I did not, however, consider it advisable to allow myself to be led into a correspondence on matters wholly foreign to the subject which I had been instructed by your Lordship to bring under his Excellency's notice, and, therefore, although fully sensible of the magnitude of the evils referred to, I limited myself, in acknowledging his despatch, to reminding him that my communication had reference only to vessels liable to the provisions of the Treaty of the 3rd July, 1842, and expressing a hope that his promised measures would prove successful in discovering the facts connected with the Slave Trade adventure in which the "*Rio Zaire*" was engaged.

3. I should be glad if I could hold out a hope to your Lordship of any practical or satisfactory result from the Governor-General's inquiries into this affair, but, on the contrary, I fear that we cannot anticipate that any proofs will be obtained to criminate the guilty parties. I shall not, however, lose sight of this matter, and should I not receive any further communication from the Governor-General on the subject, I propose, in due time, again to address myself to his Excellency, requesting to be informed of the result of his investigation of the circumstances connected with the illicit employment of the "*Rio Zaire*."

I have, &c.

(Signed)

EDMUND GABRIEL.

Inclosure 1 in No. 48.

The Governor-General of the Province of Angola to Her Majesty's Acting Commissioner.

(Translation.)

Sir,

Loanda, December 26, 1858.

I HAD the honour to receive your despatch of the 20th instant, in which, in obedience to the instructions of Her Britannic Majesty's Principal Secretary of State for Foreign Affairs, you inform me that a canoe with negroes was captured by the boats of Her Majesty's steamer "*Medusa*," two others having escaped, and that there are strong grounds to suppose that these negroes were destined for an illicit Slave Trade adventure in which the palhabote "*Rio Zaire*" was to have been engaged, she having been visited at the same time by the boats of the said steamer.

You observe that the palhabote "*Rio Zaire*" belongs to Luiz Antonio Ferreira Reis, who is now a prisoner at Benguela, "pronunciado" for the crime of Slave Trafficking, from which you further conclude that that vessel ought to be considered suspicious. You request, therefore, that steps may be taken to inquire into this attempt at Slave Traffic, and to discover the individuals implicated therein, and also that the greatest vigilance may be exercised in regard to the above-mentioned palhabote and other small craft employed in the River Congo, in

order that, if sufficient proofs should be obtained of their being engaged in the prohibited Traffic, they may be destroyed in conformity with the Treaty of the 3rd July, 1842.

Assuring you that I will do all that lays in my power to comply with your reasonable request, I must, at the same time, offer to you the following observations:—

1. As you are aware of the means of action which I possess in the River Congo, you will readily perceive that I have not much confidence in their efficacy for the vigilance which may be requisite in that quarter. That vigilance could only result from the occupation of the territory, as I have, at various times, pointed out to you. I have represented the pressing necessity of adopting this measure to the Government of His Majesty, from whom it will doubtless receive due consideration, and then only will the nefarious Traffic in Slaves entirely cease in that locality, as it has ceased in all other parts of the Portuguese dominions on this coast where there are authorities and force.

2. The vessels engaged in the coasting-trade to the north, are either furnished with papers from this General Government, or they are not. In the former case if found by Portuguese or British ships of war contravening the Treaty of the 3rd July, 1842, it is beyond doubt that they ought to be brought to Loanda to be adjudged before the proper tribunal. In the latter case only can they be destroyed by the said cruisers as without nationality, and even then it is more advisable that they should be dealt with as in the first-mentioned case, which has been the practice adopted by the Portuguese cruisers for some time past.

3. You will perceive that with regard to the palhabote "*Rio Zaire*," although I concur with you that the fact of her belonging to Luiz Antonio Ferreira Reis fully justifies the suspicion which you entertain of her, yet I cannot proceed otherwise than I have now mentioned, that is, to cause her to be competently adjudged whenever she may be captured by British or Portuguese cruisers.

4. The continuation of the Slave Trade in the River Congo is due to two well-known causes. These are, the refusal of France and the United States to recognize the right of visit, and the enterprise of the first-mentioned Power in engaging negroes on this coast for its Colonies.

This latter cause incites the natives themselves and the European speculators established in the Congo to furnish negroes to the markets where those engagements are made. The immunity of the flag enables the real slave-dealers to cover their operations. It is, therefore, much to be desired that these two great nations would adopt some means of coming to an arrangement for removing these impediments. It is only in this manner, and by the occupation of the territory, which I have already referred to as the most efficacious of all measures, that the humane object of putting an end to the forced expatriation of the Africans can be attained.

5. Notwithstanding what I have now stated, I repeat that I will redouble my efforts to remedy the evil which you have pointed out. I would wish, however, to observe that, in the present posture of affairs, the repression of attempts against the liberty of the negroes does not appear to me so easy as you imagine.

I will bring this correspondence to the knowledge of my Government, and I hope that you will lay it before the Government of Her Britannic Majesty, as it appears to me that by their endeavours, acting in just and common accord; the result which all must desire may be obtained.

God preserve, &c.

(Signed)

JOSE RODRIGUES COELHO DO AMARAL.

Inclosure 2 in No. 48.

Her Majesty's Acting Commissioner to the Governor-General of the Province of Angola.

Sir,

Loanda, December 31, 1858.

I HAD the honour of receiving, on the 26th, your Excellency's letter of that day's date in reply to mine of the 20th instant.

Confining myself to the subject which, in fulfilment of my instructions, I had the honour to bring under your Excellency's notice in my above-mentioned despatch, I shall merely take the liberty of pointing out, on the present occasion, that that despatch referred only to vessels and small craft navigating under the Portuguese flag, and suspected of being engaged in the Slave Trade, which, being amenable to the provisions of the Treaty of the 3rd July, 1842, can be visited, searched, and detained by British or Portuguese cruisers on any part of the African coast not within the territorial jurisdiction of any civilized State.

I beg to thank your Excellency for so readily according to the wishes of Her Majesty's Government, with regard to the discovery of the authors of the Slave Trade adventure referred to in my despatch of the 20th instant, and I shall await with some solicitude the result of your efforts in this respect.

I have, &c.

(Signed)

EDMUND GABRIEL.

No. 49.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received May 9.)

My Lord,

Loanda, January 15, 1859.

I REGRET to have to inform your Lordship that the barque "*Panchita*," under American colours, has lately succeeded in shipping a cargo of slaves at Mangue Grande, between Ambrizette and the River Congo, with which she unfortunately got clear off to the Havana.

2. The "*Panchita*" was boarded by Her Majesty's steamer "*Pluto*" only a few hours before she effected her escape, but, being provided with regular American papers, Lieutenant Simpson, commanding that vessel, could not in any way interfere with her. It was reported that she left New York on the 6th September last; that she was owned by J. S. Dobson of that city, a name well known in connection with Slave Trade enterprises on this coast; and that she was commanded by an American citizen named P. R. Stanhope, having on board two Spaniards or Portuguese as passengers.

3. This was the same vessel which was detained and sent to the United States by Her Majesty's—I fear, late—ship “Sappho” in May 1857, and her escape is specially to be lamented, inasmuch as it will certainly tend to inspire the slave-trafficers with greater confidence in the security and protection afforded them by the American flag.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 50.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received May 9.)

My Lord,

Loanda, January 20, 1859.

REFERRING to my despatch of the 30th May, 1858, I have the honour to acquaint your Lordship that I lately received a communication from Dr. José Julio Rodrigues informing me that, in consequence of his having been appointed Commissioner on the part of Portugal by a Royal Decree bearing date the 3rd of November, 1857, the Government of His Most Faithful Majesty had instructed him to ratify the oath of office which he had taken on the 31st December, 1856, on which date, as your Lordship is aware, his nomination had not taken place in conformity with the stipulations of the Treaty.

2. At a sitting of the Mixed Commission on the 13th instant, the fact of Doctor Rodrigues having duly ratified the oath of office before the Principal Magistrate of the place, in conformity with Article I of Annex B to the Treaty of the 3rd July, 1842, was duly entered on the records of the Court, and, at the same time, Senhor Antonio Urbano Pereira de Castro was sworn in before the Commissioners to the due execution of the duties of his office as Secretary.

3. I beg leave to inclose a translation of the Minutes of the Court relative to these proceedings.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure in No. 50.

Minute of Session.

*Mixed British and Portuguese Commission, Loanda,
January 13, 1859.*

(Translation.)

Present :

Edmund Gabriel, Esq.

Dr. José Julio Rodrigues.

Senhor Antonio Urbano Pereira de Castro, *Secretary.*

DOCTOR JOSE JULIO RODRIGUES produced the Decree of His Most Faithful Majesty, dated the 3rd November, 1857, appointing him to be Commissioner on the part of Portugal in this Commission, and, having previously ratified the oath taken by him on the 31st December, 1856, before Doctor Luiz José Mendes Affonso, President of the Relação, in the form prescribed in Annex B to the Treaty of the 3rd July, 1842, there was reciprocally presented to him the Commission of Edmund Gabriel, Esq., Arbitrator, acting as Commissioner, under the Sign-Manual of Her Majesty the Queen of Great Britain and Ireland.

The Portuguese Commissioner declared that this ratification of the oath did not annul any of the acts previously performed by him in the exercise of his duties.

The Acting British Commissioner then stated that, no case having been presented for adjudication, and no business of importance having been before the Court since the 31st December, 1856, the day on which Doctor José Julio Rodrigues took the oath of office which he has now ratified, he, the Acting British Commissioner, does not consider it necessary to offer any opinion as to the validity of any acts performed by that gentleman in the character of Portuguese Commissioner to the present date. Mr. Gabriel added, however, that by the presentation of the Royal Decree nominating Doctor José Julio Rodrigues to be Portuguese Commissioner, and by his ratification of the oath of office, he now recognizes Doctor Rodrigues in the said capacity, and considers the Mixed Commission duly installed for the legal discharge of its functions in conformity with the stipulations of the Treaty.

Senhor Antonio Urbano Pereira de Castro then presented the Decree, dated the 24th November, 1857, by which His Most Faithful Majesty had been pleased to appoint him to the office of Secretary to the Mixed Commission, and having also ratified the oath before the Commissioners in the form prescribed by the Treaty of the 3rd July, 1842, he produced the inventory of all the papers, processes, and other articles forming the archives of the Commission, which were delivered to him by the ex-Secretary, Senhor Augusto Guedes Coutinho Garrido, in conformity with the Resolution of the Mixed Commission at its last session.

And that it may so appear, the present Minute has been drawn up and signed by the Commissioners, with me, Antonio Urbano Pereira de Castro, the Secretary who wrote it.

(Signed)

EDMUND GABRIEL.

JOSE JULIO RODRIGUES.

ANTONIO URBANO PEREIRA DE CASTRO, *Secretary.*

No. 51.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received May 9.)

My Lord,

Loanda, February 1, 1859.

HEREWITH I have the honour to hand your Lordship the joint Report which, in conformity with the provisions of Article XI of Annex B to the Treaty of the 3rd July, 1842, has been drawn up by my Portuguese colleague and myself for transmission to each Government.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure in No. 51.

Report of the Mixed Commission for the year 1858.

Report, for the year 1858, which the British and Portuguese Commission established at Loanda in virtue of the Treaty of the 3rd July, 1842, concluded between Great Britain and Portugal for the suppression of the Traffic in Slaves, is to transmit to each of the respective Governments, in conformity with Article XII of Annex B to the said Treaty.

1.—*Cases submitted for Adjudication.*

NO case of capture on account of Slave Traffic has been brought before this Mixed Commission for adjudication during the year ending the 31st December, 1858.

2.—*Condition of the Liberated Negroes.*

Since the establishment of this Commission 24 negroes have been emancipated by it. Of those, 4 have enlisted in the Portuguese navy, 2 in the land forces of the Colony, 3 died, 1 absconded, and 14 have been granted their full and permanent liberty.

3.—*General information respecting the Liberated Negroes.*

Of the 4 negroes remaining under the charge of the Provincial Government on the 31st December, 1857, 2 having attained the age prescribed in the 2nd section of Article VII of Annex C to the Treaty, received from the Board of Superintendence, on the 31st August, 1858, certificates of their complete and entire freedom, and the remaining 2, having acquired ample proficiency in their respective trades to enable them to earn their own living, were, on the same occasion, granted certificates of emancipation, one year of their apprenticeship having been remitted by the Board under the power vested in it by Article VII of Annex C. Consequently, none of the negroes liberated by this Commission are now remaining under the charge of the Government of this province.

Hall of Sessions of the British and Portuguese Mixed Commission,

Loanda, January 31, 1859.

(Signed)

JOSE JULIO RODRIGUES,
Portuguese Commissioner.

EDMUND GABRIEL,
Acting British Commissioner.

No. 52.

The Earl of Malmesbury to Her Majesty's Commissioner.

Sir,

Foreign Office, May 21, 1859.

WITH reference to your despatch of the 20th of December, 1858, I have to acquaint you that I approve the letter which you addressed to the Governor-General of Angola, on the occasion of your bringing to his Excellency's notice the particulars contained in my despatch of the 31st August last, respecting the suspected employment of the palhabote "*Rio Zaire*" in the Slave Trade.

I am, &c.
(Signed) MALMESBURY.

No. 53.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received June 1.)

My Lord,

Loanda, February 23, 1859.

I THINK it my duty to lose no time in bringing under your Lordship's notice a translation of the sentence of the Court of Relação at this place on an appeal from the judgment of the Juiz de Direito in the case of the well-known slave-trader Benito Derizans, which has just been published in the "*Official Boletim*" of this province.

2. The importance of this document will at once be apparent to your Lordship. It lays down the principle that the penalties imposed for smuggling are to be applied to the individuals composing the crews of vessels equipped for and engaged in the Slave Trade, and that in order to render these delinquents liable to the punishment awarded in Article 19 of the Decree of the 10th December, 1836, it is necessary that slaves should actually be on board the vessel at the time of capture.

3. This judgment is founded on Article 7 of the above-mentioned Decree.

4. I beg your Lordship's attention to the arguments by which the provisions of that Article, which refer exclusively to the examination by the civil authorities of vessels fitting out in the ports of Portugal to navigate to Africa, and the penalties incurred by the parties concerned in such vessels, if found with articles on board to indicate a design of employing them in the Slave Trade, are applied to the individuals found on board ships detained on this coast completely equipped to receive slaves.

5. For the full particulars respecting the capture and condemnation of the vessel on board of which Benito Derizans was found, and the sentence subsequently pronounced by the Juiz de Direito on this individual and others composing her crew, I beg to refer your Lordship to the despatches from this Commission, dated the 23rd of February, the 4th of March, and the 1st of July, 1856.

The vessel, which was discovered to be the "*General Pierce*," so frequently mentioned in the correspondence of Mr. Howard, formerly Her Majesty's Minister at Rio Janeiro, was condemned on the ground that "it was proved that she was destined for the Traffic in Slaves."

Benito Derizans was on board, in the ostensible capacity of passenger, but in reality he was the captain and the principal manager of the enterprise. This man's name has frequently appeared in the correspondence relative to the Slave Trade presented to Parliament. So far back indeed as 1838 he appears to have been pursuing his criminal and lawless career, having been then concerned in the Spanish vessel "*Constituição*," condemned in the Mixed Court at Sierra Leone; and in a despatch from Her Majesty's Commissioners at that place, dated 16th June, 1842, he is again reported as being the captain of the brigantine "*St. Antonio*," condemned in the British and Brazilian Mixed Court in that Colony.

6. His Excellency Senhor Luiz José Mendes Affonso, the President of the Court of Relação, is the same functionary who, in the inaugural address, an extract of which I had the honour to transmit in my despatch of the 9th of December, 1856, stated that "the criminals engaged in the nefarious and cruel Traffic in Slaves would receive the special attention of that Tribunal, in order that all the severity of the laws now in force might be duly inflicted upon them."

He is the same authority also who proposed to the Portuguese Government that the highest grade of punishment, short of capital, should be attached to the crime of slave-dealing, as reported in a despatch from this Commission dated 16th October, 1856. Your Lordship will be enabled to judge how far he has acted in this case with that vigour and in that humane and honourable spirit which might have been supposed to have dictated these assurances and proposals.

Senhor José Julio Rodrigues, Senior Judge of the Court of Relação, is now the Portuguese Commissioner to whom, in conjunction with myself, has been confided the duty of carrying into execution the Treaty of 1842 against Slave Trade.

7. The last paragraph of Article 9 of that Treaty says, that any one or more of the several articles of equipment therein enumerated, if proved to have been on board a captured vessel, shall be considered *primâ facie* evidence of her actual employment in the Traffic in Slaves; and by Article 15 that trade is declared to be piracy, and Portuguese subjects who shall, under any pretext whatever, take any part therein, are to be subjected to the most severe secondary punishment.

8. The sentence, a translation of which I have now the honour to hand your Lordship, is not only, I believe, without precedent in the records of the tribunals at this place, but it is one, the publication of which cannot fail, in my humble opinion, to produce the most pernicious effects in regard to the final eradication of the Slave Trade in the Portuguese possessions on this coast. The crew of the barque "*Velha Annita*," captured and condemned under circumstances similar to those of the "*General Pierce*," who are now in confinement in the criminal prison in this city pending the result of an appeal to the Court of Relação, will, probably, on the principle laid down in this sentence, be set at liberty; and it is, I apprehend, much to be feared that whilst slave adventures can be conducted by Portuguese subjects without other risk, until the slaves are actually embarked, than the loss of the

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money which may be employed in fitting out their expeditions and a trifling fine, many unprincipled men will readily be found to engage in pursuits which offer to them the prospect of such great pecuniary advantages as invariably follow the successful issue of transactions of this description.

9. I feel convinced, however, that the enlightened Government of His Most Faithful Majesty could never have contemplated such an interpretation of the law as has now, for the first time within my experience, been established by the Court of Relação; and I do not entertain a doubt but that a knowledge of the facts which I have now the honour to report, submitted, as I respectfully hope they will be, with a strong representation from your Lordship, will produce measures calculated to remove the existing defects in the Portuguese legislation on this important matter, and to deter notorious criminals like Benito Derizans from re-engaging in a traffic solemnly prohibited by the Treaty between the two Crowns.

I have, &c.

(Signed) EDMUND GABRIEL.

Inclosure in No. 53.

Sentence.

(Translation.)

THE Court having examined these autos and granted the plaint in the process, intervened by the plaintiff's counsel at the hearing of the cause for judgment, although it does not take cognizance of the documents which which were presented at that hearing.

It is seen by the said autos that the plaintiff Don Benito Derizans, merchant, native of Maracaibo, in the Republic of Venezuela, accused of the crime of slave-trafficking, was condemned to three years' service on board national ships of war, without pay; he having been found on board of a brig, without name, which not being furnished with any papers to show her nationality, course, destination, or crew, but having on board articles which by the Decree of the 10th December, 1836, are considered as indications of her being intended for Slave Trade, was captured off Benguela Velha, and condemned by the Tribunal of Prizes, as seen by the sentence at folio 3.

Considering, however, that the aforesaid penalty which is established by Article 19 of the said Decree of 10th December, 1836, is applicable only to cases in which the crime has been consummated, as is shown by the words of the said Article, "any exportation or importation of slaves has taken place"—an hypothesis which is not verified by these autos, inasmuch as no slaves were found on board the vessel in which the plaintiff was embarked; nor is it proved that any had been exported or imported in her, which it was requisite to prove, in order that the above-mentioned penalty should be awarded; a penalty which is limited to cases in which the crime has been consummated.

But there having been found only some articles which, if they are considered by the above cited Decree as indications of the vessels being intended for the Slave Trade, establish nothing more than a simple project or attempt at crime, and not its consummation, it is evident that the offence to which this process refers cannot be considered other than mere contraband, according to Article 7, section 1, of the said Decree, wherein it says, "If however, any articles indicative of her destination for the Slave Trade be found, they shall be seized as contraband." In such a case the penalties specified in Article 17 are to be applied, notwithstanding its being alleged that that Article relates only to vessels which are fitting out in other parts of the monarchy to navigate to Africa, because the law does not make this distinction in the general terms which it uses—"in the other ports of the kingdom."

The captured ship, on the contrary, being found in one of those ports under the circumstances mentioned in Article 7, and not those specified in Article 19 and its sections, and as the Penal Laws, moreover, principally in doubtful cases, ought to be interpreted and applied with lenity, it follows that the penalty prescribed in Article 19, Section 2, cannot be imposed on the plaintiff, but that Article 17, in reference to Article 7 of the Decree of the 10th December, 1836, ought to be applied to him.

Further, it is not proved that the plaintiff was navigating the seas with a view of committing robberies or violences in order to render him liable to the provisions of Article 162 of the Penal Code, nor is it proved that he was merely a passenger on board the captured ship; the contradictory answers given by him to the interrogatories, where he confesses to having conducted the ship during the whole time the captain was ill, and that the crew then obeyed him, showing that he assisted in the crime, and thereby rendered himself liable to the provisions of the said Article 17, and to Article 279 of the Penal Code.

On these grounds the Court reverses the sentence appealed, and condemns the plaintiff in the loss of the articles captured, in two years mulct at the rate of one milreis per diem, and in the costs of suit, the bond on payment of these several sums.

Loanda, February 23, 1859.

(Signed)

J. J. RODRIGUES.
MENDES AFFONSO.
J. M. COSTA.

No. 54.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received July 4.)

My Lord,

Loanda, March 5, 1859.

IT is again my disagreeable duty to report to your Lordship that the Slave Trade on the coast adjacent to the River Congo continues to be carried on with even more perseverance and success than heretofore, and with the most scandalous publicity, under the American flag.

2. The barque "*J. W. Reid*," which was reported in Mr. Consul-General

Crawford's despatch to your Lordship of the 7th August last, as having fitted out at Santiago de Cuba under circumstances of great suspicion, has lately succeeded in embarking a large cargo of slaves at a spot contiguous to that river and effecting her escape.

3. The "*J. W. Reid*" was fallen in with by Her Majesty's ship "*Conflict*;" but although Captain Courtenay entertained no doubt of her criminal intentions, yet, finding that she was provided with correct American papers, he did not consider himself justified in interrupting her voyage. She subsequently proceeded to Ponta da Lenha in the River Congo, where she is said to have landed a considerable sum in specie, and completed the arrangements for receiving her human cargo, with whom she sailed for Cuba.

4. I regret also to have to state that rumours are prevalent here, and believed, that three other vessels, wearing the American flag, have, during the two last months, carried off cargoes of slaves from the neighbourhood of Loango, but I have not been able to ascertain any particulars respecting them.

5. From the different reports which I have received, I think I may safely pronounce that the whole of the Traffic in Slaves on this part of the coast is now carried on under the protection of the flag of the United States; and I presume, therefore, to reiterate the hope that your Lordship will have induced the Government of that country to take measures effectually to check a Trade which America has abandoned by Treaty and abolished by law, but which yet continues a scandal to her flag.

This, my Lord, is now the more earnestly to be desired, inasmuch as it is quite evident that recent events have emboldened the slave-dealers in using that flag, and that from the experience which these miscreants have now acquired in the art of fraudulently disguising their vessels under it, they will henceforward cover themselves beyond the possibility of detection by the officers of Her Majesty's squadron.

6. In concluding this despatch I lament to be obliged to state that no American vessel of war has appeared on any part of the coast south of the equator since the corvette "*Dale*" left this place in November last. The River Congo, in fact, which I have so frequently pointed out to the Commodore and Commanders of the United States' squadron as the great resort of slave-vessels using that flag, and, indeed, the greatest stronghold of the Traffic in Slaves now remaining on the coast of Africa, has been left without an American cruiser for the last six months or more.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 55.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received July 4.)

My Lord,

Loanda, March 10, 1859.

I AM honoured by the receipt of your Lordship's despatch of the 23rd of December last, transmitting, for my information, copies of two despatches from Her Majesty's Minister at Lisbon, inclosing copies of the correspondence which has passed between him and the Portuguese Minister for Foreign Affairs relative to the refusal of Dr. Rodrigues to accede to the proposal which I made to him that he should renew the oath prescribed by Article I of Annex B to the Treaty of the 3rd July, 1842.

2. The instructions on this subject, which were addressed to my Portuguese colleague by the Marquis de Loulé, arrived here some time since, and this matter was finally settled by Dr. Rodrigues having ratified the oath of office, as reported in my despatch of the 20th January last.

3. It only remains for me, therefore, to assure your Lordship that it has afforded me much satisfaction to learn that the view which I took of this matter met with your sanction and support.

I have, &c.

(Signed) EDMUND GABRIEL.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received July 4.)

My Lord,

Loanda, March 10, 1859.

I HAVE had the honour to receive your Lordship's despatch of the 23rd of December last, inclosing for my information a copy of a despatch from Her Majesty's Minister at Lisbon, reporting what had passed between him and the Viscount de Sá da Bandeira on the occasion of his communicating to the Portuguese Minister a copy of my despatch of the 31st July, relative to the feeling existing in this province against the Decree abolishing the compulsory labour formerly exacted from the negroes under the title of "serviço de carregadores."

2. I beg leave to tender to your Lordship my best thanks for this communication.

I have, &c.
(Signed) EDMUND GABRIEL.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received May 4.)

My Lord,

Loanda, April 2, 1859.

I HAVE the honour to acquaint your Lordship that on the 4th February last Lieutenant Burton, commanding Her Majesty's steamer "Triton," captured off Kilongo a vessel of about 197 tons, having on board a complete slave equipment.

2. From the information which Lieutenant Burton received from one of her crew, named Edward Gardner, an American, and formerly master of the brig "Robert M. Charlton," captured by Her Majesty's steamer "Medusa" in March 1858, it would appear that this vessel, which had neither colours nor papers on board, was named the "George Louhse," and that she cleared out from Cardenas, under American colours, for New York. She proceeded, however, direct to Kilongo with the intention of shipping 350 slaves for Cuba, which purpose she would soon have effected had she not been intercepted by the "Triton."

3. She was sent to St. Helena to be tried before the Vice-Admiralty Court there.

I have, &c.
(Signed) EDMUND GABRIEL.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received September 2.)

(Extract.)

Loanda, April 10, 1859.

I HAVE the honour to submit a copy of a letter which I addressed on the 5th instant to the Governor-General of this province respecting the barque "J. J. Cobb," which has recently arrived in the River Congo, under American colours, on a slave-trading expedition.

This vessel was boarded by Her Majesty's steamer "Viper" on her arrival off the Congo, and although Lieutenant Hodgkinson was convinced of her intention to ship slaves, her papers being in regular order, he did not consider himself warranted in searching or detaining her. The barque's movements, however, were closely watched by the "Viper," and, after a short stay in the river, finding her designs thwarted there, she proceeded to a place in the neighbourhood of Loango, where, as I have since been informed, she took in a cargo of slaves, with whom she sailed for Cuba.

It appears that the "J. J. Cobb" cleared out from Havana for the Island of St. Thomas, on this coast, and touched at that place on her voyage to the Congo. It is more than probable, of course, that had a strict examination been made of this vessel, when leaving St. Thomas, it would have been found that she had on board sufficient proofs of her being intended for the illicit traffic to have rendered her liable to seizure by the authorities at that island for a breach of the Portuguese laws, inasmuch as she is known to have arrived in the Congo direct from

St. Thomas, with the whole of her slave equipment on board. When met with by the "Viper," however, the master, named Vent (who commanded the American ship "Charles" when she ran on shore to avoid capture, and was subsequently destroyed, as reported in despatch of the 3rd October, 1857), was unable to produce any clearance from the Custom-house at St. Thomas; and, under these circumstances, I considered it advisable to lose no time in making the facts known to the Governor-General, in order that his Excellency might be enabled to communicate with the Governor of St. Thomas on the subject by the mail-steamer which was then on the point of sailing for that place.

In his Excellency's reply of the 5th instant, a translation of which I beg to subjoin, he expresses his acquiescence in my views, acquainting me at the same time that he has transmitted a copy of my letter to the Governor of St. Thomas, and that he will duly inform me of the reply which he may receive.

Inclosure 1 in No. 58.

Her Majesty's Acting Commissioner to the Governor-General of the Province of Angola.

(Extract.)

Loanda, April 4, 1859.

I DEEM it right to acquaint your Excellency that I have just received a letter from Lieutenant Hodgkinson, commanding Her Majesty's steamer "Viper," who has for some time past been very zealously and successfully employed in the suppression of the Slave Trade to the north, communicating to me the particulars of a suspected attempt, under the American flag, to cover an enterprise in slaves on this part of the coast. The circumstances are as follows:—

The barque "*J. J. Cobb*," of New York, which has recently been boarded by the "Viper," cleared out from the Havana for the Island of St. Thomas, and it appears by the statement of the captain and supercargo, that the Spanish authorities refused, in consequence of the suspicions which attached to her, to allow her to depart for Africa, unless some recognized port was specified in her clearance.

There is no doubt that the "*J. J. Cobb*" proceeded to St. Thomas, inasmuch as the supercargo had a passport from the Governor of that island, and other papers proving the fact were seen by the Commander of the "Viper." It would seem, however, by Lieutenant Hodgkinson's report, that she had no clearance from the Portuguese authorities there, although the captain stated that the vessel's manifest had been duly delivered at the Custom-house. The captain and supercargo of the "*J. J. Cobb*" are both notorious slave-dealers, and well known to the officers of Her Majesty's squadron as having been employed on board slavers captured on this part of the coast.

Your Excellency is perfectly cognizant of the deplorable and flagrant manner in which the flag of the United States is still used to cover the inhuman transactions of the slave-dealers, and will, I am sure, concur with me in the necessity of taking prompt measures, when practicable and legal, to check the perpetration of such abuses.

I am aware that St. Thomas is not within the immediate precincts of your Excellency's authority; but in bringing this information under your notice, I venture to assure myself that you will profit by the departure of the mail-steamer "*Don Pedro*," to suggest to the supreme authority of that island the necessity of exercising the utmost vigilance, with a view of frustrating the nefarious intentions of any of these vessels which may touch there from the Havana.

Inclosure 2 in No. 58.

The Governor-General of the Province of Angola to Her Majesty's Acting Commissioner.

(Translation.)

Palace of Government, Loanda, April 5, 1859.

Sir, I HAD the honour to receive your despatch of the 4th instant, communicating to me the suspicions entertained of the barque "*J. J. Cobb*" having come to this coast for the purpose of being employed in the Slave Trade, and suggesting the expediency of an arrangement between the Government of this Province and that of the Islands of Princes and St. Thomas, for reciprocally transmitting to each other any information they may receive respecting such illicit enterprises with a view of frustrating them.

You request me, moreover, to communicate to you any information I may receive from St. Thomas on such subjects, in order that you may bring the same to the knowledge of the Commanders of Her Britannic Majesty's ships.

Entirely concurring with you in this matter, I have written by the steamer "*Don Pedro*," to the Governor of St. Thomas, inclosing to him a translation of your above-mentioned despatch, and requesting some information respecting the barque "*J. J. Cobb*."

I will duly inform you of the reply which I may receive.

God preserve, &c.

(Signed) JOSE RODRIGUES COELHO DO AMARAL.

No. 59.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received September 2.)

My Lord,

Loanda, April 15, 1859.

IN accordance with my instructions, I have the honour to submit to your Lordship my summary of observations on the state of the Slave Trade on this part of the coast, since my last Report to you on this subject, dated 25th February,

1858; apologizing, at the same time, for the delay which has taken place in consequence of my having been unable, at an earlier moment, to procure some information from the River Congo.

2. The total number of vessels captured on the coast south of the equator, during the year 1858, was twelve, of which eleven were captured by the British and one by the American squadron.

3. With the single exception of the "*Kate Helen*," detained by Her Majesty's steam-vessel "*Viper*," the whole of the vessels seized by Her Majesty's cruisers fraudulently displayed American colours, but having subsequently repudiated that flag, and renounced their title to any national character, they were seized under the provisions of the Act 2 & 3 Vict., cap. 73. They were all detained off the coast lying between Mayumba and the River Congo, none having been met with below the latitude of 5° 56' south, and the whole of them were condemned as being equipped for and engaged in the Cuban Slave Trade.

4. The state of things in regard to the prosecution of the Slave Trade on this coast, under the flag of the United States, has continued nearly as it was described in my last Report. The cases of the "*Charlotte*," "*Venus*," "*Ellen*," "*Wanderer*," "*Punchita*," and "*J. W. Reid*," all of which have been reported by me as having escaped with slaves from the neighbourhood of the River Congo, are instances in which vessels provided with regular American papers have been met by Her Majesty's cruisers on this coast, whilst waiting for the collection of slaves to form their cargoes, and afford strong illustration of the immunity which is still afforded to the slave-traders by the use of the flag of that country. It may be said, in short, that the whole of this piratical trade on the African coast is now carried on under the disguise of the flag of the United States; and so long as Spanish vessels, by assuming that flag, and thus sheltering themselves from molestation by Her Majesty's cruisers, can carry on the Traffic in Slaves with every prospect of impunity, so long must the exertions which Great Britain has devoted to the suppression of this great moral evil be entirely frustrated. On the other hand, I have no hesitation in saying that were it not for the protection which is still afforded to the slavers by assuming an American character, this detestable Traffic would soon be rendered too hazardous for profitable speculation, and cease to be, as it now is, the opprobrium of an age of civilization.

5. That part of the coast lying between Cape Lopez and Cabenda still continues most prominently distinguished for constant and active Slave Trade, and that Traffic is also carried on with unabated vigour in the River Congo, the slaves being for the most part bought at Embomma and other large markets in the interior of the Congo country, and conveyed down the river in canoes to Punta da Lenha and other spots suitable for temporary concealment; from thence they are sent overland, or removed in launches to the points of shipment, north or south of the river, according as the slave-dealers may find the one or the other clear of British cruisers.

6. In consequence of the cessation of the Traffic in this river in 1855 and 1856, a great impulse had been given to the industry of the native tribes in that neighbourhood, and legitimate commerce, especially the trade in palm oil, made considerable progress. The revival of the Traffic in Slaves has, of course given a corresponding check to the advancement of licit trade, as is shown by the fact that although the value of the palm-oil alone exported from that river in 1856, during which year no slaves were shipped from the Congo, was 28,000*l.*, the total value of the exports in the past year amounted only to 18,247*l.*

7. The greatest impediment to the natural advances of legitimate commerce in this river is the very pernicious practice adopted under the sanction of the French Government, of sending agents into the interior to buy slaves, to be shipped under the title of free labourers, to its West Indian Colonies; a practice which must, wherever it prevails, equally with the Slave Trade, turn aside the attention of the natives from the more slow and laborious means of barter which industry presents to that of selling each other.

8. The supplies of slaves for shipment by the French agents during the past year have been drawn principally from the interior of the Kingdom of Congo and from Loango; barracoons have been erected at Embomma by Messrs. Régis, the contractors, and extensive establishments formed at a place called Banana Creek at the mouth of the River Congo, where the vessels receive the greater part of their cargoes, and from whence, I have been credibly informed, not less than 4,000 Africans were shipped by the agents of Messrs. Régis during the past year.

9. To Africa, my Lord, the effects are the same, whether her children are bought by the Spanish slave-dealers to be consigned to a life of hard slavery in Cuba, or by the French agents to be transported under the denomination of emigrants to the West Indies; both systems alike fill the interior of the continent with intestine war, insecurity, and bloodshed, and check the development of its legitimate commerce.

10. I am satisfied that if measures were taken to collect every information capable of throwing light on the matter, the Government of the Emperor would be convinced that France, by deviating from the path which she has so successfully trodden, is now stopping all the sources of prosperity and checking the progress of civilization in Africa.

11. I have been informed by Lieutenant Hodgkinson, late in command of Her Majesty's steam-vessel "Viper," who has been employed for some time past in watching the River Congo, and had a good deal of intercourse with persons who possess the best means of information on this matter, that the agents of Messrs. Régis, at Embomma, are now buying a large portion of the slaves who are brought to that place for sale, and that they are paying as much as 5*l.* or 6*l.* sterling each for them in well-assorted goods.

12. It appears, moreover, from the information given to me by Lieutenant Hodgkinson, that these slaves are bought from the native traders, who bring them in for sale, in small numbers, with the palm-oil and other produce of the country, and that when he last visited the Congo there were as many as 700 of them in the establishment of Messrs. Régis, at Pirate's Creek, ready for shipment.

13. It would be difficult, my Lord, fully to appreciate the deep and lasting injury which has been inflicted on this part of Africa by the plan now pursued by the French Government for procuring labourers for its Colonies. The native Chiefs, who during the cessation of the Slave Trade in 1855 and 1856, began at length to believe in the probability of a permanent abolition of the Traffic, and that it was, therefore, absolutely necessary to turn their attention to some other means of procuring the necessaries of life, begin now to distrust all such assurances.

14. These Chiefs of course cannot be expected to discriminate with any accuracy between the "emigrant" and the "slave." They only know in general that the white man, who they understood was to trade no more in slaves, except as a smuggler liable to be seized and punished, now resumes the open and uncontrolled practice of buying slaves; and so long as a ready market is afforded to the Chiefs for the sale of their fellow-creatures, they will never believe it for their interest to change their present pursuits, and leave off those inhuman practices whose only object is to procure slaves.

15. Never since the commencement of the system of buying and shipping Africans by the French has more activity been shown than during the past two months. Their large establishment at the Banana has been perfected, and owing to the complete assortment and the quantity of their goods, their operations have extended far into the interior, where they are enabled to outbid the Cuban slave-dealers. A regular communication along the coast has also been established by means of a large brigantine and cutter, and thus the factories at Loango and the Congo are kept in constant correspondence.

16. On the last occasion of my having to fulfil the duty of submitting an annual Report, I took the liberty of introducing a few observations, with a view to showing the remarkable impetus which had been given to legitimate commerce in this province by the suppression of the Traffic in Slaves. The past year has been characterized by unusual commercial depression throughout the whole coast of Africa; and the legitimate trade of this Colony has, I regret to say, severely felt the disastrous effects of that extravagant spirit of speculation which produced so sudden a revulsion in the commerce of the United States and other parts of the world.

17. Your Lordship will doubtless receive from Her Majesty's Consul full information upon these matters, as well as upon the measures contemplated by the Government of Portugal, with a view of promoting and encouraging lawful trade in this Province. Such subjects are, I presume, properly within the sphere of that gentleman's duties, and I shall therefore abstain from entering more fully upon them in this Report.

18. The Company formed in London for working the Bembé copper mines, under certain arrangements with the original concessionnaire, Francesco Antonio Flores, has not, I am reliably informed, met, up to the present moment, with that success which was anticipated.

19. A very great discouragement which it has had to contend with proceeds from the insalubrity of the climate of Bembé to the European constitution, and the consequent heavy mortality with which its operations have been attended. Shafts have been sunk to a considerable depth, and other mining operations have been carried on at much expense during the past year, but little or no copper ore has been obtained since the works were delivered over to the Company on the 1st of January, 1858. It is right for me to add, however, that sufficient time has not been allowed for the adequate development of the operations undertaken at Bembé by the "Western Africa Malachite and Copper Mines Company." It appears, indeed, that although no ore was taken out of the mines in 1858, a few tons have recently been obtained there, and sent down to Ambriz for shipment, and that the prospects of the Company are now, upon the whole, improving.

20. The information I have received from various sources inclines me to believe that the mineral does not exist in regularly formed veins or lodes, but in disconnected isolated patches near the surface. This opinion is confirmed in some measure by the description given to me of the manner in which the natives formerly obtained the malachite, viz., by opening pits of about ten or fifteen feet in depth in places where the mineral was supposed to exist, and digging it out by hand. The malachite in these pits soon becoming exhausted, the natives would then seek some other promising spot to re-commence operations.

21. Previous to the occupation of Ambriz and Bembé by the Portuguese Government, the Liverpool houses established at the former place carried on a very valuable trade in copper ore with the natives. In the year 1855 the year preceding the Portuguese occupation of Bembé, the export of that article at Ambriz was as follows, viz. :—

					Tons.
By the Agent of Messrs. Hatton and Cookson	..	..	..	..	140
By Messrs. Tobin and Son	..	..	..	..	115
Total	..	..	..	..	255

which, at an average value of 50*l.* per ton, amounted to 12,750*l.*

22. Efforts have recently been made by the Portuguese Government to extend to this Colony the advantages of steam communication with the mother country, and in November of last year a steamer arrived here, being the first of a regular line to run between Lisbon and the Portuguese African Possessions, under a contract entered into by the Government of His Most Faithful Majesty with a Company called "União Mercantil."

23. It is much to be regretted, however, that amongst the parties who are concerned in this enterprise certain names appear which are by no means calculated to give it the stamp of good faith and capability.

24. This province, the resources of which have been steadily developing themselves more fully since the cessation of the export Traffic in Slaves, has long felt the want of speedy and regular communication with the mother country, and the mercantile community here appear to be fully alive to the advantages to be gained in a commercial point of view, by bringing the Colony into nearer proximity, and more regular intercourse with the European markets.

25. The steamers are to run between Lisbon and Mossamedes, calling at Cape Verd, St. Thomas, Loanda, and Benguela; and the Portuguese Government has granted the Company a subsidy of sixty contos of reis, or about 12,000*l.* per annum. The Company, however, will have to contend with much opposition from the sailing vessels which have hitherto monopolized the whole of the carrying trade between this province and Lisbon, and I am strongly inclined to doubt whether the above-mentioned grant will suffice to insure a profitable result to the shareholders in this enterprise.

26. The Government of Portugal has lately evinced a great desire to promote the cultivation of cotton in this province. That culture, should it succeed, as there is every reason to suppose will be the case, cannot fail to prove in various ways an object of much importance to the Colony, as well as to the mother country. The greatest want now felt in the trade of Angola is return cargoes, and if cotton were cultivated to any extent, it might in a great measure supply that want.

27. With regard to the extent of the cotton plantations now in existence in this province, I cannot speak with much certainty; but from all the information in my possession—and I have endeavoured to inform myself fully—I have arrived at the conclusion that there will be a considerable increase in the export of cotton during

the present year as compared with 1858. Already several plantations have, I am gratified to learn, been formed in the interior, and the Governor-General having employed all the means at his command to encourage the agriculturists and natives in cultivating this important article, it is confidently anticipated that a rapid increase will take place in the export thereof.

28. Knowing the importance which Her Majesty's Government attaches to every step which tends towards the universal extinction of slavery, I feel assured that it will have received with the most sincere pleasure the notification of the Decree of His Most Faithful Majesty, dated the 29th April last, declaring that after the period of twenty years from that date the condition of slavery is to be entirely abolished throughout the Portuguese Colonial Possessions.

29. It would be too much to expect that an organic change of this nature should prove popular in a community which has from time immemorial been accustomed to the system of slavery. It has not, however, produced that sensation which might have been expected; but amongst the inhabitants there are many persons intimately acquainted with the circumstances of the Colony who consider that difficulties will have to be encountered in carrying out this measure which the Portuguese Government will not be able to overcome. Of course, many very material points connected with it have yet to be discussed and provided for, foremost amongst which is the indemnification to be paid to the owners of slavers; but I cannot permit myself to doubt that the same philanthropic and noble spirit which has prompted His Most Faithful Majesty to make this concession to the spirit of the age, will animate and guide the councils of those to whom he may intrust the carrying through and perfecting of so righteous a measure.

30. The number of slaves registered in the province under the Decree of the 14th December, 1854, was as follows:—

Loanda	14,294
Benguela and its dependencies	7,742
Mossamedes and its dependencies	913
Novo Redondo	1,154
Districts in the interior	37,608
Total ..	61,711

Taking the average value of a slave at about 10*l.*, which, according to the opinion of persons well-informed in such matters, is a fair computation, the sum required to compensate the slave-holders in this province would be about 600,000*l.*

31. Rumours were prevalent at this place, some time since, of two vessels having embarked slaves on the coast in the vicinity of Benguela, and succeeded in effecting their escape; and reports were current, at the same time, of a movement amongst the slave-dealers at different points to the southward of this city. I did not, however, obtain that satisfactory proof of the correctness of those reports which would have justified me in bringing them under your Lordship's notice, or communicating them, as I otherwise should have done, to the senior officer of Her Majesty's naval forces on this part of the coast; but the Governor-General having some days previously left this place for Mossamedes in a Portuguese vessel-of-war, for the purpose of visiting officially all the Settlements to the southward, I profited by a casual opportunity which presented itself of communicating to his Excellency the reports in question, expressing a hope, at the same time, that in the course of his official visits he would find time to institute inquiries on this subject, and inform me of the result.

32. Senhor Amaral, on his return to this place, informed me that, after having employed every means of investigating the matter, he had arrived at the conclusion that there was no foundation for the reports which had been circulated.

33. At a conference which I have since had with his Excellency, he stated that, although he entertained the strongest moral conviction that no shipment of slaves had been effected south of Loanda for some considerable time, and felt assured that no Slave Trade operations were at present contemplated at any of the factories existing along that part of the coast, he was, nevertheless, apprehensive that the numerous local facilities which it presents for the operations of the slave-dealers would readily be taken advantage of whenever they may find it necessary to abandon their accustomed haunts to the north, and he regretted that the naval

force at his disposal did not admit of his keeping a cruizer stationed in that quarter.

34. Towards the close of last year, information was communicated to me by the Brazilian Consul-General here, of a project supposed to be entertained by parties in this province for the introduction of slaves into the northern provinces of the Brazils, by way of Guiana; and although I did not succeed in obtaining any confirmation of the report, I nevertheless considered it of sufficient importance to make it the subject of a communication to Her Majesty's Minister at Rio de Janeiro, of which I had the honour to transmit to your Lordship a copy in my despatch of the 10th October last. I have since had the satisfaction of receiving from Mr. Stuart, Her Majesty's Chargé d'Affaires at Rio, a despatch informing me that the Brazilian Minister for Foreign Affairs had stated to him that, although he did not believe in the existence of the above-mentioned plan, he had nevertheless enjoined upon the President of Pará to exercise great vigilance with a view to the discovery of any attempts which might be projected in that province for the revival of the Slave Trade.

35. It will be in your Lordship's recollection that I had the honour, in my despatch of the 23rd February last, to report the sentence pronounced by the Court of Relação at this place on Benito Derizans, whose name has so often been brought under the notice of Her Majesty's Government and the Government of Portugal in connection with slave transactions on this coast. The ruling of the Tribunal of Relação in the case of that notorious criminal was, that no slaves having been found on board the vessel in which he was taken, he was only liable to the punishment attached to smuggling. Whether this interpretation of the law is consistent with the Portuguese Decree dated the 25th July, 1842—whereby, in accordance with Article XV of the Treaty for the Abolition of the Traffic in Slaves, the crime of trading in slaves is declared to be piracy in the Portuguese dominions—I leave it to your Lordship to say; but I would respectfully submit that the views of the tribunals at this place as to the penalties to be inflicted upon persons implicated in the Slave Trade, is a matter which merits the serious attention of the Government of His Most Faithful Majesty. It is indeed of the utmost importance that the law upon this matter should be clearly stated and conscientiously administered.

36. I have but little to report with regard to the co-operation of foreign cruizers during the past year. His Most Faithful Majesty's squadron still consists of the corvette "Goa" and schooner "Cabo Verde," the latter having returned to this coast from Lisbon, whither she had been dispatched on special service under orders from the Governor-General, as reported in my despatch of the 1st October, 1857. No capture has been made by this squadron since last year, nor have any operations of importance been undertaken by it.

37. The American Commodore appeared in this harbour in September last in the "Cumberland," and after remaining here three weeks, proceeded to the rendezvous at the Cape Verdes. The only capture effected by the United States' squadron on this coast in 1858 was that of the "*Brothers*," as reported in my despatch of the 3rd October last; and since the departure of the corvette "Dale" in November last, no cruizer belonging to that squadron has been upon this part of the coast. No steps have been undertaken to remedy the inconvenience arising from the distance at which the only depôt of provisions for the supply of the American squadron is situated from this part of the station; and I am informed by the Commanders of the United States' cruizers, that nearly the whole of their time continues to be occupied in voyages to and from the Cape Verdes, to which islands they are always obliged to proceed to replenish their stores.

38. The only French vessels of war that have appeared on this part of the coast since the date of my last Annual Report, are two gun-boats, which have been almost exclusively employed in supervising the proceedings of the French agents employed in buying slaves to be shipped as emigrants to the French West Indian Colonies. A depôt of coals having been formed at Pirates' Creek, and other necessary supplies being attainable there, they seldom visit this place.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 60.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received September 2.)

My Lord,

Loanda, April 20, 1859.

HAVING, in my despatch of the 5th ultimo, referred to the absence of any American cruizer on this part of the coast during the last four months, I have now the greater satisfaction in being able to report to your Lordship that the United States' corvette "Marion," Commander Brent, arrived in this port on the 10th instant, having been dispatched hither by the American Commodore from the Cape de Verdes, and after a few days' stay proceeded on a cruize to the northward.

2. I availed myself of the opportunity afforded me by returning Commander Brent's official visit, to communicate to him in the most unreserved manner all the information I possessed respecting the recent proceedings of the slave-traffickers in the River Congo, and expressed my opinion of the importance of his showing his colours there; informing him at the same time that I believed that the American flag was now almost exclusively employed in the prosecution of the Slave Trade between this coast and the Island of Cuba.

3. I have great pleasure in adding that Commander Brent's language on this subject was extremely satisfactory, and that he assured me he was not only determined to carry out fully the views of his Government regarding that Traffic, but to use his utmost efforts to prevent this continued abuse of his country's flag.

4. The "Marion," although but just arrived on this part of the station, will not be able to remain more than a month, as Commander Brent has informed me that, at the expiration of that time, he will be under the necessity of returning to the rendezvous at the Cape Verde Islands for provisions.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 61.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received September 2.)

My Lord,

Loanda, May 1, 1859.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 22nd January last, from which I have learned, with great satisfaction, that your Lordship has approved of my proceedings in connection with the Board of Superintendence of Liberated Africans as reported in my despatch of the 26th October, 1858.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 62.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received September 2.)

(Extract.)

Loanda, May 10, 1859.

I HAD the honour, in my despatch of the 20th ultimo, to inform your Lordship that the United States' corvette "Marion" had arrived in this port, and sailed on a cruize to the northward, and I have now the pleasure of being able to report some very interesting and important circumstances connected with the proceedings of that vessel since her departure hence.

2. On the arrival of the "Marion" in the River Congo on the 20th ultimo, she found lying there Her Majesty's steamer "Triton," Lieutenant Burton Commanding, and the American barque "Orion," of New York, John E. Hanna, master, Harrison J. Vining, owner.

3. Commander Brent, on learning that Lieutenant Burton entertained strong doubts as to the legality of the "Orion's" papers, and that much suspicion, more-

G 2.

over, was attached to her movements, immediately sent his officers on board to examine her, the result of which was the discovery of a complete double set of slave-coppers, a large quantity of plank, provisions for slaves, and water-casks. It appears, however, that Commander Brent considered the register of this vessel to be authentic, and the master also produced a clearance from New York dated the 20th January, 1859, for the River Congo.

4. On further inquiry it was found that this man had, a few days before the "Marion" made her appearance, proposed to the crew of the barque that they should abandon her as a prize to the "Triton," and this circumstance, added to the fact of her having a complete slave equipment on board, induced Commander Brent to detain her and send her to the United States for trial.

5. She was seized on the 21st ultimo, and sent to New York, with every individual found on board, in charge of a Lieutenant of the "Marion."

6. The day after the seizure of the "*Orion*," another American barque called the "*Emma Lincoln*," George W. Palmer, master, and owned by J. M. Perry, of New York, arrived in the Congo, and on being boarded and searched by the officers of the "Marion" was found to have on board a cargo in all respects similar to that of the former vessel; but Commander Brent, having in vain attempted to detect any irregularity in her papers, did not consider that he would be borne out in seizing this vessel merely on the evidence afforded by the suspicious nature of her cargo.

7. It appears from the statement of that officer that the instructions under which the Commanders of the United States' cruizers on this coast are acting, although strictly enjoining on them the suppression of the Traffic in Slaves, are yet entirely silent as to the nature or description of articles which are to be considered as evidence of the employment of the vessel in that Trade, and, consequently, much difficulty is found in interfering with American vessels not having slaves actually on board, or some other positive and unequivocal proof of their being engaged in that Traffic.

8. With regard to the "*Orion*," the proposal of the master to surrender that vessel as a prize to Her Majesty's steamer "Triton," and other circumstances, were sufficient, in Commander Brent's opinion, to warrant him in detaining her; but in the case of the "*Emma Lincoln*," although he felt little or no moral doubt that she was about to be employed in the Slave Trade, yet, as the American law indicates no especial equipment to be proof of engagement in that Traffic, that officer declined the responsibility of seizing her upon the sole fact of her having on board water-casks and other equipment, her register and papers being perfectly regular. Consequently, having in this instance no auxiliary evidence, as he had in the cases of the "*Orion*" and "*Ardennes*" hereafter mentioned in this despatch, Captain Brent after detaining the "*Emma Lincoln*" five days, and maturely deliberating upon the case, released her from his control, and she proceeded without further molestation up the River Congo to Ponta de Lenha, from whence I shall, doubtless, soon receive intelligence of her having succeeded in her iniquitous intentions.

9. On the 27th April, the day following the release of the above-mentioned vessel, the brig "*Ardennes*," of New York, Antoine Pelletier, master and owner, arrived in the River Congo.

10. She was fallen in with on the evening of the 23rd ultimo, off Cabeça de Cobra, by Her Majesty's steamer "Pluto," and was, at that time, standing to the southward, but the following morning she was observed to be steering to the northward. Lieutenant Simpson, therefore, boarded the "*Ardennes*" for the purpose of ascertaining her nationality, and learning that she was bound to the Congo, he immediately withdrew for the purpose of escorting her in Her Majesty's steamer to that river, where he was aware that the "Marion" was lying.

11. On the arrival of the "*Ardennes*" in the Congo, accompanied by the "Pluto," Lieutenant Simpson imparted his suspicions respecting her to Commander Brent, and a strict search was immediately instituted which resulted in the discovery of a complete slave equipment with the exception of the planks for a slave-deck, which, it is said, are on board the "*Emma Lincoln*." This, however, in the opinion of Commander Brent, as I have already stated, would not have authorized her seizure; but an inspection of the ship's papers showed that although there was nothing incorrect in the register her clearance from Jacksonville in the United States was for the Canaries, where she had not been, although two Spanish or Portuguese passengers on board were furnished with passports for these islands.

12. When Commander Brent drew the attention of the master of the

"*Ardennes*" to this circumstance, and called upon him to explain why the vessel had not proceeded to the port to which he had made oath before the authorities of Jacksonville that she was bound, no satisfactory explanation of the matter could be given.

The master, Pelletier, who is well known for his long connexion with Slave Trade transactions on this part of the Coast, stated that he had cleared out for the Canaries merely to satisfy public feeling—a strong demonstration having been made by the inhabitants of Jacksonville in consequence of the detention of his vessel by the authorities at that place, on suspicion of her being concerned in the Slave Trade.

13. It being evident to Commander Brent, under these circumstances, that the master of the "*Ardennes*," independently of his having violated the laws of the United States for the suppression of the Slave Trade, had knowingly and wilfully perjured himself by the solemn oath taken by him before the authorities at Jacksonville, determined on seizing the vessel and sending her to the United States for trial. The master begged very much to be sent to a port in one of the Southern States, but, according to the instructions of the American Government all vessels detained on this Coast are, if possible, to be sent for adjudication to the port from which they sail. Commander Brent, therefore, sent two officers in charge of the "*Ardennes*" to New York with the whole of the crew on board, and of the particulars of her trial your Lordship will doubtless be fully informed by Her Majesty's Consul at that place.

14. It affords me much pleasure to add that in a letter which I have recently received from Captain Courtenay, of Her Majesty's ship "*Conflict*," at present the senior officer of this division of the squadron, that officer expresses his high sense of the very cordial and zealous manner in which, throughout the whole of these proceedings, Commander Brent has co-operated with Her Majesty's officers in rescuing the American flag from being, in the cases of the "*Orion*" and "*Ardennes*," desecrated in the prosecution of the most atrocious crimes with impunity.

15. In the Act of Congress of the 20th April, 1818, certain penalties are enacted against any parties who may, in the words thereof, "build, fit, equip, load, or otherwise prepare any ship or vessel for the purpose of carrying on any Trade or Traffic in Slaves."

But in none of the provisions of the Statutes of that country is it stated what constitutes the fitting or equipment of a slaver; and by the principles which appear to have guided the decisions of some of the highest Courts in that country, it would appear that the presence of such articles of equipment as slave-coppers, water-casks, slave-deck, and provisions for slaves, although furnishing strong presumptive proof of the illicit object of the voyage, do not constitute the offence.

This is a matter which I humbly submit it would be advisable to bring under the notice of the United States' Government as eminently requiring its strong and immediate consideration; for it is obvious that the only flag which the guilty adventurers in the Slave Trade now assume to cover their crime is the American, and that from the art with which experience has taught them to shelter their vessels, it will be impossible for Her Majesty's officers to combat these scandalous proceedings, and scarcely less so for those of the United States unless adventitiously supplied with auxiliary evidence, as, happily, Captain Brent was.

It is much to be hoped, therefore, that that Government will adopt efficient measures, either by an appeal to the Legislature or otherwise, for enabling its officers to determine at once, and without doubt, as to the legal or illegal employment of vessels wearing its flag.

No. 63.

Her Majesty's Commissioner to the Earl of Malmesbury.—(Received September 2.)

My Lord,

Loanda, June 30, 1859.

I HAVE been honoured by the receipt of your Lordship's despatch of the 13th April last, acquainting me that Her Majesty has been pleased to appoint Captain Sir Henry Huntley, R.N., in addition to his appointment as Her Majesty's

Consul in this city, to be Her Majesty's Arbitrator in the Mixed British and Portuguese Commission established here under the Treaty of the 3rd July, 1842, between Great Britain and Portugal for the suppression of the Slave Trade.

I have likewise the honour to acknowledge the receipt of a Commission under the Royal Sign-Manual, bearing date the 5th April last, by which the Queen has been graciously pleased to appoint me to be Her Majesty's Commissioner at this place, and to confer the before-mentioned appointment on Sir Henry Huntley.

In accordance with your Lordship's directions, I have introduced Sir Henry Huntley to my Portuguese colleagues as Her Majesty's Arbitrator, and the prescribed oaths having been duly administered to that gentleman and myself by the President of the *Relação* as the Principal Magistrate of this place, in conformity with the requirements of the Treaty, at a sitting of the Mixed Commission, this day, the fact of our having entered upon the duties of our respective offices as Commissioner and Arbitrator was recorded on the Minutes of the Court.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 64.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received September 2.)

My Lord,

Loanda, July 1, 1859.

WE have the honour to report that no case has been presented for adjudication before the British and Portuguese Mixed Commission established at this place during the last half-year.

We have, &c.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 65.

Her Majesty's Commissioner to the Earl of Malmesbury.—(Received September 2.)

My Lord,

Loanda, July 10, 1859.

I BEG leave to acquaint your Lordship that Her Majesty's Arbitrator has addressed a letter to the British and Portuguese Mixed Commission, stating that it is his intention to return to England on private grounds, and that he embarks this day in the Portuguese mail-steamer "Africa" for Lisbon.

A Minute to this effect has been duly entered on the records of the Court.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 66.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received October 1.)

(Extract.)

Loanda, May 24, 1859.

I HAVE the honour to report that on the 5th instant Her Majesty's steamer "Triton," Lieutenant Burton commanding, arrived in this port *en route* to St. Helena, bringing in tow a schooner called the "*Regla*," which she had captured the day previous, about thirty miles to the northward of this city, in latitude 8° 5' south and longitude 12° 58' east, without colours or papers to prove her entitled to any national character, and having on board a complete slave equipment, with specie to the amount of about 1,700*l*.

2. This schooner left Cardenas in January last, and first sighted the coast,

near the River Longo, about 100 miles south of this place. From thence she shaped her course to the northward, running in sight of the land to ascertain her true position, and after passing Loanda, hove-to off Mossulo on the day preceding her capture by the "Triton."

3. Having learned from Lieutenant Burton that the captain of the "*Regla*" had landed at Mossulo, a place situated between this city and Ambriz, and consequently within the territories of the Crown of Portugal on this coast, and this fact having been confirmed by a written statement made by one of the crew of the captured vessel, I thought it my duty to address a letter to the Governor-General, bringing to his knowledge this apparent attempt to renew the Traffic in Slaves in this province, and suggesting that the depositions of the crew of the schooner might be taken whilst in this port, with a view not only of enabling his Excellency to cause the captain to be arrested and brought to justice, but also to institute legal proceedings against any other parties who might prove to be the authors of this criminal speculation.

4. In that letter I stated, moreover, that I had reason to fear that the schemes of the slave-dealers were again in operation in this province, and expressed my confident hope that his Excellency would use all the means at his command to frustrate them.

5. Senhor Amaral replied, under date the 9th instant, by observing that, according to Portuguese law, it would be irregular to base any judicial proceedings on depositions taken on board a British vessel of war, and assuring me that he would forward the description of the captain of the "*Regla*," contained in the statement inclosed with my despatch to his Excellency of the 7th instant, to the Portuguese authorities to the north, in order that they might cause him to quit the Portuguese territory in the event of his being found.

His Excellency informs me, moreover, that although the only two factories existing at Mossulo belong to American houses which he supposes to be incapable of dealing in slaves, he will, nevertheless, cause inquiries to be made respecting the landing of the captain of the "*Regla*" at that place, and concludes by requesting me to state the grounds I have for supposing that any Slave Trade operations are projected in this province, and by expressing his opinion that enterprises of an honest and less hazardous nature are taking the place of that reprobated traffic.

6. This reply was delivered to me late in the afternoon of the 9th instant, and as the "Triton," in company with her prize, proceeded to sea the following morning at daylight, there was consequently no time to make other proposals or arrangements for the examination of the crew of the "*Regla*," a circumstance which is certainly to be regretted, inasmuch as I think it highly probable that had a rigid inquiry been instituted into the particulars of this transaction, it would have been found that persons in this city were concerned in it.

7. In the rejoinder which I addressed to the Governor-General on the 13th instant, I considered it my duty to enter more at length upon this subject, and to state, fully and distinctly, in accordance with the wishes expressed by his Excellency, the several circumstances which lead me to fear that attempts are about to be made to revive the Traffic in Slaves in this province, and to which I would now request your Lordship's serious attention.

8. To this last letter I have not yet received any reply; the result, therefore, of the measures taken by the Governor-General in this matter, I shall have to report in another despatch.

9. I beg leave to subjoin copies of the correspondence which has passed between Senhor Amaral and myself upon this subject.

Inclosure 1 in No. 66.

Her Majesty's Acting Commissioner to the Governor-General of the Province of Angola.

Most Excellent Sir,

Loanda, May 8, 1859.

I REGRET that it should be my duty to bring to your Excellency's notice an attempt which has just been made to renew the Traffic in Slaves in the vicinity of this city.

Her Majesty's steamer "Triton," on the 4th instant, being in latitude 8° 5' south, and longitude 12° 58' east, captured a schooner without colours or papers, and with a slave-deck laid, a great quantity of water in casks, provisions, and all the requisite equipments for a cargo of slaves, whom it is alleged she was about to ship at Mossulo, off which place she was first seen by Her Majesty's steamer.

From the inclosed copy of a declaration made in writing by the carpenter of this vessel, who is now on board the "Triton," your Excellency will perceive that the captain, whose description is therein given, landed at Mossulo the day previous to her capture; and I would take the liberty of suggesting that immediate steps should be taken for his apprehension, in the event of his being found in any part of this province.

I assure you Excellency that I have reason to fear that the manœuvres of the slave-dealers at this place are again in operation; and I confidently hope that you will use all the means at your command to prevent the revival of this inhuman Traffic within the territories of the Crown of Portugal on this coast.

I have no doubt that Lieutenant Burton will allow such depositions to be taken on board the "Triton" as your Excellency may deem requisite, with a view to any judicial proceedings which it may hereafter be necessary to institute for the conviction and punishment of the authors of this criminal speculation; and I shall be happy to afford your Excellency all the assistance in my power in this respect.

I have, &c.
(Signed) EDMUND GABRIEL.

P.S.—Her Majesty's ship "Triton" proceeds to sea on Tuesday morning at daylight.

E. G.

Inclosure 2 in No. 66.

Declaration.

(Translation.)

I, THE Undersigned, declare, and if necessary will swear, that the schooner "*Regla*," captured by the English steamer of war "Triton," sailed from Cardenas, in the Island of Cuba, and after a voyage of three months and a-half sighted the land at the Rio Longo, on the coast of Africa. She then proceeded for three days to the north, and arrived off Mossulo on the 3rd of this month.

On that day the schooner hove-to in sight of Mossulo, and at 3 o'clock in the afternoon the captain went on shore in one of the boats, manned by four white men, who returned on board, with orders to go for him the following day.

The captain was an American, and did not speak Spanish, but I, the Undersigned, do not know his name. He was about 35 years of age, tall and stout, fresh complexion, and reddish hair. The said captain took with him a bag of clothes, and a small sum of money.

The Undersigned does not know anything of the papers of the schooner; but I saw the captain tie up an American flag, and take it with him.

The said captain had made two voyages in the Slave Trade.

The pilot was a Catalan called Dom Pedro, and governed the ship.

The schooner sailed from Cardenas at night, without having been visited or dispatched by the Custom-house, and had on board water, provisions, and everything requisite for the reception of about 350 slaves, which, I think, were to have been shipped at Mossulo.

The slave-deck was laid during the voyage.

Signed on board the British steamer "Triton," at Loanda, May 7, 1859.

(Signed) FRANCISCO PERES, Carpenter of the schooner "*Regla*."

Signed in our presence:

(Signed) EDMUND GABRIEL, Acting British Commissioner at Loanda.
E. HARDINGE, Commander, Royal Navy.

Inclosure 3 in No. 66.

The Governor-General of the Province of Angola to Her Majesty's Acting Commissioner.

(Translation.)

Sir,

Palace of the Government, Loanda, May 9, 1859.

I HAVE the honour to acknowledge the receipt of your despatch, dated yesterday, in which you are pleased to communicate to me the circumstances of the capture of a schooner, without colours or papers, by Her Britannic Majesty's steamer "Triton," in the latitude of Mazula, south of Ambriz.

This despatch is accompanied by a copy of the declaration made by the carpenter, Francisco Peres, one of the crew of the said schooner, from which it appears that she was called the "*Regla*," that she sailed from Cuba with the American flag, sighted this coast in the latitude of the River Longo, and thence proceeded to the north, until she arrived off Mossulo, where she hove-to on the 3rd of the current month, to land the captain, who went on shore; the schooner's boat in which he landed returning with orders to go for him the following day, on which day the "Triton" captured her.

It is stated, moreover, by the said individual, that the schooner was prepared to receive a cargo of slaves, which he thinks she was to receive at Mossulo.

Upon this declaration, and other grounds, which you say you have to fear, that parties at Loanda are about to renew their Slave Trade speculations, you express a hope that I will use every means to frustrate any such attempts.

You also request that orders may be given for the apprehension of the said captain, if he should be found and recognized.

Finally you tender to me your intervention, with a view of instituting judicial inquiries on board the "Triton," in case it should become necessary to take legal proceedings respecting the above-mentioned attempt at Slave Trade.

I thank you for this offer, but am sorry that I cannot avail myself of it, because it would be irregular, according to Portuguese law, to base a judicial process upon declarations taken on board a ship of Her Britannic Majesty.

With respect to the captain of the schooner, I will cause his description to be sent to the various points to the north, where there are Portuguese authorities, in order that they may cause him to quit the territory if he should

be found ; this being all that can be done against him, inasmuch as the indispensable elements for prosecuting him judicially are wanting.

There are only two American factories at Mossulo, the owners of which would not, I think, be guilty of speculating in the exportation of slaves ; but I will, nevertheless, demand from the persons residing there all the information they can give respecting the visit of the schooner "*Regla*" to that place, should they have been in communication with him.

With respect, finally, to the caution necessary in preventing any attempt to revive this Traffic in the Portuguese possessions, you very properly believe that I will observe the utmost.

If the reasons which you have for suspecting that any attempt of this kind is projected, can be communicated without inconvenience, which it is to be presumed they can, I would earnestly request you to make them known to me. For my part, without speaking of the points north of Ambriz where there are no Portuguese authorities, I am more and more convinced that the former tendencies for the reprobated Traffic are disappearing, and that honest and less hazardous enterprises are taking its place.

God preserve, &c.

(Signed) JOSE RODRIGUES COELHO DO AMARAL.

Inclosure 4 in No. 66.

Her Majesty's Acting Commissioner to the Governor-General of the Province of Angola.

Most Excellent Sir,

Loanda, May 14, 1859.

I AM honoured by the receipt of your Excellency's despatch of the 9th instant, in reply to mine of the previous day, communicating the particulars of the capture of a schooner off Mossulo by Her Majesty's steamer "*Triton*."

With reference to my proposal that your Excellency should cause the crew of the above-mentioned schooner to be examined whilst in this port by some competent authority with a view, if practicable, of prosecuting and punishing any parties who might be implicated in the apparent attempt to ship slaves in the Portuguese dominions, your Excellency is pleased to observe that, according to Portuguese legislation, it would be irregular to base any legal proceedings on declarations taken on board a British ship of war.

The "*Triton*" having left this port, in company with her prize, it is now, of course, of no practical avail to offer any further observations on this matter, but I cannot abstain from remarking that if judicial proceedings could not, as your Excellency says, be based upon depositions taken on board a British vessel of war, I should have supposed that, considering the important end in view, that difficulty might have been overcome by causing those depositions to be taken on board the detained vessel, or, what would have been, perhaps, a still more regular mode of proceeding, by your Excellency's requesting the Commander of the "*Triton*" to send the prisoners on shore.

I think it is highly probable that had these men been subjected to a rigid examination, evidence would have been obtained which would not only have thrown much light on this matter, but also have enabled your Excellency to proceed according to law against the captain in the event of his being apprehended, and to ascertain whether any other parties within your jurisdiction are concerned in the criminal adventure of the schooner "*Regla*."

Your Excellency assures me that you will make known to the Portuguese authorities to the north, the description of the captain of the "*Regla*" which is contained in the paper inclosed with my despatch of the 7th instant, in order that they may cause him to leave the Portuguese territory should he be found, and that assurance I shall not fail to communicate to Her Majesty's Government in the report which it will be my duty to make to it of all the facts connected with this capture.

I do not hesitate to express my entire acquiescence in the opinion your Excellency entertains respecting the owners of the two American factories now established at Mossulo, inasmuch as I am aware that they are connected with firms in the United States which have never yet been even suspected of lending themselves in any way to Slave Trade transactions ; but, on the other hand, I must as frankly state that I do not consider the fact of these being the only factories known to your Excellency as existing for licit commerce at that place, by any means proves that factories for other purposes may not exist in the neighbourhood from whence the "*Regla*" might have embarked slaves, more particularly as I am informed that it is not the practice of the slave-dealers, at the present day, to keep their victims undisguisedly in factories situated at the points of shipment, but to collect them at remote and unfrequented places some distance inland, from whence they are marched down to the beach for embarkation.

Your Excellency is perfectly aware that in consequence of the strict secrecy observed by the slave-dealers, it is a matter of no common difficulty to obtain substantial and authentic data for forming a judgment as to the extent to which the Traffic in Slaves is carried on, or the precise locality which the traffickers may select for their nefarious purposes ; but, nevertheless, as your Excellency has requested me to inform you of the grounds which I have for fearing that some sinister machinations are again contemplated in this province, I consider it my duty to state that those grounds are as follows :—

1. The capture of a vessel in a complete state of preparation for the embarkation of a cargo of slaves off a place which was only a short time prior to your Excellency's assuming the government of this province the seat of the extensive and unhappily successful operations of an individual who was at that time residing here, and very actively engaged in the Slave Trade.

This circumstance in itself, is, I submit, sufficient to justify the apprehension that attempts are about to be made to resuscitate the trade in this province, but it acquires additional weight when coupled with the fact, which is notorious at this place, that the individual above referred to is at the present moment in very embarrassed circumstances, his creditors having only a short time since allowed him twelve months to liquidate his affairs.

Your Excellency will permit me to ask whether, under these circumstances, there is not reason to fear that a person whose former pursuits are well known, may make an effort, however daring, to retrieve his ill-acquired fortune ?

2. I would also refer to the extraordinary activity which has lately been observable on the part of two persons now residing in this city, whose guilty participation in the Slave Trade was proved by the judicial proceedings at Bahia, in the case of the capture of the American slaver "*Mary E. Smith*," in 1856.

The papers which were found in the possession of a passenger on board that vessel were communicated to your Excellency by my absent colleague, Sir George Jackson.

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In one of them, the manifest of cargo, there appear, as shippers of slaves, José Maria Junqueira and J. M. Pamplona. These are the parties to whom I refer, and I must add that another of those intercepted papers proves that the first-mentioned person was charged with the management of various similar transactions on this coast.

3. There is yet another circumstance which inclines me to apprehend that some Slave Trade enterprise has recently been designed here. It is the information which has reached me within the last few days, that the brig "*Experiencia*," which left this on the 28th March last, in ballast, for the Cape Verds, did not direct her course for those islands, but proceeded to some other destination on a slave-trading adventure.

I cannot, of course, vouch for the truth of this report, but having communicated it officially to Her Majesty's Consul at the Cape Verds, requesting him to inform me whether the "*Experiencia*" has made her appearance at those islands, or not, I shall, without fail, inform your Excellency of that gentleman's reply as soon as I am in possession of it.

I most willingly recognise your Excellency's honourable desire to further the views of your Government by substituting a more honest and wholesome commerce in this province for that of the demoralizing Traffic in Slaves, and I have had great pleasure in bringing under the notice of the Government of Her Majesty the Queen the happy results in this respect which have attended the measures adopted by the Government of His Most Faithful Majesty.

It is very gratifying to me to add, moreover, that I have heard several persons in this city, who might have been supposed as much as any could be, interested in the continuance of the Slave Trade, avow their sense of the benefits which have arisen, or may be expected, from its decline; but I beg permission to observe that it is necessary to distinguish well between the honest and *bond fide* lawful trader and the person who merely trades in lawful merchandize, and embarks in lawful enterprises, to subserve unlawful ends.

Your Excellency may rest assured that it is only by following up energetically the views and sentiments of both Governments, in regard to the extinction of a Traffic which is alike unworthy of mankind and destructive of the prosperity of this Colony, that we can hope to see the commerce of Angola attain that vast expansion of which it is susceptible, and which no one more ardently than myself desires that it may do.

In conclusion, I take the liberty of reiterating the expression of my conviction that your Excellency will take efficient measures to defeat any attempts that may be projected for the revival of Slave Trade speculations in this province.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 67.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received October 1.)

My Lord,

Loanda, June 25, 1859.

ADVERTING to my despatch of the 24th ultimo, transmitting to your Lordship copies of a correspondence which I have had with the Governor-General of this Province respecting the capture of the schooner "*Regla*," off Mossulo, by Her Majesty's steamer "*Triton*," I have now the honour to inclose herewith the translation of a further despatch which I received from Senhor Amaral on this subject, and a copy of the reply which I returned thereto.

2. In laying this correspondence before your Lordship I think it right to beg your attention to the fact that, although my first communication to the Governor-General respecting the seizure of the "*Regla*" off Mossulo was dated the 9th May, and notwithstanding that Mossulo is situated within a distance of forty miles, or two days' march, of Loanda, and that there are almost daily opportunities of communicating both by land and sea with Ambriz, the documents inclosed with his Excellency's letter of the 3rd instant, copies of which I have now the honour to forward, do not appear to have been drawn up until the 27th May, three weeks subsequent to the date of the above-mentioned capture; nor can I refrain from adding, moreover, that, on the 25th May, the Portuguese transport "*Rodvalho*" left this port for Ambriz, having on board as passenger, Augusto Garrido, the agent of Francisco Antonio Flores, at this place, whose name appeared in the port register published in the "*Boletim Official*" announcing the departure of that vessel, as a "*negociante Americano*."

From the fact of the Governor-General's having allowed three weeks to elapse without apparently instituting any inquiry into this important matter, at the spot of which the "*Regla*" was seized, and the inclosed documents having all been drawn up immediately after Senhor Garrido's arrival at Ambriz, I leave your Lordship to draw your own conclusions; and will only add, that no armed force of any kind has been sent to Mossulo to ascertain whether any barracoons exist there, one subaltern officer merely having been ordered from Ambriz to that place to obtain the depositions of the American Agents residing there, Messrs. Riley and Parks.

From the inclosed copy of the Governor-General's despatch to me on this subject, your Lordship will learn, not without surprise, that his Excellency, assuming at once the absolute truth of the statements made to him by certain parties at

Ambriz, without noticing those of Messrs. Riley and Parks, which were before him at the same time, takes strong exception to the report made by me as to the "*Regla*" having been captured off Mossulo, and expresses his firm conviction that the capture took place off Ambrizette, which lies beyond the limit of the Portuguese territory on this coast.

4. The utter discrepancy prevailing between the statements of the parties upon whose testimony the Governor-General rests his belief, is apparent on the face of them; but in order to give your Lordship a clear insight into the matter, and the better to enable you to judge how directly the details given by the residents at Ambriz, Vianna and Ferro, are at variance with facts, I beg to subjoin a chart which has been drawn up by Her Majesty's Consul, and which shows with the greatest accuracy the track of the "*Triton*," as taken from that vessel's log, together with the position of the capture, and the movements ascribed to Her Majesty's steamer by the above-named parties. I take the liberty also of annexing a copy of a letter addressed to me by Sir Henry Huntley, in which he offers some explanatory observations on the matter.

5. The statements contained in the documents transmitted to me by the Governor-General, to which his Excellency appears disposed to lend implicit credence, seemed to me to convey a serious imputation against Her Majesty's officers who had communicated to me the particulars of the capture, and I considered it incumbent on me, therefore, to place copies of the whole of the correspondence which has passed between Senhor Amaral and myself on this subject, before the Rear-Admiral Commanding-in-chief on this station.

6. I accordingly addressed a letter to the Honourable Sir F. W. Grey, a copy of which I beg leave to submit to your Lordship, together with a copy of the reply which I have received from the Rear-Admiral.

That officer, moreover, assured me that a copy of the report from the Commander of the "*Triton*" should be forwarded to me when received, which will, I have no doubt, set this matter at rest.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 1 in No. 67.

The Governor-General of the Province of Angola to Her Majesty's Acting Commissioner.

(Translation.)

Sir,

Palace of the Government, Loanda, June 3, 1859.

IN my despatch of the 9th ultimo, respecting the capture of the schooner "*Regla*" by the British steamer "*Triton*," I said that I would cause inquiries to be made at Mossulo, respecting the disembarkation of the captain of the schooner at that place, and any other circumstances relative to the Slave Trade adventure attributed to that vessel.

I have done so, and I now proceed to communicate to you the result. At the outset, however, I cannot omit to express, on the one hand, the surprise which I feel at the contradictions which appear between the information I have received, and that which was given to you, and on the other the satisfaction it affords me to be able to retain my intimate conviction that no Slave Trade has been attempted within the territory of this Province, occupied by authorities and forces of His Most Faithful Majesty.

From the document No. 1, signed by Senhores C. P. Riley and Alonso Parks, in charge of the American factories at Mossulo, it appears that the schooner "*Regla*" anchored there at 6 o'clock in the afternoon of the 3rd May, and that on the following morning, at 8 o'clock, she was taken in tow by a steamer, and proceeded to the southward. The said factors declare that the schooner had no communication with the shore.

Document No. 2 is a correct copy of the deposition of José Gonsalves Vianna, trader on this coast, made before the Commandant of Ambriz.

This individual declares that on the 3rd or 4th of May (date uncertain, as he spoke from memory), being at Ambrizette, in the factory of Silva and Sparhawk, he saw a schooner with the American flag flying, about five or six miles off the land, chased by a brig steamer which soon came up with her, and having visited her, took her in tow, and proceeded to the southward.

Document No. 3 tends to prove the following facts:—

1. That the schooner "*Regla*," was detained by the steamer "*Triton*," in the latitude of Ambrizette.
2. That she was taken in tow by that steamer until near Mossulo, where the steamer, leaving her at anchor, returned to Kinsembo, and there landed the crew.
3. That the foreign merchants at Kinsembo being inconvenienced with those guests, provided them immediately with the means of proceeding to the North.
4. That the captain of the schooner was landed with the rest of the crew at Kinsembo.

I consider it unnecessary to point out to you the discrepancy between these statements, and all that was communicated to you, which, in my opinion, merits the most serious attention. The fact of the "*Triton*," with the schooner in tow, having passed from the north to the south of Ambriz, of her having returned to land the crew at Kinsembo, and afterwards repassed Ambriz, and proceeded to the spot where she had left the schooner, can be attested by several people.

From these facts it undoubtedly results that the schooner was detained to the north of Ambriz, and the good faith which characterizes you induces me to believe that you will concur in the opinion that this attempt of the

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above-mentioned schooner cannot, as you have supposed, affect the confidence due to the manifest tendencies of the inhabitants of this place for honest commercial and industrial enterprises.

I will not take upon myself to reply to the declaration of Francisco Perez, the carpenter of the "*Regla*," of which you sent me a copy, as compared with those which I now communicate to you, because I am certain that you will acknowledge that such individuals are deserving of no credit, because they spontaneously embark in these scandalous speculations, stimulated only by the love of gain, and would not hesitate, therefore, to commit afterwards the double infamy of exonerating themselves by injuring their associates.

It only remains for me to say, that an officer went from Ambriz to Mossulo, and that as well by his own personal observation as from what was stated to him by the American factors at that place, there are no slave barraccons there, nor anything else which indicates the least idea of enterprises in the reprovod Traffic.

God preserve, &c.
(Signed) JOSE RODRIGUES COELHO DO AMARAL.

Inclosure 2 in No. 67.

Statement of Messrs. Riley and Parks.

UNDERSTANDING that we, the Undersigned, residents of Mossulo, are desired to state all we know respecting the capture of the schooner "*Regla*," and the circumstance of the captain of the said vessel coming on shore, we beg leave to state that on or about the 3rd of May, 1859, at about 6 P.M., a small vessel anchored off this place, which we supposed to be a Portuguese transport, but did not send any boat on shore, neither did any person disembark from her to our knowledge. On the following morning, there was also anchored close to her a steam-vessel, which took her in tow and left at about 8 o'clock A.M., going southwards.

We hereby certify that the above is all we know respecting this matter.

Mossulo, May 27, 1859.

(Signed) C. P. RILEY.
ALONSO PARKS.

Inclosure 3 in No. 67.

Deposition of José Gonsalves Vianna.

(Translation.)

ON the 28th day of May, in the year of our Lord 1859, in the office of the Secretary of the district of Ambriz, there being present Captain Francisco Alves Xavier, Commandant of the said district, with me Pedro d'Alcantara d'Amorim Vianna, clerk, duly sworn, appeared José Gonsalves Vianna, son of Paulo José Vianna, natives of Vianna in Minho, unmarried, Portuguese subject, and being duly sworn on the Holy Evangelists to to speak the truth, declared, in the presence of the witnesses José Agostinho Ferreira, Vicar of this district, and Emanuel Jonnes, employé of the Dutch house of Kerdyk, as follows:

That being in Ambrissette, in the house of Silva and Sparhawk, on his way to this place, about the 3rd or 4th of the present month, he saw a schooner, about five miles to the southward of Ambrissette, chased by an English brig-rigged steamer, which came from seaward, and that the said schooner had the American flag flying, and that a short time afterwards the steamer lowered a boat and visited the said schooner, taking her in tow with the American flag hoisted, and proceeding to the southward until deponent lost sight of them.

Nothing more was stated by the deponent, and this declaration having been read over to him, he signed it, together with the said Commandant and the above-mentioned witnesses and me, the clerk, who wrote it.

(Signed) XAVIER, *Captain Commandant*.
JOSE GONSALVES VIANNA.
JOSE AGOSTINHO FERREIRA.
EMANOEL JONNES.
PEDRO D'ALCANTARA D'AMORIM VIANNA

Inclosure 4 in No. 67.

Senhor Ferro to the Governor of Ambriz.

(Translation.)

Sir,

Ambriz, May 28, 1859.

IN reply to the despatch which you were pleased to address to me on the 26th instant, I have to state to you as follows:

1st. That I learned from John Scott that in coming up here from the River Congo he saw a launch proceeding to the north, with which he communicated, and found on board some persons who said that they were the captain and crew of a schooner which had been detained off Ambrissette in sight of the barraccons by the English steamer of war "*Triton*," which after having towed the said schooner as far as Mossulo, to the south of Ambriz, left her there, and went to land them at Kinsembo: there the inhabitants gave them a launch, with water and provisions, to proceed to the north.

2ndly. That not only I, but nearly all the inhabitants, saw a steamer of war pass this place from the north to the south on the morning of the 4th or 5th instant, having in tow a schooner, which she left apparently at anchor off Capulo Grande, returning to the north, close in shore as far as Kinsembo, where she stopped, and shortly afterwards again proceeded, under steam and sail, to the south in the direction of the schooner.

3rdly. That it has been stated to me by different people that the captain and crew of a vessel were landed there on the same day that the "*Triton*" passed this place, and were living there. And that the inhabitants being afraid of those guests, furnished them with the means of leaving Kinsembo the same afternoon, and they proceeded to the north.

God preserve, &c.
(Signed) CONSTANTINO ANTONIO VARES FERRO.

Inclosure 5 in No. 67.

Her Majesty's Acting Commissioner to the Governor of the Province of Angola.

Excellent Sir,

Loanda, June 13, 1859.

I HAVE had the honour to receive your Excellency's despatch of the 3rd instant, inclosing copies of three documents, relative to the position in which the capture of the schooner "*Regla*" took place.

Upon those documents I shall now proceed to offer some brief observations, merely prefacing them with the remark that as the place mentioned in my previous despatches on this subject, although laid down on the English charts as "*Mazula*," is adverted to by your Excellency and others as "*Mossulo*," I shall, for greater precision, henceforward adopt this latter orthography, the two names representing the same place.

The first of the above-mentioned documents is a statement made by two American agents engaged in legal trade at Mossulo, and seems to confirm, at least in the most essential points, the information communicated to your Excellency in my despatch of the 9th ultimo, inasmuch as it is stated therein that a small vessel arrived off that place on the 3rd May, which I have no doubt was the schooner "*Regla*," and that the following morning about 8 o'clock a steamer took her in tow, and proceeded to the southward. This statement is strangely at variance with the declarations of the other parties residing at Ambriz, whose testimony your Excellency has invoked.

The second document, like the others, three weeks subsequent to the capture of the "*Regla*," is the deposition on oath of João Gonsalves Vianna, a trader on this coast, in which he avers that on the 3rd or 4th May, being at Ambrizette, he saw a schooner, with American colours flying, chased by a brig steamer, which soon came up with her, and taking her in tow proceeded to the southward.

Considering that Ambrizette lies at a distance of sixty miles to the north of Mossulo, I might almost view this statement as sufficiently refuted by the declaration of the two American agents at the latter place. But in order to enable your Excellency to appreciate the degree of credit which is due to it, and also to the hearsay evidence contained in the answer to the first point, referred to in document No. 3, I beg to assure you:—

First. That although the "*Triton*," after falling in with the "*Regla*" off Mossulo on the morning of the 4th ultimo, did return Kinsembo to land a portion of the crew of that vessel, yet neither Her Majesty's steamer nor the schooner approached to within a distance of thirty miles of Ambrizette.

Secondly. That from the moment the "*Regla*" was first seen by the "*Triton*" no flag of any kind whatever was displayed on board of that schooner, nor was any found when she was visited by Her Majesty's steamer. And,

Thirdly. That no schooner wearing American colours has been seen by any British cruiser off Ambrizette for some considerable time past.

The fact of the "*Regla*'s" having been first seen off Mossulo, and subsequently captured a few miles to the north, but within sight, of that place, or in the precise spot which, for the express purpose of avoiding any doubts on the matter, I stated in my despatch of the 9th instant was reported by me, not on the authority, as your Excellency seems to imagine, of the carpenter of that vessel, but on information communicated to me directly by two officers in Her Majesty's service, viz., Lieutenant Burton, commanding Her Majesty's steamer "*Triton*," and Commander Hardinge, who was taking a passage in that steamer to join Her Majesty's ship "*Persian*," when the "*Regla*" was seized. Your Excellency, therefore, will allow me to say that those points must be considered by me, and I am sure they will, on your being made aware of this circumstance, also appear to your Excellency, as settled.

The only assertions which rest on the statement of Francisco Perez, a copy of which was inclosed with my above-mentioned despatch, are—

First. That the "*Regla*" made the land at Rio Longo, and, having run along it to the north for three days, arrived off Mossulo the day previous to her capture by the "*Triton*"—a statement which, I beg to remark, is not only in part corroborated by the evidence of the American agents residing at Mossulo, but corresponded also in every respect with the chart which was found on board showing the schooner's track to this coast, and which I personally examined. And,

Secondly. That the master of the schooner, whose description was very fully given, had landed at Mossulo—an assertion which, in some measure, gathers confirmation by the fact that no one was found on board willing to assume that character.

Your Excellency says that you will not undertake to explain the statement made by the carpenter of the "*Regla*," as compared with the particulars detailed in the documents of which you have sent me copies, maintaining that no credibility is due to the testimony of such individuals, who would never scruple to exonerate themselves by injuring their associates.

I am somewhat at a loss to conceive by what motive your Excellency can suppose the carpenter of the "*Regla*" to have been actuated in misrepresenting the proceedings of that vessel prior to her seizure. He, like the rest of the crew, knew that it was utterly hopeless to set up any defence of the vessel, and I must confess that I do not see how the spot at which the capture was made, or the course the vessel had previously pursued, could, as your Excellency appears to imagine, in any way affect that man, or injure his associates, unless, indeed, it should be acknowledged that he had some associates or accomplices on shore at Mossulo who might be seriously compromised by the fact of a slaver being captured off that place.

I now come to the concluding paragraph of your Excellency's despatch, in reply to which I have only to assure you that the information which it contains, viz., that barracoons have been sought for, but have not been found, at Mossulo, together with all other particulars relating to this important capture, and the measures which your Excellency has thought it advisable to adopt respecting it, shall be brought by me, at the earliest moment, to the knowledge of Her Majesty's Government.

I shall lose no time also in laying copies of the whole of the correspondence which has passed between us respecting this capture before the Admiral Commanding the Queen's forces on this coast, in order that he may be able to institute whatever inquiries may appear to him expedient to rebut the grave imputations thrown out against an officer of the British navy in the documents Nos. 2 and 3 transmitted to me with your Excellency's despatch of the 3rd instant, and also in the unofficial version of this affair which has reached you, and which I find reproduced in your confidential despatch of the same date.

I have, &c.

(Signed) EDMUND GABRIEL.

Inclosure 6 in No. 67.

Chart showing the Track of the "Triton."

EXPLANATIONS.

FROM "Triton's" journal of 3rd and 4th of May, 1859—

1. "Triton's" anchorage off Snakes' Head; left at 10.45 A.M., May 3.
2. "Triton's" position same night at 12 o'clock.
3. "Triton's" position at daylight, May 4, when "*Regla*" was first seen from her.
4. Position of "*Regla*" when captured by "Triton," at 7.10 A.M., May 4.

From statements of Vianna and Ferro:—

A. "Was at Ambrizette, morning of May 3rd or 4th; at daylight, saw a schooner five miles (A) south of Ambrizette under American colours; an English steamer came from seaward, visited the schooner, took her in tow, and went to the southward with her."—(*Vide Vianna's statement, May 28, 1859.*)

B. "Was at Ambriz, morning of May 4th or 5th; saw a steamer pass (B) from the northward with a schooner in tow under American colours; steamer left schooner at Capulo Grande, came back to Kinsembo, and soon after returned to the schooner and towed her to the southward."—(*Vide Ferro's statement, May 28, 1859.*)

N.B.—Riley and Parks saw the steamer take the schooner in tow, off Mossulo, about 8 A.M. of May 4, 1859.—(*Vide their letter of May 27, 1859.*)

Inclosure 7 in No. 67.

Sir H. Huntley to Her Majesty's Acting Commissioner.

Dear Sir,

Loanda, June 24, 1859.

BY the course which the "Triton" steered on leaving her anchorage, the intention evidently was to make Dandé Point, the general guide to Loanda for ships coming from the northward.

Mr. Burton, the Commander, probably was not aware of the constant north-easterly current in this locality, as he has been but little on the South Coast. This current carried him obliquely in shore, and must have been running little less than one mile per hour, or he would never have been so close to the shore as to have seen the "*Regla*" on the starboard bow, or to the westward of the "Triton," for the "*Regla*" herself was near the land. Allowing for the current, at daylight the "Triton" is passing Ambriz, and then the "*Regla*" is seen, chased, and captured at 7.10 A.M. on the 4th May, as Mr. Burton says, in latitude 8° 5' south, longitude 12° 58' east. Afterwards his time is passed in going to Kinsembo to land the crew of the "*Regla*;" returning, he proceeds with the prize towards Loanda, and both arrive there on the 5th May.

It is unquestionably clear that the "Triton" passed Ambrizette about 9 P.M. on the 3rd May, and continued going to the southward; therefore it is utterly impossible that Vianna, at Ambrizette, could have seen her, as he says he did. The fact is, in my opinion, that Vianna's falsehood has been got up just to make the lesser falsehood appear more probable. Ferro, no doubt, saw the "Triton" off Ambriz, at daylight on the 4th May, chase, capture, and tow the "*Regla*." He only tells the smaller falsehood when he says he saw "a steamer tow a schooner, from the north, past Ambriz," and most likely was paid less for it. Both Riley and Parks could easily see the capture from their position on the 4th.

The extraordinary efforts made to disprove the fact of the "*Regla*" being found fitted for slaves in the Portuguese waters have a most suspicious aspect.

Yours truly,
(Signed) H. V. HUNTLEY.

Inclosure 8 in No. 67.

Her Majesty's Acting Commissioner to Rear-Admiral Sir F. Grey.

Sir,

Loanda, June 15, 1859.

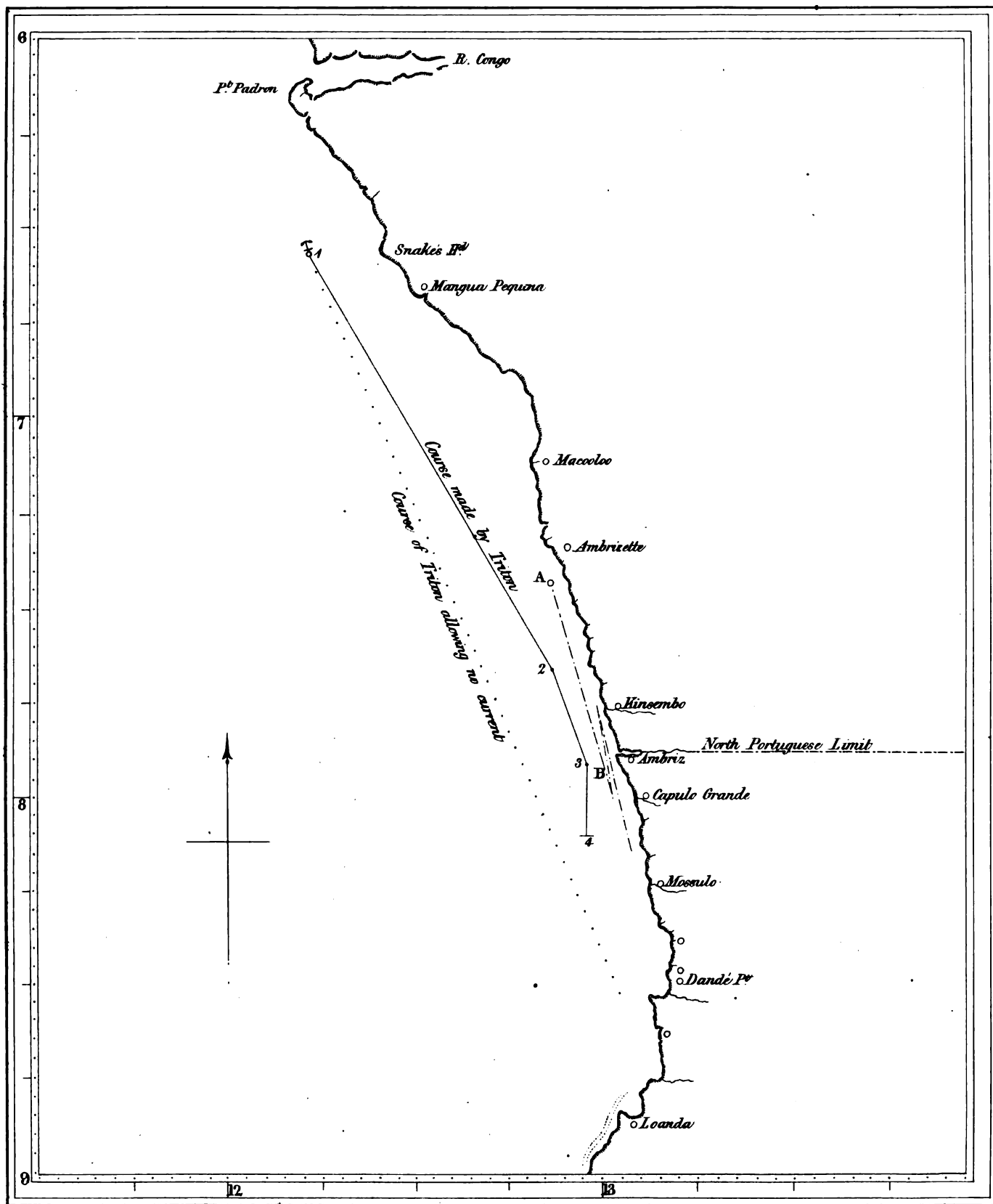
I DO myself the honour of transmitting to you copies and translations of a correspondence which has passed between the Governor-General of this province and myself respecting the capture of a slave-vessel, by Her Majesty's steamer "Triton," off Mossulo on the 4th ultimo.

From this correspondence you will perceive that his Excellency, lending implicit credence to the statements which have been made to him by two parties residing at Ambriz, considers that the information communicated to me in person by Lieutenant Burton, commanding the "Triton," regarding the position in which this capture was effected, is incorrect, and, assuming this to be the case, he maintains that the inferences drawn by me from the capture under consideration are not well founded.

You, Sir, will be best able to judge how far it may be advisable to institute any inquiry into this matter, with a view of repelling the imputation thrown out against Lieutenant Burton.

I conceive that it is not possible that stronger grounds can exist for the fears which I entertain that attempts are contemplated for the revival of the Traffic in Slaves in this province than those afforded by the capture of this vessel, fully prepared to embark a cargo of slaves, within forty miles of Loanda; but the various other circumstances adverted to in the inclosed correspondence, added to the information communicated to you in my despatch of the 7th instant, afford also, in my opinion, substantial grounds for those apprehensions.

I have, &c.
(Signed) EDMUND GABRIEL.



Harrison's Edn. S^t Martins Lane.

Inclosure 9 in No. 67.

Rear-Admiral Sir F. Grey to Her Majesty's Acting Commissioner.

Sir,

"Boscawen," at Loanda, June 20, 1859.

I HAVE to acknowledge the receipt of your letter of the 15th instant, inclosing copies of your correspondence with his Excellency the Governor-General of Angola respecting the capture of a slave-vessel by Her Majesty's steam-vessel "Triton."

As no report has yet reached me from Lieutenant Burton of this capture, I am unable to throw any light upon the point in dispute as to the place of capture.

On the return of the "Triton" from St. Helena, I shall call upon Lieutenant Burton for a full and circumstantial report, with a certified extract from the log of the "Triton," which will at once set the matter at rest.

Until I receive that report I must abstain from any remarks on the correspondence which has passed between you and the Governor-General beyond the expression of my hope that, should Lieutenant Burton's answer, as I expect, prove that the depositions are false, his Excellency will take measures for proceeding against the persons who, no doubt from interested motives, have thus deceived him, and attempted to impugn the veracity of Her Majesty's officers.

I have, &c.
(Signed) FRED. WM. GREY

No. 68.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received October 1.)

My Lord,

Loanda, June 26, 1859.

I HAVE the honour to inclose a translation of a letter which I have received from the Governor-General of this province, on the subject treated of in my preceding despatch, and a copy of the answer which I have returned to his Excellency.

2. I also beg to subjoin a translation of a further letter from Senhor Amaral, dated the 18th instant, in which he disavows all wish to proceed any further with the investigation of this matter; repeating at the same time, and more decidedly still, that the enterprise of the schooner "*Regla*" was not to have been effected to the south of Ambriz. I am sorry to say that the information given me still more recently by Her Majesty's officers of the "Triton" does not allow me to share in that opinion.

3. As Her Majesty's Consul is about to return to England in the next Portuguese mail-steamer, I take the liberty of forwarding all my despatches respecting the capture of the "*Regla*" in charge of that gentleman, under flying seal to Her Majesty's Minister at Lisbon. Sir Henry Huntley has paid much attention to this subject; and, being cognizant of all the circumstances attending the capture to which this correspondence refers, he can give your Lordship and Mr. Howard full information respecting it.

4. It is only necessary, therefore, for me to add the expression of my sincere hope that the steps which I have taken in this matter may meet with your Lordship's approval.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 1 in No. 68.

The Governor-General of the Province of Angola to Her Majesty's Acting Commissioner.

(Translation.)

Sir,

Palace of the Government, Loanda, June 3, 1859.

UNDER this date I address another despatch to you with reference to the capture of the schooner "*Regla*" by Her Britannic Majesty's steamer "Triton," in which I have made known to you the result of the inquiries which I caused to be made respecting the circumstances of that capture, which appear to have been very different from those which you have until now considered to be correct, and which, under that conviction, you communicated to me.

In the present despatch, before replying to yours of the 14th ultimo, I will add some further observations respecting that capture, doing so in a confidential manner, because the points to which I am about to refer require to be treated with a certain reserve.

1. You are aware that in the Port Register of the "Boletim" No. 710, there appeared the entry of the steamer "Triton" with the schooner "*Regla*," as "captured off Ambrissette."

On subsequently receiving your official letter of the 9th May, in which you stated that the capture had been made in the latitude of Mossulo, I naturally thought that there had been some mistake in the Report of the Captain of the Port, caused by his not understanding what had been stated to him on board the "Triton" in English. Later, however, on learning the particulars referred to in my other despatch, I could not refrain from calling on that officer for an explanation.

By the inclosed copy of his reply you will perceive that the report of the visit of the "Triton" with her prize, was drawn up upon a written note delivered to the Adjutant of the Captain of the Port by an officer of that steamer, in which it is declared that the schooner was captured off Ambrissette. You will observe, also, that the said Adjutant says that a verbal communication to the same effect was made to him by the same officer, which, being spoken in the French language, he perfectly understood.

2. I cannot omit to mention here the officious version which has been given to me of these strange contradictions; and I do so because it alone can explain them, which you doubtless, like myself, will consider extremely necessary.

It is said that the schooner was actually met by the steamer "Triton" near Ambrissette, at a place called Mucula, and that she was known to be a slaver by her fittings: but that, having on board American colours and papers, this was an obstacle to her seizure; and that Lieutenant Burton had recourse to the expedient of threatening the captain with bringing him to Loanda and delivering him up to the American Consular Agent. That this threat, moreover, having been put into execution, produced the desired effect; and that, in the latitude of Mossulo, the captain determined on hauling down his colours and throwing his papers overboard. That upon this the capture took place; and the "Triton," leaving the schooner at anchor, returned to Kinsembo to land the crew, as mentioned in my other despatch.

Now, the similarity between the name of the above-mentioned place Mucula, near Ambrissette, and Mazula, where, according to your despatch of the 9th May, the schooner "*Regla*" was first seen by the "Triton," tends to corroborate this version. The capture was effected, as is stated, off Mossulo, in latitude 8° 5' south, but the detention had taken place at Mucula, near Ambrissette, which alone is mentioned in your despatch. In any other way it is impossible for me to comprehend that part of your above-mentioned despatch.

You will permit me to observe, that if I reproduce this version here, it is because I have strong reason to know that such expedients have been employed on other occasions by the Commanders of British cruisers. I neither approve nor condemn them, although I am strongly disposed to consider them as the only efficacious means that can be employed for frustrating attempts to prosecute the Slave Trade under the flag of a nation which reproves it. But that which cannot be considered as convenient is, that such occurrences should lead to an unfavourable inference of the participation of the inhabitants of this province, from Ambriz to the South, in the Slave Trade attempt of the schooner "*Regla*," and still less that it should be alleged that such attempt was made, according to the words of your despatch of the 9th ultimo, "in the vicinity of Loanda."

The whole of that despatch breathes the idea of a disbelief in the general opinion now entertained in this country regarding the disadvantages, as well as the immorality, of the Traffic in Slaves. This pains me, because I consider the suspicion unjust. It is already seen that, so far as it rested on the fact of the capture of the schooner "*Regla*," it has not the smallest foundation.

I proceed now to reply to your confidential despatch of the 14th ultimo.

With reference to the measures which you wished to have been taken in order to obtain the depositions of the crew of the schooner "*Regla*," you of course are perfectly aware that justice only proceeds on ample information,—allowing full latitude both in the accusation and in the defence. The contrary would be, perhaps, a very salutary rule in exceptional cases, but it would not be in accordance with the forms prescribed by law. The power which exists, on the part of the captor, of disposing of a portion of the crew of a detained vessel, and retaining a few of them, would vitiate any proceedings based upon the evidence of those excepted individuals. To judge, however, from the want of veracity on essential points, which is now fully proved to exist in the declaration of the carpenter, Francisco Peres, it is not to be regretted that the others were not examined.

2. With respect to the captain of the "*Regla*," I have actually done that which I promised you, viz., ordered the Portuguese authorities to the north to cause him to proceed beyond their jurisdiction if he should appear there. It is already seen that this was an unnecessary trouble, because that individual did not land, as it was said, and it clearly appears that he was amongst the people landed at Kinsembo, and afterwards sent to the north, from whence, by this time, they have perhaps gone off in another slaver.

3. Respecting the possibility of the clandestine existence of establishments destined for illicit purposes at Mossulo, besides the legal American factories, I have informed you in my other despatch of this date that they were sought for and were not found. I will add that it is my firm conviction that there is not even the thought of embarking slaves south of Ambriz.

You say that I am aware of the secrecy observed by the slave-dealers in concealing their enterprises. It is a fact that I am so; but I also have my police, and you will permit me to confide in it, so long as facts very different from those connected with the schooner "*Regla*" shall not prove its inefficacy.

4. Then follows in your confidential despatch a series of reasons which you have for considering well founded your suspicions of the proceedings of some parties in Loanda, either expressly named or indicated clearly enough to leave no doubt in recognizing them.

All that you infer from events which occurred a long time ago, as to the possibility of their recurrence in the present era, has no great force; otherwise it would be impossible even to believe in any improvement: and this, it is abundantly shown, ought not to be the case, because many persons here are now assiduously applying themselves to laborious and licit occupations, to whom not the slightest suspicion can be attached of any participation in the export Slave Trade, although it is certain that they, like the rest, with very few exceptions, were formerly engaged in it.

Less just do I consider it that this mistrustful spirit on your part should be fortified by any embarrassment in the affairs of one of the individuals to whom you refer. If that is true, it proves only the misfortune sustained in an enterprise highly honourable to the said individual, and of the greatest importance to the development of the prosperity of this country. It is impossible for me, therefore, to join you in your unfavourable feeling towards the person referred to, so long as substantial proofs shall not give me the right of doing so.

Almost the same may be said of the two persons expressly named by you. You know that to the north there are branches of licit commerce. These two persons are employed in it, and one of them has factories there; but whether they are also engaged in the Traffic in Slaves, which is without doubt there carried on, I do not know, nor do I think that you are in a better position to prove the affirmative.

In this deficiency of proofs, what would you wish me to do? Possibly to obstruct the licit transactions of those individuals—the only transactions which are apparent. I certainly will not do it, because, besides being unjust, it would be prejudicial to the province.

This question of the north is a tiresome question. It is becoming manifest that the cause of the continuance of Slave Trade speculations there, is the need of a Portuguese occupation. Neither you nor I can remedy this evil. Let us hope, then, that the ideas of justice will prevail, in order that those of humanity may likewise triumph.

With regard to the very trifling suspicion which you entertain of the brig "*Experiencia*" having, instead of proceeding to the Cape Verdes, taken a cargo of slaves from this coast, it is impossible for you not to acknowledge

the weakness of any argument founded on such a doubtful eventuality; and I hope that you will not fail to communicate to me, as you have promised, the reply which you may receive from Her Britannic Majesty's Consul in the Cape Verdes.

Putting aside the painful sensation, which I have not attempted to disguise, and which has been awakened in me by the singularity of the circumstances attending the capture of the schooner "*Regla*," tending to cast an unmerited stigma as to the renewal of tendencies for the Slave Trade in Loanda, I do not hesitate, in conclusion, to render full justice to the excellence of your intentions in the severe repression of this abominable and pernicious Traffic; nor do I consider it necessary to renew to you the assurance that I entertain the same views, and still carry them out by all the means which may be compatible with the licit interests of the country confided to my administration, and at the same time conformable to the special laws in force, or, in cases not therein provided for, to the rules of universal justice.

God preserve, &c.
(Signed) JOSE RODRIGUES COELHO DO AMARAL.

Inclosure 2 in No. 68.

The Captain of the Port at Loanda to the Governor-General of the Province of Angola.

(Translation.)

Excellent Sir,

Naval Arsenal, Loanda, June 2, 1859.

IN reply to the despatch which was addressed to me under yesterday's date, desiring me to furnish your Excellency with information on the subject to which it refers, I have to state as follows:—

First. That the declaration of the Commander of the "*Triton*," with respect to the ship's not having any papers, and being abandoned by her crew, was made to me by an officer of the British navy belonging to that steamer, who spoke the French language, and also declared to me that the place of capture was that which I mentioned in my report transmitted to your Excellency. A note, moreover, was given to me which your Excellency will find annexed to this despatch certified by me.

Secondly. That some days after the publication of the Boletim in which the place of capture was stated, Mr. Edmund Gabriel came to this arsenal and wished to explain to me the mistake which had been made respecting the name of the place, saying that it would be very desirable to insert in the Boletim a declaration that there had been a mistake. I replied to Mr. Gabriel that my report had been made in accordance with a note which had been given to me by the Commander of the steamer, which note I show him. That gentleman then observed that in the said note there appeared Ambriz and not Ambrissette.

All that I have now stated I will not hesitate to affirm whenever it may be required of me, and I am able to give my word of honour that it is in reality what has taken place.

God preserve, &c.
In the absence of the Captain of the Port,
(Signed) EDUARDO HYPOLITO D'OLIVIEIRA, *Adjutant*.

Inclosure 3 in No. 68.

Memorandum given to the Captain of the Port of Loanda by Lieutenant Burton.

HER Majesty's ship "*Triton*," R. H. Burton, Lieutenant commanding, from the River Congo, bound to St. Helena, accompanied by a prize schooner, captured off Ambrize, 4th day of May, 1859.

260 horse-power; 87 men; 3 guns.

May 5, 1859.

Inclosure 4 in No. 68.

Her Majesty's Acting Commissioner to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, June 13, 1859.

HAVING replied to the letter which your Excellency did me the honour to address to me on the 3rd instant, respecting the capture of the schooner "*Regla*," I should now confine myself to merely acknowledging the receipt of your other communication, marked Confidential, of the same date, with its inclosure, were it not that your Excellency in that despatch has offered some additional remarks on the subject in question which I do not think I should be justified in passing over in silence.

As your Excellency will have perceived from the letter addressed to you by the Adjutant of the Captain of the Port, I had not failed to observe the error in the Boletim No. 710, regarding the position in which the capture of the "*Regla*" was effected; and I took an early opportunity after its publication of calling that officer's attention to it. On his showing me the written note given to him by the Commander of the "*Triton*," I suggested that he should cause the error in the Port Register of the 6th ultimo to be corrected in a subsequent number of the "Boletim." I cannot take upon myself to say whether he ever took any further steps in the matter, but I regret to have to observe that the correction has not yet been made; and in order that the Port Register referred to may not stand on record in the official "Boletim" of this Government as any evidence in this matter, I now consider it my duty to protest against that part of it which says that the schooner brought into this port by Her Majesty's steamer "*Triton*" on the 3rd of May was captured off Ambrizette, "em frente de Ambrizette," as being inaccurate, and not in accordance with the information given, in writing, to the Captain of the Port by the Commander of the said steamer.

Your Excellency, referring to the despatch addressed to you by the Captain of the Port, and to the written note delivered to that officer by Commander Burton, says that it appears from it that the capture was made off Ambrizette.

This, indeed, would have been a serious discrepancy in the reports made by Lieutenant Burton, had it so appeared; but on again referring to the note itself, the original of which your Excellency has been good enough

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to send me, I find that it is therein stated that the schooner was captured off Ambriz. It is true that a slight error appears in the spelling of the name Ambriz, but as it cannot affect the identity of the place, it is unworthy of notice.

Ambriz and Mossulo being within a few miles of each other, and both of them situated in the Portuguese territory on this coast, of course it is not very material whether it is said that the schooner was captured off one or the other, and the latitude and longitude stated in my despatch clearly shows that the capture, in point of fact, took place a few miles from the land between the two places, but certainly not near Ambrizette.

I have, in my other despatch of this date, stated to your Excellency that the information communicated by me regarding the spot at which the "*Regla*" was detained, was derived from sources which I must regard as authentic and conclusive. I shall not, therefore, occupy your Excellency's time, nor will I waste my own, by entering into any examination of the alleged mistakes in the names of the two places Mucula and Mazula, and the rumours propagated in this city as to Lieutenant Burton's having detained the "*Regla*" with American colours and papers, which, in consequence of certain threats resorted to by him, were subsequently destroyed.

These allegations are wholly inconsistent with the facts, as reported to me by Lieutenant Burton and Captain Hardinge, and I feel persuaded that they are the pure invention of parties at this place, amongst whom the capture of that schooner has caused no small consternation.

Without entering at length into a consideration of the arguments set forth in your Excellency's despatch marked Confidential, respecting the weight due to the inferences drawn by me from events which occurred a long time since, I will permit myself to make one observation, namely, that as the Slave Trade speculations of the individual alluded to in that despatch come down to a period as recent as 1854 and 1855, it is not, in my humble opinion, the reformed transactions of a few years which can dispel the suspicion naturally hovering over a life previously passed in employment as illicit in practice as debasing in its nature.

Your Excellency says that you have no proof that the parties named in my despatch of the 14th ultimo are concerned in the Slave Trade, and inquires what, under these circumstances, I would desire you to do, suggesting, at the same time, that possibly I might wish you to obstruct the licit transactions of those individuals.

I was not even aware that your Excellency has the power of obstructing licit trading operations, and am at a loss to imagine upon what grounds your Excellency asks me if I wish that you should adopt such a course.

It is only due to myself, moreover, that I should add, with all due deference and respect, that I cannot consider your Excellency justified in attributing to me any such wish, inasmuch as throughout the whole of our intercourse, extending now over a period of five years, I have never lost an opportunity of impressing on you my conviction that the true method of promoting the noble cause which our respective Governments have so much at heart, is to foster and facilitate legitimate commerce, and to remove all those burthens and vexatious restrictions which now press so heavily on it in the Portuguese Possessions on this coast. But as your Excellency has done me the honour to invite me to say what I wish you to do, I venture to reply by suggesting that you should still exercise extreme vigilance over the individuals referred to.

I purposely abstain from all comment on your Excellency's views regarding the occupation of the coast north of Ambriz, inasmuch as I cannot see what bearing that question has on the occurrence which has given rise to this correspondence.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 5 in No. 68.

The Governor-General of the Province of Angola to Her Majesty's Acting Commissioner.

(Translation.)

Sir,

Palace of Government, Loanda, June 18, 1859.

I HAD the honour to receive the two despatches which you were pleased to address to me under date the 13th instant, in reply to mine of the 3rd; one of which was marked Confidential, and both relating to the capture of the schooner "*Regla*."

By these despatches, I observe that this affair has been presented to me under a very delicate aspect.

The first communication which I received from you of that capture was dated the 9th May, and I firmly believed all the particulars detailed by you relating to it: it could not be otherwise.

On sending to make inquiries at Ambriz, and at the spot where it was alleged that the embarkation of slaves was to take place, the information which I received was in direct contradiction to your communication.

From the character of some of the parties furnishing that information, who could have had no interest in misrepresenting facts, and who stated that many other persons could give similar testimony, it was very natural that I should feel inclined to give credit to their statements.

I endeavoured, therefore, in my confidential despatch to see if I could reconcile the two different versions. From your reply, I now perceive that this is impossible. It only remains, therefore, for me to say that I have no wish, nor do I consider it my duty, to investigate this affair any further. In any case, however, I continue in the conviction that the Slave Trade enterprise of the schooner "*Regla*" was not to be effected to the south of Ambriz. This is the principal point in question.

In reply to that part of your despatch in which, referring to a passage in my confidential letter, you seem to think that I attribute to you a wish to obstruct the licit transactions of the inhabitants of this province, I beg leave to say that such was not even my intention, nor do I think that what I wrote ought to have been so understood.

In adverting to the difficulty of discovering the illicit transactions which might be undertaken by parties who are ostensibly employed in licit trade, I said: "In this deficiency of proofs, what do you wish me to do? Perhaps to obstruct the licit transactions of those individuals, the only transactions which are apparent."

This is an interrogation in the peculiar structure of the language, and which implies nothing more than the impossibility of attaining an hypothetical end, without injury to some real and important interest.

None of the other points referred to in your two last letters seem to me to require a special reply.

God preserve, &c.
(Signed) JOSE RODRIGUES COELHO DO AMARAL.

No. 69.

Her Majesty's Commissioner to the Earl of Malmesbury.—(Received December 4.)

My Lord,

Loanda, July 25, 1859.

I HAVE the honour to report to your Lordship that Her Majesty's steamer "Viper," Commander Hewett, being in latitude 1° 46' south, and longitude 6° 29' east, on the 15th ultimo, captured a brigantine without colours or papers, and having a complete slave-equipment on board.

2. I have since been informed that this vessel was called the "*Rosa*," that she cleared out from Cadiz under Spanish colours in March last, and touched at the Canaries on her voyage to this coast. When fallen in with by the "Viper," there was no person on board willing to assume the character of captain, but there were four pretended passengers, all of whom readily admitted that the vessel was engaged in the Slave Trade.

3. She was surveyed and, in consequence of the report made by the officers appointed to perform this service, Commander Hewett deemed it expedient to cause her to be totally destroyed.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 70.

Her Majesty's Commissioner to the Earl of Malmesbury.—(Received December 4.)

My Lord,

Loanda, July 25, 1859.

I HAVE the satisfaction of acquainting your Lordship with the capture, by Her Majesty's steamer "Antelope," Lieutenant J. W. Pike commanding, of a barque of about 250 tons, with no name, colours, or papers, and fully prepared for the reception of 800 slaves.

2. This vessel, which is supposed to have been formerly called the "*Amanda and Maria*," sighted the land only a few hours before being met with by the "Antelope," off Loango, on the 15th ultimo. She left Havana on the 25th March, and was consigned to the notorious Guilherme José da Silva Correa, a Portuguese subject, whose criminal pursuits in the River Congo have so frequently been reported to Her Majesty's Government.

Lieutenant Pike has informed me that he has every reason to suppose that her slaves were in readiness at Kilongo, and doubtless, but for her capture, she would, in a very short time, have succeeded in embarking them.

3. She was sent to Sierra Leone for adjudication in the Vice-Admiralty Court there, under the Act 2 & 3 Vict., cap 73.

I have, &c.

(Signed) EDMUND GABRIEL

No. 71.

Her Majesty's Commissioner to the Earl of Malmesbury.—(Received December 4.)

My Lord,

Loanda, August 10, 1859.

I HAVE the honour to acquaint your Lordship that Acting Captain Hewett, of Her Majesty's steamer "Archer," being off Banda Point, north of Cabenda, on the 26th ultimo, captured a schooner, which was said to be the "*Stephen H. Townsend*," and to have cleared out from New Orleans in April last for St. Thomas and a market.

2. The master of this vessel, which professed to be American, on being met by the "Archer," subsequently destroyed his colours and papers, and renouncing all claim to the protection of any flag, gave his vessel up as a good prize. A crew of Spaniards and Portuguese were then discovered concealed in the hold, and the captain acknowledged that he was proceeding to Mayumba to embark 500 slaves for Cuba.

3. She was sent to Sierra Leone, to be adjudicated before the Vice-Admiralty Court in that Colony.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 72.

Her Majesty's Commissioner to the Earl of Malmesbury.—(Received December 4.)

My Lord,

Loanda, August 30, 1859.

I HAVE the honour of reporting to your Lordship that on the 16th ultimo Her Majesty's steamer "Pluto," Lieutenant Simpson commanding, captured off Cabenda a brig of 160 tons, without colours or papers, and having a slave-deck laid, a large quantity of water and provisions, with other articles of slave equipment.

2. From the statement made by some of her crew, and other evidence, she is supposed to have been the Spanish brig "*Esperanza*," which left Matanzas in March last; and by a chart found on board showing her track, it was seen that she had been hovering off the coast for more than a month previous to her capture, waiting the completion of arrangements for shipping her human cargo.

3. She was sent to St. Helena for adjudication.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 73.

Her Majesty's Commissioner to the Earl of Malmesbury.—(Received December 4.)

My Lord,

Loanda, August 31, 1859.

IN my despatch of the 1st January last, I did myself the honour to transmit a translation of a letter I received from the Governor-General of this province, in which his Excellency assured me that he would do all that lay in his power to comply with the request which, in the execution of your Lordship's instructions I had made to him, respecting the investigation of the circumstances connected with the supposed employment of the Portuguese vessel "*Rio Zaire*" in the Slave Trade.

2. Not having since heard of the result of the measures taken in this matter, I thought it my duty, on the 13th ultimo, to address myself to the Governor-General, requesting him to acquaint me with it, for the information of Her Majesty's Government; and I have now the honour to inclose a translation of his Excellency's reply, in which he states that he is unable to give me any further information on the subject, and offers various observations thereon, for which I beg to refer your Lordship to his letter.

3. From this reply it will be seen that the anticipation expressed in my despatch of the 1st January last as to the futility of the promised inquiry into the circumstances attending the illicit adventure of the "*Rio Zaire*" have proved well founded.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 1 in No. 73.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Sir,

Loanda, July 13, 1859.

IN the despatch which your Excellency did me the honour to address to me under date the 26th December last, in reply to mine of the 20th of that month, your Excellency assured me that you would use all the means at your command to comply with the request which, in the execution of my instructions from the Queen's Principal Secretary of State for Foreign Affairs, I made to you respecting the discovery of the individuals implicated in the Slave Trade adventure of the palhabote "*Rio Zaire*."

I have now to request of your Excellency the favour to inform me of the result of any measures you may have adopted in that matter, to be communicated to Her Majesty's Government.

I have, &c.
(Signed) EDMUND GABRIEL

Inclosure 2 in No. 73.

The Governor-General of the Province of Angola to Her Majesty's Commissioner.

(Translation.)

Sir,

Palace of the Government, Loanda, July 18, 1859.

I HAD the honour to receive your despatch of the 13th instant, requesting me to inform you of the result of the investigations into the case of the palhabote "*Rio Zaire*" referred to in your despatch of the 20th December last.

It is impossible for me to give you any information whatever respecting this affair. The case itself was presented in such a manner as to render all inquiry useless. The palhabote was seen in the proximity of three canoes, of which two made their escape, and the third being captured was found to have blacks on board. The said palhabote having been boarded by the boats of Her Britannic Majesty's steamer "*Medusa*," it is to be presumed that there were not sufficient grounds for her detention, inasmuch as it did not take place.

To discover those who may be implicated in the illicit transport of the blacks found on board the aforesaid canoe, or to obtain sufficient evidence against those who are suspected of being concerned in the Slave Trade carried on in the north, is a most difficult, if not impossible task, as you certainly will acknowledge.

There is a Portuguese launch stationed at the River Congo, and the officer in charge of her has orders to keep a strict watch upon all that is going on at that place. I am confident that he does so, but his vigilance can not certainly reach everywhere. I cannot do more than this.

With reference to that part of your despatch of the 20th December in which you observe that if a vigilant watch were kept upon the small craft in the north, sufficient proofs of their nefarious employment would easily be found to justify their destruction in conformity with the Treaty of the 3rd July, 1842. I entirely concur with you. But it is the means of exercising that vigilance which is wanting. I have mentioned those that are at my command. The action of the British cruisers cannot lead to any important results. And the only efficacious one would be the employment of special authorities on shore.

This opinion I have often expressed to you, and it appears to me to be incontestable.

Any boat or vessel without nationality found flagrantly engaged in the Traffic in Slaves should be destroyed. Nevertheless, in such cases I consider that the greatest circumspection ought to be used. The zeal in the suppression of this inhuman Traffic can never authorize an abuse. The injustice which would be done by destroying the smallest canoe employed in licit commerce would morally counteract the effects of a similar punishment inflicted upon many others, who might readily have merited it.

The measures adopted for the suppression of this Traffic, to be good, should be conscientious. One evil, however great, should never be remedied by having recourse to another. In the present case, after maturely considering all the means that can be employed for putting a period to the pernicious Traffic in Slaves, and finding that which might succeed without obstructing licit transactions, that is the one which ought to be adopted.

God preserve, &c.
(Signed) JOSE RODRIGUES COELHO DO AMARAL.

No. 74.

Her Majesty's Commissioner to Lord J. Russell.—(Received December 4.)

My Lord,

Loanda, September 1, 1859.

I HAVE great satisfaction in reporting that the barque "*Laura*," which was dispatched from New Orleans by the firm of Pratts, Pujol & Co., in June last, on a slave-trading expedition under Mexican colours, was detained on the 9th ultimo, off Banda Point, by Acting Captain Hewett, of Her Majesty's steamer "*Archer*."

2. This is the first case, within my experience, of a vessel having been seized on this coast under Mexican colours, and from the conduct of the captain and crew it would appear that the delinquents against the laws of Mexico concerned in this vessel were under the impression that the flag of that country would cover their crime in the same manner as that of the United States is well known to do. Captain Hewett, however, soon undeceived them, and having proceeded to examine the "*Laura*," 200 leaguers filled with fresh water, a slave-deck, partially laid, and spare plank for its completion, and slave-boilers, proving the illegal objects of the voyage in which she was engaged, he took possession of her for having violated the Treaty with Mexico, of the 24th February, 1841.

3. Captain Hewett was induced to remove into Her Majesty's steamer "*Archer*" the greater part of the crew of this vessel, which consisted principally of Spaniards and Portuguese. The latter he has since delivered up to the authorities at this place; but I entertain no hopes of their being subjected to any punishment.

4. The "*Laura*" was sent to Vera Cruz for adjudication, and I presume that your Lordship will receive through Her Majesty's Consul at that place full reports of her trial.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 75.

Her Majesty's Commissioner to Lord J. Russell.—(Received December 4.)

My Lord,

Loanda, September 10, 1859.

I BEG leave to report to your Lordship that Lieutenant Burton, of Her Majesty's steamer "*Triton*," whilst proceeding to this place from the River Congo, on the 17th ultimo, fell in with, and captured a schooner off Bahia Fonda, a few miles to the north of Ambriz, completely fitted for the embarkation of a cargo of slaves.

2. As soon as they found that Her Majesty's steamer had approached to within range of her guns, the master and crew of the schooner took to their boat and succeeded in effecting their escape on shore.

3. When visited by an officer from the "*Triton*," there was no one on board, no papers or colours, nor anything to show under what flag she had been navigating, and consequently Lieutenant Burton dispatched her to St. Helena for adjudication before the Vice-Admiralty Court there.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 76.

Her Majesty's Commissioner to Lord J. Russell.—(Received December 4.)

My Lord,

Loanda, September 20, 1859.

I HAVE the honour to acquaint your Lordship that on the 18th ultimo Her Majesty's steamer "*Archer*," Acting Captain Hewett, after a persevering chase of some hours, captured a schooner without colours or papers, and fully equipped for the reception of a cargo of slaves, which it is supposed she was about to embark at Mayumba.

2. On taking possession of this vessel, Captain Hewett found that several of her beams had been cut, and various other means adopted injurious to the hull and rigging, in order to increase her speed during the chase.

3. He, therefore, caused her to be surveyed, and the officers employed on this service having pronounced the schooner to be in an unfit condition to make the voyage to St. Helena for adjudication, she was totally destroyed by fire.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 77.

Her Majesty's Commissioner to Lord J. Russell.—(Received December 4.)

My Lord,

Loanda, September 20, 1859.

IT is my disagreeable duty to acquaint your Lordship that the Traffic in Slaves, under the flag of the United States, is now prosecuted on this part of the coast to an amazing extent, and with greater impunity than ever; no less than seven vessels wearing that flag, and employed in the Slave Trade, having been met by Her Majesty's cruisers on this division of the station within the last two months. They were the brigantine "*Brownsville*," brig "*William M. Grotton*," brig "*Lillie Mills*," barque "*Ottawa*," barque "*Star of the East*," ship "*Memphis*," barque "*Florence*."

2. Although the intention with which these vessels arrived on this coast was well known to Her Majesty's officers, they, being all furnished with regular American

papers, were allowed to proceed unmolested in the prosecution of their voyages, and nearly all of them have since shipped slaves.

3. The American ship "*Rebecca*" has lately arrived in the River Congo, sent out by the firm of Pratts, Pujol, and Co., of New Orleans, to receive a cargo of slaves on freight; but there being none ready to ship in that river at present, she waits with impunity at anchor at Ponta da Lenha until a cargo can be purchased for her.

4. On the 12th ultimo, the United States' corvette "*Vincennes*" arrived in this port; and as I had learned that preparations were being made to embark slaves in three of the above-mentioned vessels at a spot adjacent to Ambriz, I found it my duty to lose no time in communicating this intelligence to Captain Totten, of that vessel, which had then been laying ten days in this port. I accordingly addressed to that officer a letter, a copy of which I have the honour to submit to your Lordship's consideration; but I regret extremely to have to add that, judging from his reply, a copy of which I likewise beg to subjoin, Captain Totten does not appear to have taken that satisfactory view of this act of co-operation on my part, which, from my previous intercourse with the officers of the American navy, and my experience of the enlightened spirit by which they are actuated, I had been strongly inclined to hope he would have done.

5. Her Majesty's steamer "*Triton*" was in the harbour at the time; and it was with much pleasure that I heard from her Commander that an arrangement had been made for sending the boats of the "*Vincennes*" on board that steamer in charge of two American officers, to examine any of the suspicious vessels she might fall in with. This plan, however, could hardly have been attended with any successful result, as the corvette sailed hence the following day to communicate with the "*Triton*," and receive on board her boats. She then proceeded to show herself along the coast, and departed for the Cape Verd Islands and Madeira.

6. The system of cruising at present adopted by the United States' squadron on this station is wholly inadequate, my Lord, to check the perpetration of the crimes now carried on under the protection of the flag of that country. Since the 1st January of this year, three heavily-armed American corvettes have made their appearance at different times in this quarter; and running along the coast from this port to the Congo or Cabinda, immediately returned again to the Cape Verd Islands. After these cruizes, or, more properly speaking, voyages, an interval of three or four months usually elapses, during which no American cruiser is seen on the coast; and the slave-traffickers then redoubling their efforts, numerous vessels escape.

7. It has been reported to me, on authority which I believe to be trustworthy, that in the eight months which have transpired of this year, although Her Majesty's cruisers have been more than ordinarily successful, no fewer than seventeen vessels have succeeded in effecting their escape from the coast lying between Cape Lopes and Ambriz, carrying off 12,750 slaves, and that thirteen of those vessels arrived on the coast wearing American colours, five of which were pretended whalers.

8. It is evident that the slave-traders are daily more and more presuming upon the perfect security afforded them in carrying on their iniquitous operations by the adoption of the United States' flag. Slave-vessels protected by that flag are continually making successful voyages, and returning to the same place for fresh cargoes; and experience has now shown that, unless some energetic and effective measures can be adopted to correct this evil, all the sacrifices made by Great Britain for the suppression of this Traffic must be rendered nugatory.

I have, &c.

(Signed) EDMUND GABRIEL.

Inclosure 1 in No. 77.

Her Majesty's Commissioner to Commander Totten, U.S.N.

Sir,

Loanda, August 21, 1859.

I HAVE the honour to acquaint you with its having come to my knowledge that the following vessels, wearing the American flag, have lately arrived on this part of the coast for the purpose of embarking slaves for the Island of Cuba: the brigantine "*Lillie Mills*," barque "*Ottawa*," ship "*Memphis*," barque "*Star of the East*," barque "*Ilha de Cuba*."

The first-mentioned vessel was fallen in with by Her Majesty's steamer "*Triton*," in the River Congo, a few days since, and the "*Ottawa*," "*Memphis*," and "*Star of the East*" are reported to me to be awaiting an opportunity to ship slaves in Bahia Fonda, where they have twice been frustrated in their iniquitous intentions by the vigilance of Her Majesty's cruisers.

You are doubtless aware, Sir, of the difficulties which Her Majesty's officers have to contend with in restraining the very great extent to which the Traffic in Slaves is now carried on upon all parts of the coast lying between this city and Cape Lopes, in consequence of the deplorable and flagrant manner in which the flag of America is abused in the prosecution of that illegal Trade.

From all the reports which reach me, it would appear that the slave-traders are more and more convinced that they are protected by that flag; but I venture to assure myself that a knowledge of the above circumstances will induce you to take effectual measures to prevent it from being used with impunity in a Traffic which not only becomes every day more abhorrent to the spirit of the age, but is solemnly prohibited by the Treaties between Her Majesty and the United States of America.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 2 in No. 77.

Commander Totten, U.S.N., to Her Majesty's Commissioner.

Sir, *"Vincennes," St. Paul de Loanda, August 23, 1859.*

I HAVE the honour to acknowledge the receipt of your letter of the 21st instant.

The information therein contained in relation to vessels on this coast supposed to be slavers had already been communicated to me by Commodore Wise, of Her Majesty's ship "Vesuvius."

As I am about to leave this port, and have not the requisite time to reply to your letter as fully as I would wish, I must content myself by simply reminding you that the Government of the United States claims to be quite competent to correct any deplorable and flagrant abuses of their flag on this or any other coast; and also that the Commanders of the United States' vessels on this coast need no other advice or inducements than are contained in the instructions received from their own Government for the performance of their duties.

I have, &c.
(Signed) B. J. TOTTEN.

No. 78.

Her Majesty's Commissioner to Lord J. Russell.—(Received December 4.)

My Lord,

Loanda, September 28, 1859.

REFERRING to previous correspondence relative to the capture of the schooner "*Regla*" by Her Majesty's steamer "*Triton*," off Mossulo, on the 4th of May last, I have now the honour to transmit a copy of a despatch, with its inclosures, which I have received from Lieutenant Burton, commanding that vessel; and of a further correspondence which has, in consequence, passed between the Governor-General and myself on this subject.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 1 in No. 78.

Lieutenant Burton to Her Majesty's Commissioner.

Sir, *"Triton," Shark's Point, July 10, 1859.*

I HAVE the honour to inclose a triplicate copy of my proceedings relative to my capture of a schooner, name unknown, supposed to be the "*Regla*," off Mesul, on the 4th of May last, as well as a certified copy of the log of this ship for the 3rd, 4th, and 5th days of May, 1859.

I have, &c.
(Signed) R. H. BURTON.

Inclosure 2 in No. 78.

Lieutenant Burton to Rear-Admiral Sir F. Grey.

Sir, *"Triton," Shark's Point, July 10, 1859.*

IN answer to your Memorandum of the 20th June, 1859, calling for a full report of my proceedings, from the time of parting company with Her Majesty's ship "*Conflict*," until my capturing a schooner without colours or papers, and name unknown, supposed to be the "*Regla*," I have the honour to inform you that on parting company with the "*Conflict*," off the Congo, on the 2nd of May, 1859, I communicated with Her Majesty's ship "*Pluto*," off Snake's Head, the same day, and supplied her with provisions, weighed on the 3rd, and I inclose certified copies of the log of this ship for the 3rd, 4th, and 5th of May, 1859.

On the morning of the 4th May, at 7 A.M., I boarded a schooner fully equipped for shipping slaves, with her slave-deck laid, about fifteen miles off to the southward and westward of Mesul. I asked for her captain, papers, and colours, and was given to understand that she had neither; the crew also denying to claim any nation, and who, on being boarded, had their clothes all ready packed for going away. I proceeded in shore, and anchored the prize off Mesul, while the "*Triton*" proceeded to Kinsembo to land the slave-crew, and on the following morning took the prize in tow and arrived at St. Paul de Loanda the same day. I distinctly deny that she had the American ensign flying, and also assert that there was not at the time of capture, or afterwards, anything whatever in the shape of a flag found on board.

I declare this statement, as well as the copy of the log, to be true, and the Governor-General of Angola must have been imposed on by the persons making any declaration differing from my statement.

I have, &c.
(Signed) R. H. BURTON.

Inclosure 3 in No. 78.

EXTRACT from the Log-book of Her Majesty's ship "Triton."
Her Majesty's steam-vessel "Triton," the 3rd day of May, 1859.

H.	K.	T.	Courses.	Winds.	F.	Weather, &c.	Remarks.
1							Daylight. Her Majesty's ship "Pluto" at anchor, in company.
2	..	..	.. ..	South ..	1	b. c.	Employed provisioning Her Majesty's ship "Pluto," and receiving shakes from ditto.
3	..	..	At anchor, off Snakes' Head				Employed cleaning ship.
4							10-30. Mustered at quarters.
5							10-45. Weighed under steam, leaving at anchor Her Majesty's ship "Pluto."
6							Employed restowing holds.
7	..	..	.. ..	Calm ..	0	b. c.	Noon. "Pluto" in sight, astern. Set patent log.
8	..	..	.. ..		..	$\frac{30.00}{80}$	
9							
10							
11	1	..	South ..	South ..	1	b. c.	
12	6						
Course.			Lat. Dr. Obs. 6° 4' 45".	Long. Dr. Chro.	Variation. 21 W.		True Bearing and Distance: Mangua Pequeno E. by S. 19 miles.
1	6	..	S. $\frac{1}{4}$ E.	S. W.	3	b. c.	1-30. Set fore-and-aft sails.
2	6	4					Carpenters making gratings; sailmakers employed as requisite.
3	6	5					4. Steaming.
4	6	2	S. $\frac{1}{4}$ E.	S. S. W.	3	b. c.	
5	6	2					5-10. Mustered at quarters.
6	6	2	.. ..	..	2	b. c.	
7	6	5	.. ..	..	..	$\frac{30.00}{83}$	
8	6	5	S. $\frac{1}{4}$ E.	S. S. W.	1	c. b. c.	Shifted jib-boom, for exercise.
9	6	5					In, and stowed fore-and-aft sails.
10	6	5					8. Steaming.
11	6	5					
12	6	5	..	Calm ..	0	b. c.	Midnight. Steaming.

Her Majesty's steam-vessel "Triton," the 4th day of May, 1859.

H.	K.	T.	Courses.	Winds.	F.	Weather, &c.	Remarks.
1	7	..	S. $\frac{1}{4}$ E.	South			4. Steaming.
2	$\frac{1}{2}$	6	S. $\frac{1}{4}$ W.				5. Set gaff-foresail.
3	4	6	.. ..	..	..	$\frac{30.00}{84}$	Daylight observed a sail on starboard bow; altered course to close ditto.
4	4	6	.. ..	..	..	b. c. m.	7-10. Stopped. Commander boarded and captured a schooner, name unknown, having no papers or colours, and fully equipped for the Slave Trade.
5	4	6					7-50. Sent prize crew to ditto; received slaver's crew, 14 in number.
6	6	..	.. ..	..	1	b. c.	8. Steaming.
7	6	5					8-30. Took prize in tow.
8	6	..	As requisite, to close the land				11. Cast off prize, and proceeded to the northward to land slaver's crew.
9	6	..	.. ..	..	..	$\frac{30.00}{85}$	Noon. Steaming.
10	6	..					
11	6	..					
12	6	..	N. W.	South ..	2	b. c.	
Course. S. 34 E.			Lat. Dr. Obs. 7° 5' 85".	Long. Dr. Chro.	Variation. 21 W.		True Bearing and Distance: Ambriz N. 12 W. 5 miles.
1	7	..	N. $\frac{1}{2}$ W.	Southward	2	b. c.	1-50. Stopped off Kinsembo; landed slaver's crew.
2	6						2-50. Up boats, and proceeded to the southward.
3	..	..	Hove-to ..	S. W.	3	b. c.	4. Steaming.
4	7	..	S. S. W.	..	..	$\frac{30.00}{85}$	Set fore-and-aft sails.
5	7	5	S. W.				5-10. Mustered at quarters. In fore-and-aft sails.
6	7	5	S. E.	..	3	b. c.	8. Came-to with S. B., 8 $\frac{1}{2}$ fathoms, veered to 20 ditto; prize in company.
7	7	5	2	b. c. l.	Midnight.
8	7	5			
9							
10	Eastward	1	b. c.	
11	At anchor				
12	..						

CLASS A.

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Her Majesty's ship "Triton," the 5th day of May, 1859.

H.	K.	T.	Courses.	Winds.	F.	Weather, &c.	Remarks.
1	..	..	.. ..	S. S. E.	1	b. c.	5.45. Weighed, and took prize in tow, and proceeded to the southward, under steam, being unable to get to the southward under sail, in consequence of the prevailing easterly current.
2	..	..	.. ..	..	..	$\frac{29.20}{84}$	8. Steaming.
3	..	..	At anchor	..	..	..	9.30. Passed a Portuguese schooner.
4	..	..	.. ..	..	..	..	Mustered by divisions; sailmakers employed as requisite; carpenters repairing whaler.
5	..	..	.. ..	..	..	..	Noon. Steaming.
6	..	..	.. ..	..	..	..	..
7	5	..	S. $\frac{1}{2}$ E.	..	..	..	..
8	7	..	South ..	Southward	2	b. c.	..
9	7	..	.. ..	..	..	..	..
10	7	..	.. ..	..	..	..	..
11	7	..	S. $\frac{1}{2}$ W.	..	1	..	..
12	7	..	S. W.	..	..	$\frac{30.00}{84}$	..

Course.			Lat. Dr. Obs.	Long. Dr. Chro.	Variation.		True Bearing and Distance.
1	7	..	S. W.	S. S. W.	..	..	3.30. Cast off prize.
2	7	..	.. ..	.. ..	..	..	..
3	..	..	As requisite, for anchorage	.. ..	..	$\frac{29.22}{84}$	3.45. Anchored with S. B. in 4 fathoms; veered to 30 ditto. Prize anchored in company.
4	..	..	.. ..	S. W.	1	b. c.	..
5	..	..	.. ..	.. ..	..	..	..
6	..	..	At anchor off St. Paul da Loanda	.. ..	..	..	4.30. Out paddle-box boats.
7	..	..	.. ..	Calm	0	b. c.	5.10. Mustered at quarters.
8	..	..	.. ..	.. ..	..	..	Midnight.
9	..	..	.. ..	.. ..	..	..	..
10	..	..	.. ..	.. ..	..	$\frac{29.22}{84}$	..
11	..	..	.. ..	.. ..	..	..	..
12	..	..	.. ..	.. ..	..	..	..

We hereby certify that the above extracts from the log-book of Her Majesty's steam-vessel "Triton," for the 3rd, 4th, and 5th days of May, 1859, are true and correct.

(Signed) R. H. BURTON, *Lieutenant Commander.*
EDWARD SMITH, *Second Master.*

Inclosure 4 in No. 78.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Sir,

Loanda, September 14, 1859.

THE details given in the several documents which accompanied your Excellency's despatch to me of the 3rd of June last, relative to the capture of a slave-schooner by Her Majesty's steamer "Triton," off Mossulo, on the 4th of May last, having been communicated without delay to the officer commanding that vessel, have drawn from him the refutations contained in the letters of which I have the honour to transmit to your Excellency the inclosed copies.

On perusing these papers your Excellency will perceive that the statements made by José Gonsalves Vianna, and Constantino Antonio Vares Ferro, in regard to the slaver in question having been captured off Ambrizette with American colours flying, and having twice passed Ambriz in tow of Her Majesty's steamer (to which latter statement it was alleged that nearly all the inhabitants of Ambriz could bear testimony), are directly at variance with facts, and your Excellency will, I am sure, admit that the unfounded representations made to you by the above-mentioned parties not only merit severe animadversion, but show how little reliance can be placed in the reports which reach you from such quarters on matters of this nature.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 5 in No. 78.

The Governor-General of the Province of Angola to Her Majesty's Commissioner.

(Translation.)

Sir,

Palace of Government, Loanda, September 22, 1859.

I HAVE the honour to acknowledge the receipt of your despatch of the 14th instant, in which you sent me copies of a letter from the Commander of Her Britannic Majesty's steamer "Triton," and of the log of that vessel for the 3rd, 4th, and May last.

You state in your despatch that the object of this communication was to convince me that the details respecting the capture of the schooner "Regla," which were given to me by various persons at Ambriz, and

which I transmitted to you in my letter of the 3rd June, were not in accordance with facts; the said persons meriting, therefore, severe censure, and being unworthy of confidence in any future information which they might give me in matters of this nature.

I truly regret that this question has been renewed, which, after what I declared to you in my last communication respecting it, of the 18th June, I had hoped would not have been the case.

You may well suppose that I have no wish to examine the log of Her Majesty's steamer "Triton:" I am very sensible, however, of the mark of deference shown in forwarding that document to me. I therefore studied it; but, with that frankness upon which I pride myself, I cannot omit to say that it has not been possible for me to form an exact idea of the positions in which the several occurrences took place for the want of the necessary indications of the bearings of the schooner when she was first seen and chased on the morning of the 4th, and of the course which the two ships followed until they arrived at the spot where the schooner was anchored. Moreover, as you perfectly well know, the currents prevailing along this coast render the navigation, by dead reckoning, extremely uncertain.

Unless the track of the "Triton" can be considered to have been different from that shown by her log in consequence of the current, she ought to have been in the latitude of Dandé Point when she effected the capture of the schooner, admitting that the chase was given in the direction of S. $\frac{1}{4}$ W., as marked in the log at 2 o'clock. This may be concluded also from the calculation of the miles run from the position in which the steamer was at noon on the 3rd. Such, without doubt, did not occur. That in the said log, which merits entire credence with respect to the navigation, is the true position of the ship at noon on the 3rd and 4th of May, both by observation and by the bearings and distance of the land. On the 4th, at that hour, the steamer was a little to the south of Ambriz, proceeding towards Quicembo, with the crew of the prize, which had been left at anchor at Mossulo. Upon this point there never has been any discordance.

If I have entered into these details, it is merely to show that I duly appreciate the document referred to.

With regard to the important question as to whether the "Triton," with the schooner in tow, passed from the north to the south of Ambriz—which question, if decided in the negative, would lead with reason to the grave censure which you consider ought to be applied to the parties who gave testimony to the contrary—all that I can do is to suspend my judgment, as I cannot venture to pronounce any upon such contradictory reports, which, on the one side, merit entire consideration, but, on the other, I do not see sufficient grounds to reject as false.

Here I must observe that I do not refer only to the declarations of which I have already sent you copies, but also to those which I now transmit. I will add that during my recent stay at Ambriz I made inquiries of several persons respecting this matter, all of whom concurred in the same statement. It was not my intention to have touched again upon the subject. I do so only because circumstances oblige me.

Retaining the opinion expressed in my despatch to you of the 18th June last, I think that it cannot be expedient to enter in any further discussion upon the matter. From your recognised good faith I feel assured that you are now convinced that the Slave Trade speculation of the schooner "*Regla*" was not to have been effected at Mossulo, or at any other point south of Ambriz.

God preserve, &c.

(Signed) JOSE RODRIGUES COELHO DO AMARAL.

Inclosure 6 in No. 78.

Declaration of Mr. Curtis.

I, THE undersigned Agent for the American house of Messrs. Brookhouse and Hunt, of Salem, declare that about on the 5th or 6th, more or less, of May last, that whilst outside of my house I saw passing a steamer having a schooner in tow steering south, and when off Capullo the said schooner was anchored, but the steamer returned to the north passing very close on shore, boarded a launch that was standing for Ambriz, requesting the patron of the said launch to take some prisoners on shore; but the said patron refusing to do so, then the said steamer kept on for Kinsembo, and there landed the prisoners. This was about 4 o'clock in the afternoon; afterwards the said steamer stood again to the south, boarded the schooner again, and took the said schooner in tow again, and stood to the south until out of sight; and the next day I heard that the said steamer was called the "Triton," and that the said prisoners there landed were sent northward on a launch belonging to some of the Kinsembo residents.

Ambriz, June 20, 1859.

(Signed) EMANUEL CURTIS.

Inclosure 7 in No. 78.

Declaration of Mr. Cott.

ON my passage from Rio Zaire, on the 6th day of June last, fell in with and spoke a launch coming from south; on asking where she was bound, the patron replied "north," with the crew of a schooner that was taken by an English steamer of war. I asked the crew of the schooner in what place they were taken: replied, off Ambrizette." I wish to state that I fell in with the above-mentioned launch between Mangue Grande "and Ambrizette.

Ambriz, June 20, 1859.

(Signed) JNO. S. COTT.

Inclosure 8 in No. 78.

Declaration of Mr. Jones.

(Translation.)

I, THE undersigned Agent for the house of Messrs. Kerdyk and Pincoff, do hereby declare that on the 5th or 6th of May last, being in the factory of the said firm, I saw a brig-rigged steamer with a schooner in tow

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passing from north to south. That the said steamer anchored the schooner south of Capullo, and returned to Kinsembo. That about 6 o'clock she again passed to the south, and taking the schooner in tow proceeded on. That the following day I heard that the said steamer was called the "Triton," and had landed at Kinsembo the crew of the schooner, who were assisted by the agents of the foreign houses in Kinsembo, and sent to the north.

Ambriz, June 20, 1859.

(Signed) EMANUEL JONES:

Inclosure 9 in No. 78.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Sir,

Loanda, September 27, 1859.

I HAVE had the honour to receive your Excellency's despatch of the 22nd instant, acknowledging mine of the 14th respecting the capture of the "*Regla*," and offering various remarks on the extract of the log of Her Majesty's steamer "Triton" for the 3rd, 4th, and 5th of May. Your Excellency will excuse me from the task of examining with technical preciseness the movements of the "Triton" as shown by her log. I fully admit the justice of your observation respecting the uncertain effects which the currents prevailing along this coast may have upon a ship's reckoning, but at the same time I would beg leave to add that those effects are much less felt by a steamer than by a sailing vessel. It may have been that the capture of the "*Regla*" took place a few miles either to the north or to the south of Mossulo, but this is a minor circumstance; and upon other points to which the remarks contained in my above-mentioned despatch more particularly referred, the log of the "Triton" is conclusive. Those points are:—first, that the "*Regla*" did not display American colours; and secondly, that neither that vessel nor Her Majesty's steamer approached to within a distance of thirty miles of Ambrizette from the time they first sighted each other. These facts certainly show how grossly your Excellency has been deceived by the deposition of José Gonsalves Vianna, in which that individual affirms, upon oath, that being in Ambrizette, he actually descried the American flag flying on board the schooner, and saw the capture effected about five miles to the southward of that place.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 79.

Her Majesty's Commissioner to Lord J. Russell.—(Received January 24, 1860.)

My Lord,

Loanda, October 31, 1859.

I HAVE the honour to report to your Lordship that Dr. José Julio Rodrigues, the Portuguese Commissioner in the Mixed Commission at this place, sailed hence on the 6th instant in the mail-steamer for Lisbon, in pursuance of leave of absence granted him for the purpose of recruiting his health, which had become much impaired by his residence in this country.

2. Dr. Joaquim Guedes de Carvalho Menezes, who has recently arrived here from Lisbon, appointed Third Judge of the *Relação*, is the authority who, being next in succession to Dr. José Julio Rodrigues in that Tribunal, should, in accordance with the enactments of the Portuguese Decree of the 30th December, 1852, be appointed to the office of Commissioner; and on the 3rd instant I received a despatch from the Governor-General, inquiring whether I would recognize Dr. Menezes in that capacity.

3. His Excellency assured me, at the same time, that if I should not be able to do so, he would have no hesitation in undertaking to act in the place of Dr. Rodrigues in conformity with the 3rd Section of Article X of the Treaty of the 3rd July, 1842.

4. In reply I stated to the Governor-General that not having received from Her Majesty's Government any official intimation of the appointment of Dr. Menezes, and finding, moreover, that that gentleman holds no commission from the Crown of Portugal authorizing him to act as a member of the Mixed Court, the necessity for which has been tacitly acknowledged by the Government of His Most Faithful Majesty, I could not, therefore, take upon myself to recognize Dr. Menezes in the character of Portuguese Commissioner. Consequently on the 22nd instant, the Court having met for that purpose, his Excellency the Governor-General was sworn in to the execution of the duties of the office of Commissioner on the part of His Most Faithful Majesty, according to the regulations of the Treaty between the two countries.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 80.

Her Majesty's Commissioner to Lord J. Russell.—(Received January 24, 1860.)

My Lord,

Loanda, October 31, 1859.

I HAVE the satisfaction of acquainting your Lordship that one of the slave-vessels referred to in my despatch of the 20th ultimo, as having arrived on this coast under the protection of the flag of America, the brigantine "*Lillie Mills*," has been arrested in her iniquitous adventure.

2. On the 20th instant, Captain Courtenay of Her Majesty's steamer "*Archer*," being off Ambrizette, sighted this vessel at anchor with several launches near her, and a large number of negroes on the beach. A boat was seen to leave her full of men, having previously erased the name from her stern; and on the approach of the "*Archer*," the launches by which she was surrounded all weighed and ran to the northward. When boarded, the brigantine was found totally abandoned, and in every way prepared to receive her slaves, which she was no doubt in the act of embarking, with the assistance of the above-mentioned launches, when the "*Archer*" hove in sight.

3. From some letters found on board, Captain Courtenay discovered her to be the "*Lillie Mills*," which cleared out from the Havana on the 20th April, under American colours, and commanded by a man named Weeks, who was master of a vessel called the "*Braman*," captured on this station in 1857. She had been reported to me as having left the coast a short time since with a cargo of slaves, but it appears that after laying several days in the Congo, trying to evade the vigilance of Her Majesty's cruisers, she had left that river protected by the American flag, and with the well-known intention of shipping slaves in the vicinity, but could not obtain a cargo before, and the delay enabled Captain Courtenay to prevent the flag of America from being made in this instance, as it unfortunately has in too many others, the instrument of crime.

4. This vessel was sent to St. Helena for adjudication in the Vice-Admiralty Court there.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 81.

Her Majesty's Commissioner to Lord J. Russell.—(Received January 24, 1860.)

(Extract.)

Loanda, October 31, 1859.

I HAVE the pleasure of reporting to your Lordship that the United States" sloop of war "*Portsmouth*," Captain Colhoun, recently arrived in this port after a cruise to the north, during which she succeeded in capturing the barque "*Emily*," William Lindsey, master, equipped in every respect as a slaver.

2. The "*Portsmouth*" fell in with this vessel off Loango on the 20th ultimo, and Captain Colhoun, who, I am happy to be able to state to your Lordship, has expressed to me his determination to use his best efforts to fulfil the orders of his Government for the suppression of the Slave Trade carried on under the American flag, sent her to New York to be indicted in the proper Tribunal at that place.

3. It appears that the "*Emily*" proceeded direct from New York to Ambriz, and I respectfully beg leave to call your Lordship's attention to the fact of this vessel's having been permitted to sail unmolested from a port within the limits of this province with all her slave-fittings on board. I shall feel it my duty to notify this circumstance to the Governor-General, and to request that his Excellency will inquire whether the Custom-house at Ambriz acted in conformity with the provisions of Article X of the Portuguese Law of the 10th December, 1836, by sending an officer on board the "*Emily*," previous to her departure from that port, to ascertain, by a strict search, whether she had not on board any of the articles of slave equipment prohibited by that Law, because it is scarcely possible to suppose that, had that officer done his duty, he could have failed to discover that this vessel was employed in the Slave Trade.

My communication to the Governor-General on this subject will have to be reported in a subsequent despatch.

Her Majesty's Commissioner to Lord J. Russell.—(Received January 24, 1860.)

(Extract.)

Loanda, November 11, 1859.

I HAVE the honour to acquaint your Lordship that Captain Courtenay, of Her Majesty's ship "Archer," being in latitude 6° 44' south, and longitude 12° 10' east, on the 24th September last, sighted a brigantine, which, after a persevering chase of some hours, was boarded and found to be the "*Eloisa*."

2. She is said to have left New Orleans under American colours, and to have arrived on the coast only a few days previous to her capture by the "Archer." When boarded no colours or papers were shown, and it was stated that the captain had landed with money to purchase a cargo of slaves, for the reception of whom she was completely fitted.

3. Captain Courtenay dispatched this vessel to St. Helena, to be tried before the Vice-Admiralty Court there.

Her Majesty's Commissioner to Lord J. Russell.—(Received January 24, 1860.)

My Lord,

Loanda, November 18, 1859.

I HAVE the honour to lay before your Lordship copies of a correspondence which has been exchanged between the Governor-General and myself, having reference to the recent proceedings of Her Majesty's cruizers on this part of the station, for the suppression of the Slave Trade; and more particularly to a transaction of Her Majesty's steamer "Viper," Commander Hewett, in bringing into this port a boat called the "Barboleta," which was met in the River Congo, wearing the Portuguese flag.

2. I likewise transmit a letter which I received from Commander Hewett on the 29th ultimo, and its inclosures, relating to the detention of the boat in question, and her delivery to the Portuguese authorities here.

3. Your Lordship will perceive that Commander Hewett did not detain the "Barboleta" on the ground that she was equipped for the Slave Trade, but solely on the instructions under which Her Majesty's naval officers on this part of the coast are acting, to the effect that the passports granted by the Government of this province to small craft engaged in the coasting-trade require to be renewed annually, which had not been done in her case, the passport with which she was furnished being dated the 17th April, 1858.

4. When this matter was brought under my cognizance, I immediately turned my attention to the Regulations now in force regarding the issue of passports and other documents requisite for the navigation of vessels employed in the coasting-trade of this Colony; and on doing so, I found that the system of renewing these passports annually, as prescribed in the Ordinance of the 24th June, 1848, a copy of which was transmitted in Mr. Consul Brand's despatch to Viscount Palmerston dated the 26th September, 1850, had been abolished by order of the Government of His Most Faithful Majesty so far back as 1854. It appears to me probable, therefore, that the instructions in this matter, under which the Commanders of the cruizers on this division of the station are now acting, were issued in conformity with the old *régime*; and that the Commander-in-chief, not having been made acquainted with the above-mentioned alteration in the local Regulations on this subject, had not cancelled or revoked the orders of his predecessors as he otherwise would have done.

5. Having duly considered this matter, I deemed it advisable, with a view, if possible, of avoiding any just cause of complaint, not only to lay the facts forthwith before the Commander-in-chief of Her Majesty's naval forces, but at the same time to suggest to the senior officer in command of this division of the squadron, the expediency of his suspending the execution of so much of the Admiral's instructions as relates to the necessity of the passports in question being renewed annually.

6. I take leave to inclose copies of my letters to the Honourable Sir Frederic Grey and Captain Courtenay, together with translations of the Portaria of the Portuguese Minister for Foreign Affairs, dated the 29th May, 1854, repealing the Regulations which had up to that period been in force regarding the duration of

passports granted by the Colonial Government to coasting-vessels; and as I have been obliged to act entirely upon my own responsibility in this matter, I venture to hope that your Lordship will not see reason to disapprove of the course which I have adopted.

7. It is very remarkable, my Lord, that although the Rear-Admiral commanding-in-chief and Commodore Wise, when here in June last, both pointed out to the Governor-General the great facilities which are now afforded to the operations of the slave-traders, by the numerous launches and small craft employed on the coast adjacent to the Congo river, and furnished with papers from the Government of this province, and particularly drew Senhor Amaral's attention to the necessity of warning the owners of those craft in regard to the annual renewal of their passports, his Excellency did not take exception to the views then expressed by those officers; on the contrary, he replied that he would readily accede to their wishes in regard to the warning to be given to Portuguese subjects trading to the North. It would appear, therefore, that the Governor-General must either have misunderstood the observations made by Sir Frederic Grey and Commodore Wise, or have strangely overlooked the orders of his own Government on this subject.

8. With reference to the statements made by Senhor Amaral of alleged vexatious and improper mode of proceeding of British cruizers towards launches and small craft carrying on a lawful trade, I do not consider it advisable to enter into any discussion with his Excellency on this subject, as Her Majesty's naval officers are amenable only to their Commander-in-chief; but I beg to assure your Lordship that I am not aware of any instance in which they have so grossly abused their authority as the Governor-General would make it appear, nor of any case having occurred which could justify the charges brought against them by his Excellency, and in support of which he has failed to adduce any proof.

9. I beg leave, in conclusion, to solicit your Lordship's particular attention to the gross perjury committed by the owner of the "Barboleta," as set forth in the inclosed papers. The sworn protest of that individual, an authenticated copy of which has been sent to me by Senhor Amaral, is a tissue of falsehoods and misstatements. It did not appear to me proper, therefore, that Pamplona should be allowed to escape the consequence of this crime in the same manner as he had hitherto been exempted from the penalties of the law, despite his long and notorious connection with the Slave Trade in the Congo; and I therefore proposed to the Governor-General that he should immediately order the Public Prosecutor to institute proceedings against that individual for the above-mentioned crime. Her Majesty's steamer "Viper" is still on this part of the station, and the depositions of her officers and crew can easily be obtained, as well, I hope, as the evidence of other parties in the Congo; and I beg to assure your Lordship that, should I find his Excellency disposed to promote the execution of the law, I shall use my utmost efforts to insure Pamplona's being visited with its fullest severity.

It is right I should here mention that this Joaquim Martins Pamplona is one of the individuals whose names appear as the shippers of slaves on board the American vessel "*Mary E. Smith*" in 1856, according to a document found in the possession of a passenger on board that vessel, a translation of which was transmitted by Mr. Consul Morgan to the Earl of Clarendon, in his despatch dated the 8th March of that year.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 1 in No. 83.

The Governor-General of the Province of Angola to Her Majesty's Commissioner.

(Translation.)

Excellent Sir,

Palace of the Government, Loanda, November 4, 1859.

THE coasting-trade to the North, both in Portuguese and native vessels, is now the object of unheard-of violences on the part of Her Britannic Majesty's cruizers.

These violences would be incredible were not some of them proved to evidence; and consequently the numerous complaints which have arrived here in this respect are worthy of all credit.

I had, only a short time since, to address myself to you respecting the appropriation of a Cabenda launch by the Commander of the steamer "Pluto," because the owner would not accede to his demand for 15,000 billets of wood as a ransom.

That launch had been detained by a boat belonging to the steamer "Vesuvius," and scuttled with all her crew on board, who, with great risk to their lives, succeeded in swimming on shore. The launch being found floating about in this state by the first-mentioned steamer, her restitution was made the ground of the unqualified demand above stated. Thus one Commander took the launch and endeavoured to destroy her; the other prevented this

destruction and offered to annul entirely the act of the first by exchanging her for a supply for his ship. Without any commentaries on these facts, I will only observe that the proceeding of the Commander of the "Pluto" shows most manifestly the injustice committed by the Commander of the "Vesuvius" in taking the launch.

To-day I have to occupy your attention with another case yet more extraordinary. It is that of the boat "Barboleta," brought to this port by Her Majesty's steamer "Viper," on no other ground than that of an imaginary defect in her passport, and of the loose allegations that all these small vessels assist the Traffic in Slaves on the coast to the north. Inclosure No. 1 is, you will find, an authentic copy of the despatch on this subject addressed to me by the Commander of the above-mentioned steamer, and No. 2 a copy of the reply which I returned to him. The particulars of this case are as follows:—

The boat "Barboleta" belongs to Joaquim Martins Pamplona, merchant of Loanda, who has factories in the Congo and to the north of that river. She was employed in running between these factories, transporting goods for trade and provisions for the sustenance of the people. She was furnished by this General Government with all the papers requisite for her legal navigation. Leaving the River Congo on the 12th ultimo, bound to the said factories to the north, and having on board the licit cargo above referred to, she was detained by the Commander of the "Viper," who, putting the crew on shore, took her in tow and brought her to Loanda, to place her at my disposal.

I have already stated that one of the grounds upon which the Commander of the "Viper" acted, was his imagining that the passports of coasting-vessels ought to be renewed annually, and observing that that of the boat "Barboleta" was dated more than twelve months previously. Before proceeding further, I must observe that the British cruisers have no right to supervise the execution of the regulations of Portuguese navigation. Such a pretension is an innovation on the national dignity and independence. Admitting that the passport of that craft was irregular, this circumstance could not be within the jurisdiction of the Commander of a foreign ship of war, but only of the authorities and of the Commanders of the ships of His Most Faithful Majesty. The mission of the British cruisers is limited to the suppression of the Traffic in Slaves. The manner of carrying this out is prescribed in the Treaty of 3rd July, 1842. Any act practised beyond the provisions of that Treaty against the liberty of Portuguese navigation is illegal and arbitrary, and the British Government becomes responsible for the indemnification of all losses and for inflicting upon the capturing officer a punishment proportioned to the transgression which he has committed. This is clearly expressed in Articles IV and VIII of the said Treaty.

It is certain, however, that the passports of the coasting-vessels of this province are permanent, since the determination of the 22nd April, 1856, published in the official "Boletim" of the Government No. 552 of the 26th of that month and year. This circumstance is an aggravation of the proceeding on the part of the Commander of the "Viper," inasmuch as he not only mixed himself up in that which was not within his competence, but he did so in inexcusable ignorance of the acts which regulate the subject in which he interfered; I say inexcusable, because it is his duty, as a cruiser on this coast, to be cognizant of the dispositions which regulate the Portuguese navigation, in order that, in the discharge of any duties which may legitimately devolve upon him in regard to that navigation, he may not, as a cruiser, offend against the same.

Another motive which appears to have influenced the Commander of the "Viper" in detaining the boat "Barboleta," is the conviction, which he says he entertains, that the coasting-vessels generally assist in Slave Trade operations to the North.

I do not know how far this opinion may be correct. That which I do know is, that it cannot justify any violences against those vessels, without sufficient proof of the crime imputed to them. And, moreover, it being certain that the embarkation of slaves cannot be effected without the intervention of ships, with a little stretch of this argument you might arrive at the conclusion that it would be desirable to destroy all the latter, as the readiest and most energetic means of impeding the Traffic.

Now if the intervention of coasting vessels in the Traffic in Slaves is so frequent as it is said, it appears clear that their capture, under flagrant circumstances connected with this Traffic, ought to be very easy. The fact is, however, that the Mixed Commission in Loanda has been dormant for some years, without having had a single Slave Trade case to adjudicate.

I cannot omit to call your most serious attention to this very important matter. It is indispensable that the British cruisers should be convinced, once for all, that the arbitrary acts committed by them under the pretence of repressing the Traffic in Slaves, are offensive ("revoltantes")! I have related the particulars of the two cases of the Cabenda launch and the boat "Barboleta." They are not all. The crew of this boat, consisting of Cabendas, were put on shore amongst the Mussorongos, in the Congo. Every one knows that these negroes consider the blacks of any other country who may fall into their hands as slaves. It is known, also, that the owner of the boat will have to ransom those unhappy Cabendas at a great expense, otherwise no more Cabendas will ever enter his service. For this and other losses, as well as for the unhappy position in which the said crew were placed, who is to blame if it be not the Commander of the "Viper," who acted with so much indiscreet zeal or with so much inexcusable levity?

There is another circumstance I have yet to mention, and not without great repugnance. The boat had a cargo of goods and provisions when she was detained, as stated by her owner. The Commander of the "Viper" declares, in the document, Inclosure No. 3, that she had no cargo, and not even provisions for her crew on board.

Inclosure No. 4 is, you will find, an authentic copy of the protest made against the Commander of the "Viper" by the owner of the boat "Barboleta."

I said in the beginning of this despatch that numerous complaints have been made similar to those which I have now particularized; hence the commercial body of Loanda is complaining, because it considers that there is no security in embarking in the most licit speculations to the north, where the British cruisers persecute the coasting vessels, as if cruising against them ("andar a corso d'ellas") was their real mission.

With respect to the native boats, I cannot omit also to say something, whether from the right, which it behoves me to sustain, of considering them as Portuguese boats, if belonging to individuals residing south of 5° 12 latitude, or from the right of advocating their just interests, which is the duty of every functionary of a civilized nation, independent of every other consideration.

These native boats have suffered an atrocious persecution: now they are taken for the want of papers; then, having such papers, under the pretext that their owners, negroes of Cabenda, or other points north of Ambriz, cannot be considered as Portuguese. It is rarely that there is any real ground for suspecting them of participation in the Slave Trade.

For the destruction of these vessels, is it sufficient that they should carry articles of food, some boards, &c.; the former because it is supposed that they might be intended for the supply of slave-ships; the boards because they might be used in making arrangements for the reception of slaves? These facts enunciate themselves; they require no analysis.

But supposing it to be true that the coasting vessels to the north frequently interfere in the Traffic in Slaves,

are the causes which incite and promote this intervention unknown? and if they are not unknown, why are not those causes directly combated as the most efficacious means of removing their effects?

It is known that the embarkation of slaves to the north is made almost exclusively in ships of the United States of America. In the Congo there exists a French factory for the engagement of free negroes. It is needless to point out that if those vessels did not engage in the Traffic, the coasting craft could not assist in that Traffic. The means employed for the engagement of those free negroes being the same as those employed to obtain slaves, it is likewise manifest that this French enterprise must tend to preserve the former dispositions for the repressed Traffic in Slaves.

It is beyond doubt that neither the French nor American Governments wish to promote these dispositions, but it is not less certain that, in point of fact, they would no longer be promoted if, on the one part, a strict supervision was kept in the ports of the United States upon the ships suspected of being destined for the Traffic in Slaves, and if, on the other, the French Government would abandon the above-mentioned enterprise.

Undoubtedly the British Government would demand this from the Portuguese Government if either of those cases occurred with it, as it has demanded the assent of that Government to other measures concerning the abolition of this Traffic, and as it has done with the Government of Brazil and other nations. Why, therefore, is not the same done with France and the United States?

It is impossible to suppose that the difference of force should explain the difference of proceeding; for in that case the sanctity of right would be more than problematical.

Be this as it may, it is certain that the navigation of this province and its commerce are suffering the greatest and most unjust losses by the unqualified abuses committed by the British cruisers. I have related some of them. Of many others I hope to obtain full particulars.

For all, I protest in the most solemn manner against the said cruisers, whose proceedings, evidently in excess of the stipulations of the Treaty of the 3rd July, 1842, I am about to bring to the knowledge of His Most Faithful Majesty's Government, which will certainly obtain from the Government of Her Britannic Majesty due reparation, and effectual measures to prevent the repetition of such abuses.

God preserve, &c.

(Signed) JOSE RODRIGUES COELHO DO AMARAL.

Inclosure 2 in No. 83.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Sir,

Loanda, November 7, 1859

I HAVE had the honour to receive your Excellency's letter of the 4th instant, referring to the preceedings of Her Majesty's naval officers employed in the suppression of the Slave Trade on the coast north of this city.

With regard to the case of the Cabinda launch destroyed by Her Majesty's steamer "Pluto," I have only to observe that, as I see no reason for departing from the proper and established custom of submitting such matters to the head of that branch of Her Majesty's service concerned therein, I must therefore beg to refer your Excellency to my despatch of the 26th ultimo, and to add that, in fulfilment of the assurance therein given, this matter has been brought by me under the notice of the officer commanding Her Majesty's naval forces on this coast.

Respecting the case of the boat "Barboleta," brought into this port by Her Majesty's steamer "Viper" and delivered over to your Excellency, I shall proceed to offer a few remarks.

It appears to me that there has been some error or misunderstanding in regard to the necessity for the passports furnished by the Government of this province to coasting vessels being renewed annually. This question having been recently agitated, and the instructions under which Her Majesty's officers are acting in regard thereto having been brought to my knowledge, I have referred to the orders and regulations now in force on this subject, and I find by a Portaria of His Most Faithful Majesty dated 29th May, 1854, which was published in the official Boletim No. 477 of the 18th November, 1854, that the passports granted by this Government to Colonial coasting vessels, which, prior to the date of that Portaria, were limited in duration, have since been considered to all intents permanent as Royal passports. The instructions to Her Majesty's officers, however, point out that the passports in question require to be renewed annually. These instructions were, no doubt, issued in ignorance of the above-mentioned alteration in the law regulating the coasting trade in this province, and I shall therefore hasten to communicate this circumstance to the Rear-Admiral Commanding-in-chief on this coast, and to lay before him a copy of the Portaria referred to.

I shall also lose no time in suggesting to the officer now in command of this division of the African squadron the expediency of his suspending the execution of so much of his instructions regarding Portuguese coasting vessels as relates to the necessity of their passports being renewed annually, until this matter has been arranged between the two Governments.

Commander Hewett resolved upon bringing the "Barboleta" into this port, and delivering her over to your Excellency, on the ground that her passport, being dated more than a year previously, was invalid. Whether, under all the circumstances of the case, there was sufficient reason for such a proceeding, it is not for me to say; but I believe that he did so from a conviction that he was acting in strict accordance with his instructions, and I cannot refrain from adding the expression of my regret that this act of a British officer should have been the cause of so much dissatisfaction on the part of your Excellency.

It cannot be seriously supposed that any infringement on the dignity and independence of the Portuguese Crown was intended, or that the proceedings of Commander Hewett had any other object in view than that of facilitating the efficient performance of a duty to which the Governments of Great Britain and Portugal are mutually and solemnly pledged.

The open and notorious assistance which is given to the Slave Trade by these small coasting craft to the north, not only in embarking slaves, but in conveying them from one depôt to another along the coast, renders it necessary for Her Majesty's officers to be very assiduous in watching and examining them; and I must add that, from the reports which reach me, it would appear that their owners, independent of the renewal of their passports, are extremely neglectful in regard to the other papers with which some of them are furnished by the Portuguese authorities at this place.

Upon the well-known criminal pursuits of the individual who owns the "Barboleta," I presume it is unnecessary for me to offer any observation. His name has already been brought by me under your Excellency's notice as one of the shippers of slaves in the American vessel "Mary E. Smith," captured on the coast of Brazil in 1857; his character, therefore, is, beyond all dispute, if not legally, at least morally, proved, and it is generally reported at this place that his establishments to the north are maintained for Slave Trade purposes.

CLASS A.

I.

It is stated, on oath, by Senhor Pamplona in his protest, a copy of which your Excellency has sent me :—

1st. That his boat was proceeding from the River Congo to his factories to the north when detained by the "Viper."

2ndly. That she had on board a cargo of goods and provisions.

3rdly. That her crew were landed among the Mussorongos.

Now, I beg to state, in the first place, that the "Barboleta" came down the River Congo for the sole purpose of communicating with Her Majesty's steamer "Viper" to ascertain the particulars respecting another boat, which was then under examination by that vessel, and subsequently released; secondly, that she had not, under these circumstances, a single particle of cargo on board when she went alongside Her Majesty's steamer, and, intending as she did to return to Ponta da Lenha immediately, it appears quite natural that she should have had no provisions on board; and, lastly, that the crew, consisting of two white men and three or four negroes, were transferred to the boat released as above stated, in which they all, at their own request, returned to Ponta da Lenha.

These facts have been stated to me by Commander Hewett, and can all, I presume, be substantiated by the evidence of every officer and man on board Her Majesty's steamer "Viper." Your Excellency, on comparing them with the particulars detailed in Senhor Pamplona's sworn protest, will see how unfounded and calumnious are the representations brought forward against Her Majesty's officer by that individual.

Your Excellency expresses an apprehension that the measures of repression by which Her Majesty's cruisers are endeavouring to put a stop to the Slave Trade in the north will interfere with licit speculations in that quarter, and adds that the commercial body of Loanda is loud in its denunciations of those measures.

I am aware that complaints of this nature have lately been made at this place, and many rumours respecting the proceedings of the British cruisers have reached my ears; but I am not disposed to lend implicit confidence to every fabricated tale which comes to my knowledge tending to criminate officers of the British navy engaged in this arduous service, and until each case has been fairly and openly investigated, I do not consider it right to offer any opinion upon its merits.

There are various observations contained in your Excellency's letter to which I cannot pretend to reply until I shall have received specific instructions upon the subject; but I take leave to assure your Excellency that Her Majesty's Government duly appreciates the rights and reciprocal duties of independent and friendly nations, and that, whilst resolved to exercise any powers in regard to the suppression of the Traffic in Slaves which Great Britain may have acquired by Treaties with other States, it by no means arrogates an authority to exert any action in matters of this nature where such a right has not been conceded to her.

In conclusion, it only remains for me to assure your Excellency that a copy of your letter of the 4th instant, and of this reply, shall be transmitted to Her Majesty's Government without delay.

I have, &c.

(Signed) EDMUND GABRIEL.

Inclosure 3 in No. 83.

The Governor-General of the Province of Angola to Her Majesty's Commissioner.

(Translation.)

Excellent Sir,

Palace of Government, Loanda, November 10, 1859.

I HAVE the honour to acknowledge the receipt of your despatch of the 7th instant, in answer to mine of the 4th, relative to the rigorous proceedings taken by the British cruisers against the coasting-vessels to the North.

In the said despatch I specified some cases in which an unquestionable excess appears to me to have been committed by the British cruisers respecting the supervision which they ought legitimately to exercise over the said vessels with a view to the repression of the Slave Trade, and, above all, in the course which has been pursued of destroying the said vessels without any form of trial when it is believed that there are grounds for supposing them to be implicated in that Traffic: the said cruisers thus constituting themselves, against all laws of right—even of natural right—accusers, judges, and parties interested in the effects of condemnation, in consequence of the benefit accruing to them from the appropriation of the vessels and their cargoes.

You have been pleased to give me the just hope that such excesses shall be prohibited, by your intervention with the Commander of this Division of the squadron, and likewise to assure me that you will promptly bring my above-mentioned despatch to the knowledge of Her Britannic Majesty's Government, as I stated to you that I would communicate these occurrences to the Government of His Most Faithful Majesty.

Without desisting from the right upon which I have already protested for indemnification for any breach of the dispositions of the Treaty of the 3rd July, 1842, and for the reparation of any private loss which may have resulted from the proceedings of the British cruisers, it is extremely gratifying for me to have to communicate your reply to His Majesty's Government, and I shall consider myself yet happier if, in future, I may be able to say that the repression of the Traffic in Slaves is only carried out in conformity with those dispositions, and those eternal principles of universal justice which on no secondary consideration ought to be thrown aside.

God preserve, &c.

(Signed) JOSE RODRIGUES COELHO DO AMARAL.

Inclosure 4 in No. 83.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, November 14, 1859.

I AM honoured by the receipt of your Excellency's despatch of the 19th instant, again referring to the measures recently adopted by Her Majesty's cruisers in suppressing the Slave Trade, which is now carried on in launches and coasting-craft to the North.

I should have limited myself to a mere acknowledgment of that despatch, but, in reply to your Excellency's assertion that British officers in destroying those launches constitute themselves judges and accusers, as well as being the parties interested, it is my duty to point out that the destruction of launches and vessels employed in the Slave Trade does not, as your Excellency appears to suppose, release the captor from the necessity of bringing each case before a Court of Adjudication.

These launches, although provided with regular papers from this Government for the sole purpose of enabling

them to enter the ports of the province, when met by Her Majesty's cruisers *in flagrante delicto*, are very careful not to produce those papers, fearing the justice they would receive from the Mixed Commission at this place; they therefore, as happened with two of them seized by Her Majesty's steamer "Vesuvius" with slaves on board, some time since, destroy these papers, and do not claim any nationality. They are, consequently, captured under an Act of the British Legislature, and not brought for judgment before the Mixed Commission at this place, under the Treaty of the 3rd July, 1842. The slaves, if any, are removed on board the capturing ship, and the launches, being incapable of making the voyage to St. Helena, are destroyed on the spot. This mode of dealing with them, however, I beg leave to assure your Excellency, does not in any degree supersede or prevent a regular trial, but, on the contrary, in each case it is required that documents and proofs be sent before the Court of Vice-Admiralty, upon which the Judge pronounces his decision as to whether the capture was legal or not.

I beg leave to add that, whilst writing this despatch, I have received intelligence of Commander Hewett's having captured a brig with a cargo of slaves a few days after leaving this port. The scene which presented itself on board this vessel is described to me as most revolting; and the master of her informed Commander Hewett that, with the assistance of several launches employed on this coast, he had embarked his cargo of 518 slaves in one hour and a-half, on the night of the 3rd instant, at Macula.

On carefully reviewing all the circumstances connected with the case of the "*Barboleta*," and more particularly the statements made on oath by the slave-dealer Pamplona, as set forth in his Protest, of which your Excellency has sent me a copy, it appears to me that he has clearly committed perjury, and laid himself open to an indictment for that crime. I hasten, therefore, to submit to your Excellency's consideration the expediency of causing the Public Prosecutor to proceed promptly against that individual, on the above charge, in the proper Tribunal, and I beg to assure you that I shall be happy to use all my efforts, and to render my best assistance, in furthering the ends of public justice in this matter.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 5 in No. 83.

Commander Hewett to Her Majesty's Commissioner.

Sir,

"*Viper*," Loanda, October 29, 1859.

I HAVE the honour to inclose copies of letters that have passed between his Excellency the Governor-General of Angola and myself relating to the detention and bringing to this port, on my part, of a boat showing the Portuguese flag, with a passport dated April 1858.

By instructions given to Commanders of Her Majesty's cruisers from Sir F. W. Grey, K.C.B., relative to the coasting-boats or vessels wearing the flag or claiming the Portuguese protection, it distinctly states that these passports are renewed annually, and that the meeting of these boats with papers overrun are looked on by Commanders of Her Majesty's cruisers as suspicious. In accordance with the said orders, I brought the boat in question here, knowing well the assistance these launches render to the slave-dealers, not only in the carrying of slave-fittings, but also the actual conveyance of slaves to the vessels.

His Excellency has entirely misunderstood my object, although I tried my best to explain it; but as he says he is about to enter into a correspondence with you on the subject, I have thought it my duty to give you a copy of all letters that have passed between his Excellency and myself on the subject.

With regard to the Protest sent me from his Excellency, I keep it, as it proves that Mr. Pamplona has taken his oath to things that have not happened. The boat had not a particle of cargo in her at the time of detention. The crew, consisting of Cabinda men and two Portuguese, who had come down the river from Ponta da Lenha for the purpose of making inquiries about some other launch, returned in a boat that left Her Majesty's ship under my command on the forenoon of the 13th October, 1859.

The Governor-General, knowing the well-founded suspicions of Mr. Pamplona's character and occupations, has not, as I feel sure you will think, given me the assistance on his part to the object I had in view by bringing the boat here, viz., that of his, in some way, by the laws and the cruisers of His Most Faithful Majesty at his disposal, putting a stop to the many abuses carried on by the coasting-boats, and also causing a strict examination of their papers.

I leave this port to-morrow for my cruising-ground.

His Excellency has thought fit to make use of expressions derogatory to the character of British naval officers; he has also refused to correspond further with me on that subject, and has not in any way withdrawn his assertion: I therefore leave the matter in your hands, knowing full well that no such expression would have been made by his Excellency to you without his giving more satisfaction than he has thought proper to accord to me.

I have, &c.
(Signed) W. N. W. HEWETT.

Inclosure 6 in No. 83.

Commander Hewett to the Governor-General of the Province of Angola.

Sir,

"*Viper*," Loanda, October 24, 1859.

I HAVE the honour to acquaint your Excellency that, on the evening of the 12th instant, whilst lying at anchor in the River Congo, I detained a boat wearing the Portuguese flag, and furnished with papers from the Government of this province dated April 1858.

The merchants in the Congo, as well as the patrões of these boats, have frequently been warned that it is necessary to renew their papers annually, but this necessary formality has been entirely neglected in this and many other cases. I have, therefore, been induced to bring this boat to Loanda, and I beg to place her, as well as her papers, at your Excellency's disposal.

I feel it my duty to add, at the same time, that the numerous launches and boats employed on the coast to the north of this province foster and facilitate the operations of the slave-dealers to such an extent that it has become necessary for Her Majesty's cruisers to exercise the strictest surveillance over them, and I may be permitted to mention that a vessel was a short time since captured near Ambrizette in the act of shipping a cargo of slaves, who were actually alongside of her in these trading launches, when Her Majesty's cruiser hove in sight.

I have, &c.
(Signed) W. N. W. HEWETT.

Inclosure 7 in No. 83.

The Governor-General of the Province of Angola to Commander Hewett.

(Translation.)

Excellent Sir,

Palace of Government, Loanda, October 25, 1859.

I HAVE just received your letter of this day's date, informing me that you have brought into this port a small vessel with the Portuguese flag, and furnished with papers from this Government, which you detained in the Zaire, in consequence of the term of her passport, which is dated in April 1858, having expired.

You observe that the repeated warnings given to the owners and patrões of the coasting-vessels of the Zaire to renew these papers annually have been fruitless, and that you, therefore, resolved to detain this one, and to place her, with her papers, at my disposal. You add further that these vessels assist the Traffic in Slaves, and you cite the fact of some of them having been found ready to carry negroes to a ship which was lately captured by a British cruiser near Ambrizette.

In reply I have to state,—

1. That I refuse in the most formal manner to recognize the right on the part of the ships of war of Her Britannic Majesty to supervise the execution of the Regulations for Portuguese Navigation.

The mission of the British cruisers is the repression of the Slave Traffic; the exercise of it is regulated by the Treaty of the 3rd July, 1842, where there is not to be found, as indeed there could not be, any stipulation authorizing the detention of a ship for irregularities in her papers.

2. That neither does such irregularity exist from the want of the renewal of the passport, inasmuch as that document given by the Government of this Province is permanent, like the Royal passports of all countries, since the determination of the 22nd April, 1856, which was published in the official "Boletim," No. 522, of the 22nd of the same month and year.

3. Without doubting that some of the coasting-vessels to the north are involved in Slave Trade operations, and acknowledging that this deplorable fact must necessitate the most active vigilance, both on the part of the British and Portuguese cruisers and of the authorities of the Province, it behoves me to observe that I entertain the conviction that all faithfully discharge this duty so far as it is possible.

Being about to enter upon this important subject to the extent which it merits and demands with Her Britannic Majesty's Commissioner at Loanda, inasmuch as I am informed that the coasting-trade to the north has lately been the victim of the greatest violences on the part of the English cruisers, it only remains for me to say to you,—

1. That I accept the vessel to which you refer, with her papers, reserving the right of protesting against you for all losses which may arise from her arbitrary detention, according to the provisions of Articles IV and VIII of the Treaty of 3rd July, 1842.

2. That I will send to receive the said vessel by the Captain of the Port at any hour which you may be pleased to indicate, under the conditions that a Minute of her delivery shall be drawn up, certifying the state of the said vessel, and signed by the said officer and by the person who shall deliver her.

God preserve, &c.

(Signed) JOSE RODRIGUES COELHO DO AMARAL.

Inclosure 8 in No. 83.

Commander Hewett to the Governor-General of the Province of Angola.

Sir,

"Viper," Loanda, October 26, 1859.

I BEG to acknowledge the receipt of your Excellency's letter of the 25th, and to acquaint you that the boat I brought here, referred to in my letter of the 24th, will be handed over to any officer you may send, and at any time suitable to your convenience; and that I shall be happy, at the same time, to sign any documents relating to the description of this boat, and all her equipment.

In justice to the service to which I have the honour to belong, I cannot allow a statement so uncalled for as contained in your Excellency's letter, to the effect that violence has been committed by British cruisers on this coast to pass, without most positively asserting that no such violences have or are likely to take place.

Moreover, it behoves me to remark that your Excellency must have misapprehended the idea I had in view in bringing this boat to Loanda for the purpose of delivering her up to your Excellency; my only object being that of cordial co-operation with you in carrying out the views of our respective Governments respecting the suppression of the Traffic in Slaves, and not by any means that of interfering with the Portuguese navigation, as your Excellency appears to suppose.

I would further remark that boats are landed from slavers and retained at the factories along the coast, an instance of which recently came to my knowledge in the case of the barque "*Laurens*," which arrived on this coast, and subsequently left with slaves. I can positively assert that boats from that vessel were landed and hauled up at Ponta da Lenha, at factories flying the Portuguese flag, without the necessary papers to substantiate their nationality. Boats, under similar circumstances, are met by Her Majesty's cruisers, and frequently found in possession of papers granted by the Government of this province for other boats.

In short, the utter disregard of all laws and regulations respecting the legal navigation of these boats, despite the frequent warnings which have been given, and the flagrant and notorious assistance which they are constantly affording to the slave-dealers on this part of the coast, has lately been carried to such an extent that in the absence of any Portuguese cruiser from the Congo, it has become actually necessary for Her Majesty's cruisers to double their efforts to put an end to these abuses.

I have, &c.

(Signed) W. N. W. HEWETT.

Inclosure 9 in No. 83.

The Governor-General of the Province of Angola to Commander Hewett.

(Translation.)

Excellent Sir,

Palace of the Government, Loanda, October 27, 1859.

I HAVE the honour to acknowledge the receipt of your official letter of yesterday's date, in reply to mine of the 25th.

The Captain of the Port will present himself to you to receive the boat which was detained by you in the Zaire and brought here. Of the Minute of delivery two copies will be made, one of which will be left with you.

I do not enter into any further discussion respecting the proceedings which have taken place to the north, on the part of Her Britannic Majesty's cruisers, against the coasting trade; for the reason, as I have already stated to you, that it is my intention to enter upon the subject with Her Britannic Majesty's Commissioner.

I think that I will be able to prove that grave violences really have occurred, which are neither justifiable in the interests of the repression of the Slave Trade, nor founded on any right.

I now send you, inclosed, the protest of the owner of the said boat, for the losses caused by her illegal and arbitrary detention, begging you to be pleased to acknowledge its receipt.

God preserve, &c.

(Signed) JOSE RODRIGUES COELHO DO AMARAL.

Inclosure 10 in No. 83.

Minute of Protest.

(Translation.)

A copy of the "Auto" of Protest, in which the Protestor is Joaquim Martins Pamplona, and the party protested against the Commander of Her Britannic Majesty's steamer "Viper," and any other whom it may concern.

IN the year of our Lord one thousand eight hundred and fifty-nine, and on the twenty-fifth day of October of the same year, in the city of Loanda, and in my office, I recorded the petition as follows:—

"Illustrissimo Senhor President of the Tribunal of Commerce,

"Joaquim Martins Pamplona, merchant, residing in this city, with factories on the margins of the River Congo, and to the north of the said river, says:—

"That on some day of the present month, of which the petitioner is not certain, Her Britannic Majesty's steamer 'Viper' detained his boat called 'Barboleta,' which was coming out of the said river with a cargo of goods and provisions, for the use of one of his factories to the north of that river. This detention was made illegally, by the mere will of the Commander of the said cruiser, inasmuch as the vessel showed her nationality by hoisting a flag, and by her passport and other papers granted by the Governor-General of this Province, in conformity with the laws in force. She had nothing on board which, either by the dispositions of the Decree of the 10th December, 1836, the Treaty of the 3rd July, 1842, or the Decree of the 14th December, 1854, could justify her detention. To the arbitrary act of her detention, the said Commander added a still greater one, which was that of putting on shore the crew of the said vessel at St. Antonio, on the left margin of the River Congo, inhabited by the barbarous race of Mussorongos, where the said crew will have to suffer the most cruel treatment and the spoliation which the said negroes are accustomed to practice, and from which they can only be set free on payment of an exorbitant ransom, which is always demanded under such circumstances.

"For all these reasons, and the petitioner wishing to maintain his rights before the Government of His Most Faithful Majesty, as well as before that of Her Britannic Majesty, and to receive from the latter reparation for the injury which he has suffered, and for the losses arising from the said proceedings, and not being able to justify the same by the depositions of the crew, for the reason above stated that they are captives in a negro country,—the petitioner prays that you will be pleased to administer to him the oath, and under it to cause a Declaration and Protest to be noted, for all losses and damages which he may have suffered, or may hereafter suffer, in consequence of the said proceedings; and that a Minute being taken thereof, he may be furnished with two authentic copies of the same, and any others that he may in future require, the utmost dispatch being necessary, as the captor is now in this port.

"And the petitioner prays as above, in conformity with the provisions of Articles 1,405, 1,406, 1,408, and 1,409 of the Commercial Code.

(Signed) "JOAQUIM MARTINS PAMPLONA."

Reply.

Granted,—and in order that the Minute of Oath may be drawn up, the clerk of the week and the petitioner will appear at my residence at 3 o'clock this afternoon.

Loanda, October 25, 1859.

(Signed) REGO.

Minute of Oath.

On the 25th day of the month of October, 1859, in the city of Loanda, at the residence of Francisco Sylvestre Rego, Acting Judge, where I, the Clerk, came in virtue of the reply given to the above-mentioned petition, and there being present the said Judge and Joaquim Martins Pamplona, as well as the witnesses José Vidal da Silva Pontes and Francisco das Chagas Moreira Rangel, all recognized by me as the said persons, the said Judge administered the oath upon the Holy Evangelists to the said Joaquim Martins Pamplona, to declare truly and without fraud or malice, the grounds of protest made against the Commander of the steamer "Viper," of the British Royal Navy; and under the said oath to make his protest. And the said declarer, having received the oath, promised so to do.

And that it may appear, I have caused the present Minute to be drawn up, which, after having been read by me, was signed by the said Judge, declarant, and witnesses.

I, Antonio Maria Lazary, the clerk, wrote it.

(Signed)

REGO.
JOAQUIM MARTINS PAMPLONA.
JOSE VIDAL DA SILVA PONTES.
FRANCISCO DAS CHAGAS M. RANGEL.

Minute of Protest.

On the 25th day of the month of October, in the year 1859, in the city of Loanda, the residence of Francisco Sylvestre do Rego, Acting Judge, who was present, with me, the clerk, and there being present also Joaquim

Martins Pamplona, whom I recognize and to whom I give credence, he declared in the presence of the witnesses whose signatures are at foot, that he appeared to protest against Her Britannic Majesty's steamer of war "Viper," cruising on this coast, and against all others to whom of right it might appertain for the injury done him, and for the losses and damages which he has suffered, or may in future suffer, from the fact of the Commander of the said steamer, either by himself or his subordinates, having caused to be detained at the mouth of the River Congo his boat called "Barboleta," which was conveying from that point a cargo of goods and provisions to a factory belonging to the said protester on the coast to the north of the said river, bringing her to this port and causing her to deviate from her destination and voyage without any legal grounds for so doing, inasmuch as the said vessel was furnished with a flag, passport, and other papers, all in legal form, according to the regulations of the Decree of the 10th December, 1836, of the Treaty of the 3rd July, 1842, and of the Decree of the 14th December, 1854, as well as the special Regulations of the General Government of this province. Wherefore, not having incurred any of the penalties specified in the said Decrees and Treaty, the aforesaid detention was arbitrary. From this proceeding, as well as from another equally arbitrary and illegal on the part of the said Commander in having landed the crew of the said vessel in an uncivilized country, serious losses have resulted to the protester, who wishes by this means to maintain intact his rights, and to obtain from those to whom of right it may belong, reparation for these losses, which he values as follows:—

	£
Value of the goods existing on board at the moment of detention	100
Value of provisions which the said vessel was carrying	25
Deterioration of the vessel in consequence of her being towed from the Congo to this port	40
Sum required to ransom and indemnify the seven Cabendas who comprised the crew of the vessel	200
Losses caused by the paralyzation of the business for which the cargo was intended	200
For injury done the protester by the suspicion thrown upon him as being engaged in the Slave Trade	500

All of which, together, makes the sum of 1,065*l.* sterling, for which sum he protests, claiming the same from the above-mentioned Commander, or his Government, or those to whom of right it may belong.

And that he said so, and thus protested, José Vidal da Silva Pontes, and Francisco das Chagas Moreira Rangel, being present, were witnesses. They both reside in this city, and were recognised by me, and I give them credence.

They signed this with the Judge and the said protester, after its having been read to them by me, Antonio Maria Lazary, clerk, who wrote it.

(Signed)

REGO.

JOAQUIM MARTINS PAMPLONA.

JOSE VIDAL DA SILVA PONTES.

FRANCISCO DAS CHAGAS M. RANGEL.

Inclosure 11 in No. 83.

Minute of Delivery.

ON the 27th day of October, 1859, in execution of the orders contained in the despatch dated the 27th of October, 1859, I went on board Her Britannic Majesty's steamer "Viper," accompanied by the Lieutenant of the Staff, B. A. I. Cabral de Sa, to receive the Portuguese boat "Barboleta," which was delivered to me by the Commander of the said steamer, with the following articles:—

Hull, with two masts and rigging.
 2 lateen sails.
 1 square sail, with yard.
 1 bowsprit and boom.
 4 oars.
 2 crutches.
 4 casks for water.
 2 guns.
 2 chains.
 1 anchor.
 1 Portuguese flag
 1 spare spar.

None of which appeared to be in a bad state.

Seven papers, as follows:—

1. A passport from the Governor-General, No. 25, dated April 17, 1858.
2. Certificate of measurement, April 15, 1858.
3. Crew list, dated in Ambriz, November 15, 1858.
4. Minute of Bond from the Custom-house, April 16, 1858.
5. A clearance for the northern ports, dated January 15, 1859.
6. Receipt from hospital, No. 703.
7. List of cargo, No. 61 of January 29, 1859.

The Commander of the steamer said that the boat had no crew, because two white men and some blacks, who were on board her when visited, returned to Punta da Lenha at their own request. The Commander, moreover, stated that the boat had no cargo on board, nor provisions for her crew.

And that it may so appear I have drawn up the present Minute, which the said Commander and the Lieutenant of the Staff B. A. I. Cabral de Sa, present on the part of the Governor-General, signed with me.

(Signed)

JOAQUIM VIEGAS D'O, *First Lieutenant and Captain of Port.*

W. N. W. HEWETT, *Commander.*

BERNARDO AUGTO. GODINHO CABRAL DE SA,
Lieutenant of the Staff.

Inclosure 12 in No. 83.

Commander Hewett to the Governor-General of the Province of Angola.

Sir,

"Viper," Loanda, October 28, 1859.

I HAVE the honour to acknowledge the receipt of your Excellency's letter of yesterday's date, inclosing a protest from one Pamplona, a merchant of this place.

I have, &c.
(Signed) W. N. W. HEWETT.

Inclosure 13 in No. 83.

Her Majesty's Commissioner to Rear-Admiral Sir F. Grey.

Sir,

Loanda, November 10, 1859.

WITH this I beg leave to hand you a translation of a letter which has been addressed to me by the Governor-General of this Province and its inclosures, respecting the proceedings taken by Her Majesty's cruizers against the launches and small craft employed in the coasting-trade to the north, and furnished with papers from the Government of this province.

You will perceive that his Excellency's despatch refers more particularly to two cases:—first, that of the launch destroyed by Her Majesty's steamer "Pluto," at Cabenda, which formed the subject of my despatch to Commodore Wise, of the 26th ultimo; and secondly, that of a boat which was detained by Commander Hewett, of Her Majesty's steamer "Viper," in the River Congo on the 12th ultimo, and brought into this port to be placed at the Governor-General's disposal, on the ground that her passport had not been renewed within a year of its date, as pointed out in the instructions under which Her Majesty's officers on this part of the coast are acting.

My reply to Senhor Amaral, a copy of which I likewise beg to subjoin, will show that on referring to the regulations in regard to the issue of passports to Portuguese coasting-vessels in this province, I found that so far back as 1854 the practice, which had up to that period prevailed of renewing those documents annually, was discontinued under the orders of His Majesty the King Regent of Portugal.

I lose no time, therefore, in laying before you a translation of those orders, and I trust that, in view thereof, the step which I have taken of suggesting to the senior officer of this division of the squadron the expediency of suspending the execution of so much of your instructions as relates to the necessity of these passports being renewed annually may meet with your concurrence.

The Portaria of this Colonial Government dated 22nd April, 1856, to which the Governor-General refers in his letter to me of the 4th instant, merely regulates the amount of the various fees to be taken by the Department of the Secretary to Government.

A Table of those fees is annexed to that Portaria, and under the head of "Passports of Coasting Vessels," reference is made to the Portaria of the Minister of Marine and Colonies of the 29th of May, 1854, to show that those documents are permanent; I consider it more advisable, therefore, to transmit a copy of the original order of the Government of Lisbon on this subject than a copy of the Portaria referred to by his Excellency.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 14 in No. 83.

Portaria.

(Translation.)

HIS Majesty the King Regent, in the name of the King, orders, by the Secretary of State of Marine and Ultramar, that there be sent to the Governor-General of the Province of Angola, the inclosed copy of a Portaria addressed under this date to the Governor-General of the Province of Cape Verde, declaring that the passports of the coasting-vessels referred to in the 1st section of Article X of the Law of the 14th July, 1848, ought to be considered to all intents as Royal passports, which the said vessels are excused from obtaining. And the said august Lord orders that the aforesaid Governor-General will so understand it, and cause it to be executed in the province under his charge.

Palace, May 29, 1854.

(Signed) VISCONDE D'ATHOGUIA.

Inclosure 15 in No. 83.

Portaria.

(Translation.)

THERE having been presented to His Majesty the King Regent the despatch of the Governor-General of the Province of Cape Verde, dated 2nd December, 1852, requesting that measures may be taken with regard to the omission which appears in the Law of the 14th July, 1848, as to the time for which the passports of Colonial coasting-vessels ought to be in force, and the expenses of emoluments and seals of the said passports, and communicating also the manner in which he had resolved to supply provisionally this omission; and the said august Lord bearing in mind that those passports alone can be considered provisional which, in conformity with the said law must be replaced by Royal passports; and that, inasmuch as the said coasting-vessels are exempted from obtaining a Royal passport, the duration of which is permanent, the passport which is furnished them by the respective Governors ought to be equally permanent; were it otherwise, the absurdity would arise of these vessels being burdened with much heavier expenses than they would be if they did not enjoy the said exemption, and that finally the passports of the said vessels, having the same permanency as Royal passports, the expenses of preparing and sealing them ought to be regulated by the same scale;—is pleased, in the name of the King, and in conformity with the opinion of the Colonial Board given on the 12th instant, to approve of the measure adopted provisionally by the said Governor-General, and to state to him that the passports of coasting-vessels, referred to in the 1st section of Article X of the Law of July 14, 1848, granted by the Governors of Colonies according to the form sent to them with a Portaria of this Department on the 17th September, 1852, shall be considered to all intents as Royal passports, from obtaining which the said vessels are exempted.

Palace, May 29, 1859.

(Signed) VISCONDE D'ATHOGUIA.

Inclosure 16 in No. 83.

Her Majesty's Commissioner to Captain Courtenay.

Sir,

Loanda, November 10, 1859.

HEREWITH I beg to inclose to you, under flying seal, a despatch which I have this day addressed to Rear-Admiral the Honourable Sir Frederick William Grey, inclosing copies of a correspondence which has passed between the Governor-General of this Province and myself, relative to the proceedings of some of Her Majesty's cruizers on this division.

I take leave to request your best attention to the terms of the Portaria of His Most Faithful Majesty, dated 29th May, 1854, a copy of which is inclosed in my letter to Sir Frederick Grey, and, under all the circumstances of the case, I feel it my duty to lose no time in submitting to you the expediency of suspending the execution of so much of the Admiral's instructions regarding Portuguese coasting-vessels as relates to the necessity of their passports being renewed annually, until this matter has been definitively arranged.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 84.

Her Majesty's Commissioner to Lord J. Russell.—(Received January 24, 1860.)

My Lord,

Loanda, November 25, 1859.

I FEEL much pleasure in reporting to your Lordship the capture, by Her Majesty's steamer "Viper," Commander Hewett, of a slave-vessel, with 518 Africans on board.

2. It appears that on the morning of the 4th instant the "Viper," being off Macula, a few miles north of Ambrizette, saw a brig standing towards her. When the English colours were displayed on board Her Majesty's steamer, the brig, still endeavouring to approach her, hoisted the American flag; but Captain Hewett, who very wisely acts on the principle of satisfying himself of the character of every vessel he meets, still proceeded towards the stranger until at last he had approached so near that when about to go a-head, and drop a boat to board her, the look-out man at the mast-head of the "Viper" reported "Negroes in the hold."

3. The flag had been hauled down before the officer sent to board this vessel arrived alongside, and no papers whatever were produced to establish her national character, although she had "*Tavernier, of New York*," on her stern. She had been twice met by Her Majesty's cruizers with regular American papers, and although completely fitted as a slaver, had been allowed to proceed on her course. It was stated by the captain that the American flag had been hoisted on this occasion only in the hope that the "Viper" might have proved to be one of the British cruizers which had previously boarded him, and that she would have been thrown off her guard by seeing the brig with the flag of the United States fearlessly standing towards her. Such a ruse, however, was not likely to avail any vessel with an officer of Captain Hewett's penetration and energy; and the circumstances attending the capture of this vessel afford, I think, a remarkable proof not less of the difficulties with which the Commanders of Her Majesty's cruizers have to contend in arresting slave-vessels which fraudulently assume the flag of America, than of the extreme vigilance which it is necessary for them to exercise over all suspicious vessels on this coast.

4. No words, Captain Hewett informs me, can describe the horrors of the scene which presented itself on board the "*Tavernier*" when captured, 518 poor creatures of both sexes, and all ages, being crowded into a vessel of 150 tons, with water and provisions for their sustenance during a voyage of fifty days. In all probability one-half of them would have died before the ship arrived at Cuba. Captain Hewett, therefore, considered it necessary to remove about 100 of the women and children into the "Viper," for conveyance to St. Helena, to which place he also dispatched the prize for adjudication.

5. This vessel had arrived at Macula the day previous to her capture, a Cabenda launch having gone off with a letter to her captain, probably reporting the coast clear of British cruizers, and with the assistance of several launches, including one belonging to Francisco Franque, a Cabenda Chief, she succeeded in shipping her cargo of 518 slaves the same night in less than two hours. The captain of the vessel assured Commander Hewett that the embarkation of a cargo of slaves would be a very tedious and difficult undertaking on this part of the coast if they had not the assistance of these launches, and even expressed a doubt as to whether it would be possible to accomplish it at all in the native canoes.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 85.

Her Majesty's Commissioner to Lord J. Russell.—(Received January 24, 1860.)

(Extract.)

Loanda, November 30, 1859.

REFERRING to my despatch of the 31st ultimo, reporting the clearance of the barque "*Emily*" from the port of Ambriz, fitted for the reception of a cargo of slaves, and her subsequent capture by the American corvette "*Portsmouth*," off Loango, I have now the honour of inclosing a copy of a letter which I addressed to the Governor-General on the 14th instant, requesting that inquiries might be instituted into the circumstances attending that vessel's visit to Ambriz, together with a copy and translation of his Excellency's reply.

2. Your Lordship will perceive that Senhor Amaral in this despatch advances some important opinions with regard to the construction to be put upon the enactment of the Portuguese Law of the 10th December, 1836, for the abolition of the Slave Trade.

It has hitherto been the practice to require the captain, or parties interested in all ships, to whatever nation they may belong, clearing out from the ports of this province, to enter into a bond that they will not employ her in the Slave Trade. This rule has been observed in virtue of the 6th and 7th Articles of the Decree referred to, and having been duly enforced of late years, the consequence has been that slave-ships have ceased to enter any of the ports of this province, and legitimate commerce has been materially benefited.

3. The Governor-General, however, now gives it as his opinion that this bond cannot be legally exacted from foreign ships trading to the Portuguese ports on this coast, inasmuch as his Excellency understands the Articles in question to refer only to vessels asking for a new passport, and fitting out for a voyage to Africa. It is evident that Senhor Amaral considers the word "passport" to mean a Royal passport, or that document which proves the ownership and nationality of a Portuguese vessel, and is, in effect, equivalent to the certificate of registry of British merchant ships. It has heretofore, however, always been understood as applying merely to the clearance of a ship proceeding from one port to another in Africa.

4. I think it right to request your Lordship's particular attention to the views which the Governor-General now expresses on this point, and which are, in my humble opinion, quite untenable.

5. I am informed that one of the objects which slave-vessels have in view in touching at Portuguese ports on this coast is to obtain a document from the Custom-house authorities there, to show that they have arrived at their destination, or rather at the port for which they cleared out, whereby the bonds which it is said that they are sometimes required to enter into at the Havana are cancelled. Be this as it may, it is certain that three of them, the "*J. J. Cobb*," "*William M. Grotton*," and "*E. A. Rawlins*," cleared out from Cuba, under American colours, for St. Thomas and a market; and all of them having recently visited that island with their slave-fittings on board, proceeded direct to the neighbouring coast, and shipped their human cargoes. The "*Emily*" would, doubtless, have done the same after leaving Ambriz, had she not been fortunately arrested by the "*Portsmouth*."

6. It is obvious, my Lord, that if these vessels are allowed to enter into and depart with impunity from Portuguese ports on this coast, it must greatly facilitate the operations of the slave-dealers, and it is under this impression that I feel it my duty respectfully to suggest that the matter should be brought under the attentive consideration of the Government of His Most Faithful Majesty, with a view to clearing up all doubt upon such an important subject.

Inclosure 1 in No. 85.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

(Extract.)

Loanda, November 41, 1859.

I CONSIDER it incumbent upon me to inform your Excellency that a short time since I received intelligence that a vessel called the "*Emily*," sailing under the American flag, had arrived at Ambriz from New York, and sailed from that place fully equipped and provisioned for a slave-trading voyage. Hearing, at the same time, that this vessel was subsequently captured off Loango by the United States' sloop-of-war "*Portsmouth*," I deferred making this information known to your Excellency until I had had an opportunity of communicating with the Commander of that vessel; and I now beg to state that Captain Colhoun has fully confirmed the above-mentioned intelligence, and informs me that the "*Emily*" produced a clearance from the Portuguese authorities at Ambriz,

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adding, moreover, that the fact of her being provided with this paper was strongly dwelt upon by the master and supercargo in their endeavours to deceive him as to the nature of the business in which the "*Emily*" was employed.

On proceeding to search the vessel, however, Captain Colhoun discovered two slave-boilers, with 103 casks of fresh water, and all the other requisite preparations for receiving a cargo of slaves. I feel assured that it is only necessary for me to bring these circumstances to your Excellency's knowledge, in order to insure a strict investigation into them with a view of ascertaining,—

1. Whether, in clearing out the "*Emily*," the Custom-house at Ambriz granted the certificate enjoined in section 1 of Article X of the Decree of the 10th December, 1836, that the vessel had none of the articles prohibited in that Decree on board.

2. Whether the bail required by Article VII of the said Decree that the vessel should not be employed in the Slave Trade was taken in the Custom-house at Ambriz.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 2 in No. 85.

The Governor-General of the Province of Angola to Her Majesty's Commissioner.

(Translation.)

Excellent Sir,

Palace of the Government, Loanda, November 19, 1859.

I HAVE the honour to acknowledge the receipt of your official letter of the 14th instant, informing me of the capture, off Loango, of a ship called the "*Emily*," sailing under the United States' flag, and referring to the circumstances of her having been at Ambriz previous to capture, and having sailed from thence with a regular clearance from the local authorities, notwithstanding her having on board various fittings for the Traffic in Slaves which led to her detention by the Commander of the American corvette "*Portsmouth*." You conclude your despatch by requesting me to cause inquiry to be made on the following points:—

1. If, when the Custom-house despatched the "*Emily*," she produced the certificate referred to in section 1 of Article X of the Decree of the 10th December, 1836, that she had not on board any of the articles prohibited by that Decree.

2. If the bond required by Article VII of the said Decree, that the ships should not be employed in the Traffic in Slaves was taken at that Custom-house.

I will, without doubt, call upon the Chief at Ambriz to report upon the circumstances of the case referred to, and his reply I will bring to your knowledge. I will also take measures to prevent the repetition of any irregularities which may have occurred. In the meantime, I cannot omit to offer some observations upon the points of inquiry suggested by you with reference to the due execution of the provisions of the Decree of the 10th December, 1836.

1. Section 1 of Article X of that Decree does not oblige the ship to present a certificate that she has not on board any of the articles prohibited by that Decree. That which is laid down by the Article in question is, the duty committed to the officer of the Custom-house of visiting the ship on her departure, to ascertain whether she has on board any of the said articles, and to report to the Custom-house, in writing, that he has done so. Whether this was executed or not is a question to be decided by the reply of the Chief at Ambriz. I must remark, however, that it may well be supposed that the "*Emily*" merely arrived at Ambriz, made a very short stay there, did not discharge or receive any cargo, pretending that she only went there to receive provisions or refreshments; and then it may easily be conceived that the supervision exercised over her was not excessively rigorous, and, indeed, that it could not have been so. Every one knows that to search a ship with a full cargo on board is very difficult. If you feel surprised at what I now say, I beg of you to wait for that which I am about to add, which will, I believe, remove that feeling.

2. Article 7 of the Decree of the 10th of December, 1836, also does not speak of the bond which the ships have to take not to be employed in the Slave Trade. There is clearly a mistake in this citation, as you must have intended to have referred to Article 6, which alludes only to ships asking a passport in Portuguese ports to navigate to Africa to the south of the 20th degree of north latitude. Now, the "*Emily*" sailed from New York doubtless with all her papers, and did not require, therefore, to ask for a passport in Ambriz. As she did not ask for a passport, there was no ground for the declaration which Article 6 says shall be signed by the owner or master of the ships, not to employ her in the Traffic in Slaves.

Having thus corrected the inaccuracies which I perceive in your despatch with reference to the dispositions of the Decree of the 10th of December, 1836, I will now proceed to consider how far Articles 6, 7, and 10 of that Decree apply to foreign ships.

From the terms of Article 6, it has been concluded that a bond may be exacted from those ships when they depart from the ports of this province on their return to the foreign ports from whence they came. I do not think that this conclusion can be drawn from the premises. The Article in question refers only to ships which fit out ("preparam") in Portuguese ports as is expressed in Article 7. To fit out for a voyage, with the necessity of asking for a passport, cannot be understood as applying to a ship already on her voyage, and furnished with that diploma in due form. In the special circumstances which occasionally arise on this coast with American ships, it is even impossible for them to give that bond. Some of them are destined principally for the ports to the north, but they touch at places in this province to endeavour to sell a part of their cargo. They have no consignees here nor any business relations whatever. How are they to find bondsmen? Such cases happened in Benguela when I governed in that place.

And with respect to whalers? If the terms of Article 6 are general, they ought also to be applicable to those vessels; the more so because their employment in that occupation might very well serve as a pretext to cover a Slave Trade speculation.

In my opinion, the penalties of the different sections of Articles 7 and 10 cannot be enforced in regard to a foreign ship in which there may be found, when visited, any of the articles enumerated in the list annexed to the Decree of 10th of December, 1836, if those articles were received on board the ship properly dispatched at the foreign ports from which she comes. The only right which exists is that of ordering her to depart immediately, refusing her the *visa* on her passport or any other documents of clearance.

That which I have now stated must be understood as applying to a foreign ship of recognized nationality and with her papers in order, and not of any other in different circumstances which might arrive at a port in this province or be met by a Portuguese ship of war within the line of jurisdiction ("linha de respeito").

The excessive rigour of the list annexed to the Decree of the 10th of December, 1836, proves the sincerity of His Majesty's Government in repressing the Traffic in Slaves. Some other Governments, however, have considered that they ought not to prohibit their ships from fitting out in a manner more or less resembling that which is there considered as an indication (observe that it does not say proof) of their being destined for the said Traffic, nor to prevent them from receiving on board articles which according to the said list also constitute grounds of suspicion.

These two rights, then, being undoubted, on the one part that of His Majesty's Government not to admit into Portuguese ports ships contravening the laws of the country, and on the other that of foreign Governments to allow ships to depart from their ports fitted out and laden in any manner, these two rights can only be reconciled as I have above stated.

A different view, and the proceedings resulting from it, might lead to very grave embarrassments. I may be excused for reminding you of the case of the French ship "Charles et Georges" in Mozambique, in which His Majesty's Government found itself obliged to maintain alone, as well the just execution of Portuguese Law as its international engagements, having at last to succumb, with a sacrifice of dignity and money, to an abuse of force.

As I stated in the beginning of this despatch, I make these observations beforehand, because it appears to me that you put an excessive interpretation upon the provisions of the Decree of the 10th of December, 1836, with respect to its application to foreign ships. When I receive the reply from the Chief of Ambriz respecting the case of the "*Emily*," I will then express my opinion upon the proceedings which were there taken regarding that ship.

God preserve, &c.

(Signed)

JOSE RODRIGUES COELHO DO AMARAL.

Inclosure 3 in No. 85.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, November 30, 1859.

I HAD the honour of duly receiving the letter addressed to me by your Excellency on the 19th instant, stating, in reply to mine of the 14th, that you will cause inquiries to be made of the authorities at Ambriz respecting the departure of the American barque "*Emily*" from that port with all her slave-fittings on board.

In that letter your Excellency offers some observations on what you supposed to be inaccuracies in the reference made by me to the Decree of the 10th December, 1836, and advances certain important propositions in regard to the interpretation to be given to that Decree, upon which I now proceed to offer some brief remarks.

In the first place, I beg to assure your Excellency that I am perfectly aware that the 10th Article of the above-mentioned Decree does not oblige the ship to present a certificate that she has not on board any articles of slave-equipment, but simply enjoins the Custom-house to send an officer on board to make a strict search, whose duty it is to certify, in writing, to the Chief of that Department that he has done so.

That passage in my despatch of the 14th instant in which I suggested that inquiries should be made as to whether the Custom-house at Ambriz had granted a certificate in conformity with the 10th Article of the Decree of the 10th December, 1836, appears (probably from an error in the translation) to have been understood by your Excellency as conveying the expression of an opinion on my part that the ship ought to have presented such a certificate. This, however, I beg to assure your Excellency, was not the meaning intended to have been conveyed by me; neither on this point, nor in the citation of the 7th Article in regard to the bond, is there any mistake, as your Excellency appears to suppose: the object to which the second question suggested in my despatch of the 14th instant was directed, being that of ascertaining whether the power vested in the Portuguese authorities of exacting a bond from suspicious vessels, Portuguese or foreign, had been exercised at Ambriz when the "*Emily*" cleared out from that port.

In expressing my inability to concur in your Excellency's opinions regarding the interpretation of the Decree of the 10th December, 1836, I beg to remark that, in my humble opinion, the terms "to give passports" ("dar passaportes"), and "preparing" ("apromptarem"), cannot by any means be taken in the sense in which your Excellency views them, but must be understood as applying to the clearances given to all ships getting ready to proceed in the prosecution of their voyages. To maintain that Articles 6, 7, and 10 of the Decree of the 10th of December, 1836, refer only to ships asking a new passport ("passaportes reais"), and fitting out in their equipment and apparel, is, it appears to me, an interpretation of that law which can hardly be supported by analyzing or comparing its various provisions.

Your Excellency appears to argue that the 6th Article of the Decree in question, in regard to ships giving security not to infringe that Decree, must be understood literally, that is to say, as applicable only to ships asking new passports and proceeding to any part of Africa, and not to those which, having entered in any port of Africa, are about to clear out for any other port on that continent; but I beg permission, with all due deference, to observe that this argument does not appear to me to be admissible.

Any vessel which has made entry and discharged part of her cargo, at Loanda for example, and is about to clear out for any other port on the coast, cannot, in my opinion, from the mere fact that she is already in Africa, be considered as any other than a vessel proceeding from a port in the Portuguese Monarchy to a "part of Africa" ("para os territorios Africanos"), and considering, not only the general tenour and spirit of the Decree, but also the terms of the 9th Article thereof, which says: "In the passports granted to merchant-vessels for the before-mentioned African territories a clause shall always be inserted that, if found contravening this Decree by Portuguese ships of war, they may be seized by them;" and bearing in mind, moreover, that Royal passports, being always permanent and restricted in form, no special clauses or declarations can be embodied in them,—it must be inferred, I think, that by the words "to give a passport" ("dar passaportes") is meant the clearance of the ship.

With regard to this point, moreover, I am able to refer to the established form of Royal passports with which all Portuguese ships are furnished, and in which nothing is written beyond the indorsement of the *visa*. The invariable practice, I believe, has hitherto been not to grant this *visa*, which is, in point of fact, the clearance of the ship, unless the parties interested in her have complied with all the formalities imposed upon them by law, amongst which is that of giving bond that they will not employ her in the Slave Trade.

Your Excellency will permit me to observe, that my experience inclines me to think that the difficulties which ships trading to the Portuguese ports on this coast might encounter, in finding parties willing to sign their bond, are more imaginary than real. To discriminate between the *bond fide* licit trader and the vessel destined for the Traffic in Slaves, is much easier than is imagined. Every ship, to whatever nation she may belong, arriving in the ports of this province, and engaged in lawful commerce, is either addressed to respectable merchants established

on shore, or comes as a casual trader. In the first-mentioned case, the signing of a bond can be attended with no embarrassment, and in the latter, the captain or parties interested, being informed of the laws of the country before making entry, meet with no difficulty in giving the necessary security if *bond fide* engaged in legal commerce. Your Excellency may rest assured that, in all cases where vessels cannot find parties to sign their bonds, that circumstance in itself constitutes a strong ground of suspicion; and, even if sufficient proofs cannot be adduced to lead to their seizure and confiscation, the commerce of this province will not in any degree suffer by their being ordered to depart.

Such, Excellent Sir, are candidly the views which I entertain in regard to the true meaning and spirit of the Decree of the 10th December, 1836, and in which, I believe, I am fully borne out by the practice adopted at this and other Portuguese ports for some years past. That Decree was adopted at a time when great abuses were practised in favour of the Traffic in Slaves in the Portuguese Possessions in Africa; happily, it has accomplished its humane end, and the ports of this province are not now, as they were in former times, the constant resort of ships engaged in that unholy Traffic.

In conclusion, I beg leave to assure your Excellency that it would be a matter of extreme regret to me, as I am sure it would also be to the Government of Her Majesty, if, from any change in your views or opinions regarding the interpretation of that Decree, or any other cause whatever, its wide and comprehensive enactments should, in future, be less rigidly and honourably enforced than they have heretofore been under the enlightened administration of your Excellency.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 86.

Lord J. Russell to Her Majesty's Commissioner.

Sir,

Foreign Office, February 4, 1860.

I HAVE received your despatch of the 31st of October last, reporting the circumstances under which you declined to recognize Dr. Menezes as Acting Commissioner in the Mixed Commission Court during the temporary absence of Dr. Rodrigues, the Portuguese Commissioner; and I have, in reply, to acquaint you that I am of opinion that you acted rightly in this matter.

I am, &c.
(Signed) J. RUSSELL.

No. 87.

Lord J. Russell to Her Majesty's Commissioner.

Sir,

Foreign Office, February 4, 1860.

I HAVE received your despatch of the 18th of November last, inclosing copies of a correspondence which has passed between the Governor-General of Angola and you, relative to the proceedings of Her Majesty's cruizers towards the small craft, native as well as Portuguese, engaged in the coasting trade in the neighbourhood of the Portuguese possessions on the Western Coast of Africa; and I have, in reply, to acquaint you that I approve your proceedings as reported in your above-mentioned despatch.

I am, &c.
(Signed) J. RUSSELL.

No. 88.

Her Majesty's Commissioner to Lord J. Russell.—(Received March 13, 1860.)

My Lord,

Loanda, December 20, 1859.

MY despatch of the 10th May last informed your Lordship that the American barque "*Orion*" had been detained on this coast with a complete slave-equipment on board by Captain Brent, of the United States' corvette "*Marion*," and sent to New York for adjudication.

2. It appears that, having been restored by the Courts at that place, she immediately returned to the River Congo with all her slave-fittings on board, and after hovering off the coast for some time, during which she was several times boarded by the American cruizers and allowed to proceed on her voyage, embarked a cargo of slaves on the 28th ultimo, at a point between Cabenda and Loango.

3. It is, however, with no small satisfaction that I am now enabled to acquaint your Lordship that this notorious vessel was fallen in with and captured three days

after leaving the coast by Her Majesty's steamer "Pluto," Lieutenant Simpson commanding, with a cargo of 888 slaves on board.

4. "The "Orion," after attempting by her manœuvres to deceive Lieutenant Simpson, displayed the American flag. On passing close to her, however, it was observed that the name, which she had on her stern a few days previously, had been obliterated; and this circumstance, added to the well-known character of the vessel, and the course she was steering when first seen by the "Pluto," induced Lieutenant Simpson to board her. Before the boat got alongside, the American ensign was hauled down and thrown overboard, and no papers whatever were produced, nor could any traces of her nationality be discovered.

5. The "Orion" had on board sixty days' provisions for 1,200 slaves, the number which it is said she intended to ship, and the height of the slave-deck and other arrangements for their reception was very much better than is usually the case in vessels engaged in this Traffic. Lieutenant Simpson, therefore, sent her to St. Helena for adjudication, with all her slaves on board.

6. She was commanded by a man named James Morgan, who was mate of her when detained by the "Marion" on her last voyage; and had on board the same supercargo, a Portuguese subject named Pacheco, well-known for his Slave Trade transactions at Benguela, and now pursuing his iniquitous occupation under the assumed name of Canhão.

7. When the intelligence reached this place of the capture of the "Orion," the Commander-in-chief of the United States' squadron immediately despatched the American steamer "Mystic" to St. Helena, with an official requisition to the Governor of that Island, for the delivery of James Morgan the captain, who is an American citizen. The "Mystic" has not yet returned, but Flag Officer Inman informs me that should Morgan be delivered up to him, it is his intention to send him a close prisoner to the United States in the first vessel of war returning to that country.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 89.

Her Majesty's Commissioner to Lord J. Russell.—(Received March 13, 1860.)

My Lord,

Loanda, December 28, 1859.

I HAVE the honour to inform your Lordship that the United States' sloop of war "Constellation," Captain Nicholas, bearing the flag of the officer in command of the American squadron on this coast, captured on the 21st instant off Cabenda, the brig "Delicia," of about 200 tons burthen, and completely equipped for Slave Traffic, having a slave-deck ready laid, large boiler, and a great quantity of provisions and water.

2. This brig had neither colours nor papers, and the captain was said to have landed at Black Point a month previous to her capture to purchase a cargo of slaves.

3. Captain Nicholas sent her to Norfolk in the United States for adjudication.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 90.

Her Majesty's Commissioner to Lord J. Russell.—(Received March 13, 1860.)

My Lord,

Loanda, December 31, 1859.

I HAVE the honour to report to your Lordship that no case has been presented for adjudication to the Mixed British and Portuguese Commission established at this place in the period from the 1st July, 1859, to this date.

I have, &c.
(Signed) EDMUND GABRIEL.

REPORTS FROM NAVAL OFFICERS.

WEST COAST OF AFRICA STATION.

No. 91.

Commander Hunt to the Secretary to the Admiralty.

Sir,

Priory Cottage, Tilehurst, near Reading, March 30, 1859.

I INCLOSE for the information of the Lords Commissioners of the Admiralty a copy of the log, remark book, and chart of Mr. Coates, Second Master of Her Majesty's ship "Alecto," and in charge of the ship as master at the time the "Phoenix," of Nancy, was visited off Manna Rock, West Coast of Africa, November 13, 1858.

I have, &c.
(Signed) JAMES HUNT.

Inclosure 1 in No. 91.

Extract from Remark Book of Thomas Coates, Acting Second Master, H.M.S. "Alecto."

November 13, 2.30 P.M.—BOARDED the French ship "Phoenix," of Nantes, together with Lieutenant Walker, and Colonel Payne, the Liberian Attorney-General. On boarding found that she was on the coast to ship negroes for the French Colonies, and that she had authority to that effect from the French Government, and had also a French naval officer on board to see that he carried out his instructions correctly. Before leaving the ship, the captain invited us to see his between-decks. Upon going down below Colonel Payne recognized an apprentice of his brother's at Monrovia, and upon his questioning the boy, he said that King Sandfish had sold him to the French captain, and he would like to return to Monrovia. Colonel Payne then asked the French captain if he would allow him to have the boy. He willingly acceded to the request, upon Colonel Payne paying him the value of the articles he had given Sandfish for the boy. After this we left the ship, Lieutenant Walker warning the captain on leaving that he was going beyond his instructions from the French Government, which already mentioned that the negroes were to be free labourers, whereas the whole eight then on board asserted that they had been brought down to the beach bound hand and foot, and were then handed over to the French captain.

(Signed) THOMAS COATES.

Inclosure 2 in No. 91.

EXTRACT from the Log-book of Her Majesty's ship "Alecto."

rt.	K.	T.	Courses.	Winds.	F.	W.	Saturday, November 13.	
1	7	..	N. W. ..	..	Northerly	2	00	A.M.
2	6	5						4:30. Stopped and hove-to, to wait for daylight.
3	6							
4	6	..	N. W. b. W.					5:30. Proceeded.
5	3							
6	..	..	Hove-to, steering as necessary into Cape Mount					7. Observed a ship at anchor off Manna Rock.
7	..	..	..	..	N. E.	1	b. c.	8. Stopped off Cape Mount to land Colonel Payne.
8								
9								11:30. Colonel Payne returned from the shore ; proceeded towards towards Manna Rock.
10	..	..	Hove-to .	..				
11	..	..	..	..	Calm	..	0	Noon.
12								

H.	K.	T.	Courses.	Winds.	F.	W.	Saturday, November 13.
1	..	..	..	Calm	0	b. c.	
2		..	At Anchor, Manna				
3			Rock				
4							P.M.
5	..	..	..	N. W.	2	o. c.	1.45. Came-to with B. B.; veered to 24 fathoms
6		..					in 12½ fathoms water. Bearing of anchorage:
7							Manna Rock, E. N. E.; Cape Mount (west
8							extreme) S. b. E. ¼ E.
9	5	..	S. ¾ W.				5.30. Out pinnacle. Left pinnacle, manned and
10	3	6	S. E. b. S.				armed, in charge of Mr. C. Farquharson (mate),
	1						to cruise between Gallinas and Manna.
11	5						7.30. Weighed, and proceeded towards Monrovia
12	5	4					under steam.
							Midnight.

No. 92.

Commodore Wise to the Secretary to the Admiralty.

Sir,

"Vesuvius," Sierra Leone, March 11, 1859.

INCLOSED I have the honour to transmit a copy of my letter No. 32 of the 28th of February, reporting to the Commander-in-chief the particulars of an interview between Commodore Protet, Commander-in-chief of His Imperial Majesty's Naval Forces on this station, and myself, on the subject of Commander Hunt having boarded the French emigrant-vessel "Phoenix."

I have, &c.

(Signed) CHAS. WISE.

Inclosure 1 in No. 92.

Commodore Wise to Rear-Admiral Sir F. Grey.

Sir,

"Vesuvius," at Goree, February 28, 1859.

REFERRING to my letter of the 16th of January last, inclosing a Report of Commander Hunt's proceedings on the occasion of his visiting the French emigrant-vessel "Phoenix," I have now the honour to inform you that on arrival at Goree on the 27th February, Commodore Protet, Commander-in-chief of His Imperial Majesty's naval forces on this station, had an interview with me on the subject, in which he most warmly protested against Commander Hunt's conduct in boarding a French vessel, stating that the Government of France deny the right of visit, under any pretence whatever, to the vessels of war of all nations. He charged Commander Hunt with having removed an emigrant from the "Phoenix" by armed force, stating that the emigrant in question was one of the murderers of the crew of the "Regina Cœli." This circumstance was reported to Commodore Protet by the Captain of the "Phoenix," but I was unable to obtain a copy of his letter. The original has, however, been forwarded to France.

2. Commodore Protet observed, that had he fallen in with the "Alecto," he should have removed the emigrant from her by force. He dwelt at length on the insignificance of the Liberian Republic, said that Commander Hunt had acted the part of a police constable to that community, denied their right to the Gallinas coast, which he said the native Kings and Chiefs did not acknowledge, and emphatically stated that Manna Rock, where the "Phoenix" was visited, was not Liberian territory.

3. Commodore Protet further stated that Commander Hunt had warned the Captain of the "Phoenix" that if he found him shipping slaves from the beach, he would shoot him.

In reply to all these allegations, I read to the Commodore Commander Hunt's report of boarding the "Phoenix." He said the account was quite different to what he had received. I informed him that I disapproved of Commander Hunt's proceedings, but that as he had sailed for England, the charges brought against him must be there investigated as to their truth or falsehood.

After some further conversation, Commodore Protet informed me that he was instructed not to visit Monrovia, and that peremptory orders had been given that their vessels should not proceed to the Liberian coast for emigrants. In the face of these orders the Governor of Goree had dispatched the "Phoenix" to Manna Rock, and in consequence of his doing so, Commodore Protet had caused him to be superseded, and sent to France.

The day following this interview, Commodore Protet addressed the letter to me of which inclosed is a copy, and I beg to submit for your information my reply thereto.

I may avail myself of this opportunity to inform you that the Commodore daily expects to be relieved by Commodore Bosse.

I have, &c.

(Signed) CHAS. WISE.

Inclosure 2 in No. 92.

Commodore Protet to Commodore Wise.

M. le Commodore,

"Jeanne d'Arc," Rade de Gorée, le 27 Février, 1859.

J'AI l'honneur de vous envoyer copie d'une lettre que j'ai eu l'honneur de vous écrire le 14 Octobre, et qui ne vous est pas parvenue.

Je vous serais obligé, M. le Commodore, si vous vouliez bien y répondre.

Veuillez, &c.
(Signé) E. PROTET.

Inclosure 3 in No. 92.

Commodore Protet to Commodore Wise.

M. le Commodore,

Sierra Leone, le 14 Octobre, 1858.

J'AI l'honneur de vous informer que M. le Commandant Hunt, Capitaine du steamer de Sa Majesté Britannique "l'Alecto," s'est permis de faire visiter à main armée et de force le navire Français de commerce le "Phénix," au mouillage de Mana Rock, Côte des Graines, bien qu'il y eut un officier de la marine Française à bord avec un caractère officiel, sous le prétexte que ce bâtiment engageait des travailleurs sur le territoire de la République de Monrovia.

Le Gouvernement Français ne reconnaissant à aucun navire de guerre étranger le droit de visiter ses bâtiments, et en supposant que Mana Rock fût possession Libérienne, ce qui n'est pas; reconnaissant encore moins à un bâtiment de guerre Anglais en particulier le droit de faire la police dans les eaux Libériennes, je ne puis considérer cette visite que comme une injure, et j'ai l'honneur de vous en demander satisfaction au nom du Gouvernement Français, que je représente ici.

Veuillez, &c.
(Signé) E. PROTET.

Inclosure 4 in No. 92.

Commodore Wise to Commodore Protet.

Sir,

"Vesuvius," at Goree, February 28, 1859.

I HAVE the honour to acknowledge the duplicate copy of your letter of the 14th of October last, the original of which has not yet been received, and beg to inform you that the whole correspondence relative to the boarding of the French emigrant-vessel "Phœnix" by Her Britannic Majesty's ship "Alecto," has been forwarded to the Admiralty in London and the Commander-in-chief. I shall avail myself of the earliest opportunity to transmit your letter of the 14th December to the same Departments.

The "Alecto" is now in England, and you may rest assured that the charges brought against Commander Hunt, and his proceedings in this matter, will be investigated by the Lord Commissioners of the Admiralty with that degree of minuteness the occasion merits.

I have, &c.
(Signed) CHAS. WISE.

No. 93.

Lieutenant Burton to the Secretary to the Admiralty.

Sir,

"Triton," Loango, February 6, 1859.

I HAVE the honour to inform you that when at anchor off the River Killongo on the 4th instant a sail was reported to seaward. I immediately proceeded under steam to examine the vessel, and after a chase of four hours succeeded in capturing a brigantine manned by seventeen persons, and fully equipped for the Slave Trade, without papers or colours.

After great difficulty I obtained from one of the crew that the vessel was cleared out from Cardenas, in Cuba, for New York, but sailed for Killongo river to ship slaves and then return to Cuba. He also admitted that he was master of the brig "Robert M. Charlton" when captured by the "Medusa" off Black Point in March last; he further stated that several other vessels were being equipped for the Slave Trade, two of which belonged to the same firm, and were owners of the present vessel captured, but refused to give the name of the firm, and that the money for the purchase of the slaves was now being sent from Cuba, through different firms in London and Liverpool, for transmission to the coast.

I dispatched the prize to St. Helena on the 6th for adjudication.

I have, &c.
(Signed) R. H. BURTON.

No. 94.

Lieutenant Gibbons to the Secretary to the Admiralty.

(Extract.)

"Sharpshooter," off Whydah, January 17, 1859.

WHILE at anchor off Quittah on the 14th instant, Mr. E. Bannerman, Civil Commandant of that fort, gave me notice that he had received information of a slaver being off this place. I therefore proceeded here in Her Majesty's steam-vessel under my command, and anchored on the evening of the 15th instant; the same afternoon a brigantine was in sight to windward, running along the land. The following morning, about 8 o'clock, on the fog clearing off, we saw her again about three miles to windward, standing off the land. Being nearly calm, I dispatched the two whale-boats under the charge of Mr. L. Hope, mate (who, on boarding, after an hour full), brought her in here, she having shown no colours. On going on board I was told by one of the crew that the master had landed about twenty days previous at Porto Seguro, and taken the papers and colours, and that they had been ordered to be off here on that day. On searching her I found a slave-deck fully laid, water casks all full, slave irons, and everything ready for the shipment of slaves. She had a crew of fifteen men. I could find no papers or flag relating to the vessel; I therefore seized her as a lawful prize, and have this day sent her to Sierra Leone for adjudication, under the charge of Mr. J. L. Hope, mate. The crew, for the safety of the ship, I landed here, with the exception of three sent in the prize, of whom one, I believe, is the pilot. The vessel cleared out from Porto del Marciel, in the Island of Cuba. One of the crew informed me she had no slaves on board, but I have reason to believe that 200 slaves were ready for shipment in her at Whydah. The name of the master I could not obtain, or the name of the vessel; the latter I think is the "*Dorado*," from the marks on the stern, where the name had been effaced: she is a brigantine of about 150 tons.

I have, &c.
(Signed) CHAS. GIBBONS.

No. 95.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

"Vesuvius," Sierra Leone, March 15, 1859.

I REGRET to have to inform you that there are symptoms of the immediate revival of the Slave Trade in the Bights, the "*Archer*" and "*Sharpshooter*" having each captured a vessel without nationality in the month of January.

The brig captured by the "*Archer*," supposed to be the "*Juliet*," was deserted by the captain and crew in the Brass river, after they had divided the money with which they were entrusted for the purchase of slaves: this vessel was not supposed to be consigned to any person in the Division. It was not so with the "*Sharpshooter's*" prize (believed to be the "*Dorado*,") which had been expected for some time.

The "*Tyrant*," American brigantine of 211 tons, from New York, Havana, and Cape de Verdes, had, however, better fortune, as she succeeded in shipping 200 slaves from Whydah in the middle of January. This vessel was commanded by a man named Sendt, supercargo Mr. Machado, consigned to J. M. Carvalho, of Porto Seguro. A suspicious Portuguese schooner, the "*Emilia*," is also in the Bights; and, from the circumstance of there being some 500 or 600 slaves in the neighbourhood of Whydah, I fear that other vessels are expected.

On the South Coast, the "*Triton*," on the 4th of February, captured a brigantine without papers or colours, fully equipped for the Slave Trade, and commanded by the late captain of the "*Medusa's*" prize, Robert M. Charlton.

The "*Heron*," on the 21st of February, in latitude 2° 36' south, longitude 0° 40' east, chased a topsail schooner for about thirty hours: but the slaver escaped, owing to her superior sailing qualities.

The "*J. W. Reid*" and "*Panchita*," well-known American slave-barques, were on the South Coast by the last reports, waiting till their slaves were collected. As their papers are genuine United States' documents, they must of course follow the example of the "*Charlotte*," "*Venus*," "*Ellen*," "*Wanderer*," and many other American vessels that in a like manner escaped in 1858.

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In fact, the Slave Trade, under the present aspect, sets all efforts for its extinction at defiance, being, almost without an exception, conducted under the flag of America.

So great is the wholesome fear of being handed over to United States' cruisers, that in some instances vessels, on being chased and boarded by Her Majesty's cruisers to verify the flag, surrender their vessels as without nationality: but these losses are insignificant in proportion to the number which escape and the immense gains.

Although the American men-of-war on this station have acted with considerable energy during the last few months, yet their services can be of small avail when, as you are aware, the disposition of the squadron may be stated as follows:—"Cumberland" (Flag), 24 guns, visits the coast for a few weeks, generally twice a-year. The "St. Louis," 20, has never visited the coast to my knowledge since July 1857. The actual cruising is divided between the "Marion," 16, and the "Vincennes," 20: but for want of a dépôt of provisions at any other place but Porto Praya, within a few weeks after either of these vessels reaches St. Paul de Loanda, she is obliged to return for provisions to Porto Praya; and as both vessels are seldom on the coast together, the United States' squadron of 80 guns is reduced to one sailing-corvette of 20, present about nine months out of the year. Their efforts to prevent the prostitution of their flag must therefore be unsuccessful.

If the American Government could be induced to procure, by loan or otherwise, 20 vessels similar to the 108 gun-boats now in harbour in our home ports, and if their vessels were manned and officered from the United States' navy, to act in concert with our cruisers, the suppression of the Slave Trade would be a question of months only. Such joint cruising would, I think, more closely cement the friendship that has always existed between our officers and those of the American cruisers, while the stigma now impressed on the United States of providing citizens and a flag to cover the traffic in blood would be shortly and effectually wiped out.

No. 96.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

"Vesuvius," Sierra Leone, March 17, 1859.

I SAILED for the Gambia on the 19th of February, and arrived there on the 23rd, sailing on the 26th for Goree, and anchoring off that town on the 27th, in company with the "St. Jean d'Acre," bearing the flag of Commodore Protet, the screw dispatch-vessel "Renaudin," and the paddle-wheel steamers "Grondeur" and "Arabe."

Captain Sanderson of the "Archer," the Senior Officer of the Bights Division, in reporting proceedings since the 6th of January, states that by the homeward-bound packet arriving off Lagos on the 8th, he received intelligence, acting on which he proceeded to the Brass river, and captured a fine brig of about 290 tons, name unknown, fitted for the Slave Trade and deserted. On the 15th of January "Archer" returned to Lagos, visited Whydah on the 18th, and returned to Lagos on the 22nd.

The Niger expedition steamer "Rainbow" came in shortly afterwards, being unable to prosecute her voyage up the Niger beyond sixty or seventy miles: she proceeded across Lagos bar, finding eleven feet of water, with a single cast at the river end of nine feet. She is now moored close to the "Brune," where she will remain till May. Dr. Baikie and Lieutenant Glover were about to start to Rabba over land.

On the 28th of January an extensive fire, which burnt a third of the native town of Lagos, was checked and extinguished by the officers and men of the "Brune" and "Rainbow."

Lagos is reported to be in a most unsettled state, in consequence of rumoured preparations for attack on the part of Kosoko. In a former letter I have forwarded for your information a Memorial from the King and head merchants, requesting that the "Brune" may remain to protect them. Captain Sanderson was about to place twenty Europeans on board of her, and direct Lieutenant Lodder to proceed up, if possible, to the head of the Lake Scaroodo, near to the market of Edgina, and ascertain if there are any preparations making by Kosoko: if there

are none, the "Brune" will attempt to prosecute the survey of the Victoria lagoon, towards Appi, and having completed that duty, is to be withdrawn from Lagos, if nothing urgent prevents.

The "Brune" remains off the Consulate at Lagos, but will be withdrawn as soon after a channel across the bar is discovered as possible.

About the 13th of December Lieutenant Lodder proceeded to Abbeokuta, in consequence of the trade being interrupted by the women (the working portion of the community) being prohibited from trading with our merchants. Lieutenant Lodder pointed out to King Alake and his Chiefs that the Treaty which they had signed with Mr. Consul Campbell must be adhered to, and, after a tedious palaver, they promised to respect it for the future.

Mr. Kellow, second master of the "Brune," has been sounding the channels across the bar, finding eight feet in the boat passage and sixteen feet in the ship channel, for some distance until obliged to return on account of the heavy rollers; the passage will be attempted when the bar is more favourable.

With regard to the further exploration of the Victoria lagoon, Lieutenant Lodder thinks it possible to proceed as far as Appi.

The "Viper" continues to cruise between Mayumba and Killoo river. On the 9th December she was struck by lightning, but sustained no damage.

Lieutenant Hodgkinson states that having received information from a native that a double shipment was intended, one at Banda Point and one at Killongo, also that 500 slaves had been marched down, 200 on the night of the 11th, and 300 on the 12th to the northward, the "Viper" sailed on the 13th December, and dropped her cutter and gig to cruise off Killongo, proceeding to the northward; on the 15th anchored off Banda Point; on the 20th returned to Killongo to pick up her boats, remaining there till the 27th of December, on which date steamed in chase of a vessel, proving to be the French brig "Merle," bound to Gaboon.

The "Pluto," which left the Congo for St. Helena on the 11th December, the same afternoon boarded and examined the papers of the noted American slaver "Panchita," then standing into the slave barracoons at Mayumbe Grande, but was obliged to leave her unmolested.

No. 97.

Commodore Wise to Rear-Admiral Sir F. Grey.

Sir, "Vesuvius," Sierra Leone, March 18, 1859. I HAVE the honour to inclose, for your information, the copy of a Report from Lieutenant Lodder of the "Brune," reporting his proceedings on the occasion of visiting Kosoko at the town of Eppi, where he was sent, accompanied by the Niger expedition steamer "Rainbow," to endeavour to ascertain the intentions of Kosoko as regards Lagos.

You will observe, by Lieutenant Lodder's Report, that although there is no immediate cause of alarm, yet the general opinion is that Kosoko is determined to return to Lagos.

There is no doubt that if the lagoon is left unguarded by a man-of-war, Lagos will be inevitably attacked, and our trade from that port completely ruined.

I have, &c.
(Signed) CHAS. WISE.

Inclosure in No. 97.

Lieutenant Lodder to Captain Sanderson.

(Extract.)

Lagos, March 2, 1859.

I ANCHORED off Eggura Market in the afternoon. The following morning, 21st, some of the head people of the village who were of the Tabro territory came off to the ship, and after informing Mr. Consul Campbell that Kosoko was preparing his war-canoes to attack Lagos, at the same time saying they were perfectly ready to drive Kosoko away, if they could be supported by the river; in fact, led me to believe Kosoko had not as much power as the Lagos people imagine; they also expressed a wish for the steamers to proceed further up the Lagoon, as it might prevent the people coming to their market, so I weighed and proceeded under steam, and anchored about half-way between Egginee and Eppi. The following day, 22nd, Tappa, one of the Chiefs of Kosoko, came on board and had a conference with Mr. Consul Campbell, by which I have no doubt but that Kosoko was preparing for hostile intentions against Lagos, and only for the timely arrival of the vessels

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prevented him from carrying his purpose into execution; at the same time he has no doubt been led away by the Egbas, who I consider have been aiding Kosoko, at the same time sending information to Mr. Consul Campbell of Kosoko's intentions. Mr. Campbell informed Tappa it would be no use for Kosoko to attempt coming back to Lagos; also the roads must be opened to trade, and that the Slave Trade could not be revived; after which Tappa promised to have another meeting on board after seeing Kosoko. On the 24th, another conference was held on board, and I have every reason to believe that Kosoko was informed by the Egbas that the English wished him to return to Lagos, but after my arrival in the steamer he should not attempt to return there without the English were willing to receive him.

The "Rainbow" proceeded to Eppe on the 25th, enabled me pay a visit to Kosoko; Mr. Campbell not wishing the "Brune" to proceed, he remained on board during the "Rainbow's" absence. On reaching Eppe, a message was sent to inform Kosoko that myself and officers of the Niger Expedition wished to pay him a visit, and after waiting some little time Tappa came on board to conduct us on shore, accompanied by Dr. Baikie, Messrs. Barker and Dalton, of the Niger Expedition. I proceeded on shore, and was very much pleased in the way Kosoko received us; he appeared very glad to see so many white faces around him, and after partaking of his hospitality he wished for a private conference. He then informed us of the Egbas telling him to prepare to return to Lagos; he also said he had been living in the bush so long he was ready to go to his father's house at Lagos. It was then pointed out to him the necessity of keeping quiet; that the Egbas were the people who gave us information of his coming to Lagos. He then said he would send a messenger to Abbeokuta, and let the Consul send one also; then we might find out he was right. My opinion is that Kosoko, if he could get any one to assist him, would make an attempt to return to Lagos; at the same time, if a little more friendly intercourse was kept up between Eppe and Lagos, it would do away with Kosoko's idea of coming back. After my visit, I do not think it would be advisable for the Lagoon to be without a steamer of war, as I consider by the steamer reaching so close to Eppe will put a stop for some little time to Kosoko's idea.

No. 98.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

Sir,

"Boscawen," in Simon's Bay, March 15, 1859.

I INCLOSE, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from Lieutenant Hodgkinson, commanding Her Majesty's steam-vessel "Viper," detailing very fully all the circumstances connected with the capture of a brigantine supposed to be the "*Rufus Soulé*," together with copies of a correspondence that had taken place between Lieutenant Hodgkinson and Commander Totten, of the United States' navy, on the subject.

I have, &c.

(Signed) FRED. WM. GREY,

Inclosure 1 in No. 98.

Lieutenant Hodgkinson to Commander Aplin.

(Extract.)

"Viper," off Cabenda, November 17, 1858.

INCLOSED with this I forward three letters from Commander B. I. Totten, of the United States' corvette "Vincennes," and two of my own to him.*

In sending you these letters I think it as well that I should enter fully into all the details of the capture of the vessel in question, her destruction, and the reasons that induced me to enter at all into correspondence with the Commander of the "Vincennes." A letter from Mr. Alexander Thompson, Assistant Paymaster in charge, the officer who accompanied me, and was present during all the proceedings, also accompanies these letters.

On the 5th of October, having been provisioned by Commodore Wise, I stood in to the southward of the Prometheus Shoal, anchored, and the next morning dispatched the cutter of this ship towards the Killoo river: a native, however, having come off from Killoo, and informed me that in consequence of the strict watch kept at the Killoo and Killoo the slave-traders had changed their place of shipment, and intended shipping at Banda Point, the cutter which had not got out of signal distance was recalled, her orders changed, and she went to Banda Point.

On Sunday, 10th October, seeing a sail at some distance to the south, I steamed and came up to Captain Aplin, of Her Majesty's ship "Hecla," who had orders to send me to Loanda: having communicated, I went down, under sail, to pick up the cutter. I had to anchor in the night, as the current was setting us too much in-shore; in the morning steam was raised and we went on. Having come down to Banda Point nothing could be made out of the boat; at last, however, at about 11 o'clock A.M., a brigantine was seen, and shortly afterwards the cutter in chase.

The brigantine held on her course close to the wind on the starboard tack, which at 1:20 brought her down close to us. She had the American flag flying, and although her name, which had been most conspicuously displayed on boards with gilt letters, had disappeared, and the name entirely obliterated from the stern, we had no difficulty in making her out to be the "*Rufus Soulé*," the vessel that I had visited on a previous occasion. Having the communication of the British Government with me, I boarded, and having read that to the captain, I taxed him with being engaged in the Slave Trade. I asked him, then, if he had any objection to his crew being mustered by the articles. He said that he had none, and out of the whole crew on board there was only one seaman that answered to his name on the paper, and he was the sole American seaman on board the ship.

I then left the "*Rufus Soulé*," as the cutter had returned, leaving Mr. Thompson on board.

It seemed, from the report of the gunner in charge of the cutter, that the vessel had anchored close in to the land, to the northward of Banda Point, in the night of the 10th; was made out in the morning, and chased, when she slipped her anchor and made off; however, she was chased and boarded.

* Class B, Inclosures in No. 306.

At first the captain denied that she had ever been seen by the "Viper," and called attention to the fact of the vessel having no name upon her. However, he was assured that it was the same vessel.

The boat left after having told the captain that the "Viper" was some few miles to the northward. This he believed, and stood to the southward.

Just as I was going to return, I saw the American flag and papers thrown overboard. No influence on my part was used towards the captain to induce him to commit this act, with the exception of informing him that, from correct information, he was a slaver; neither were any threats or inducements held out by Mr. Thompson. What, perhaps, operated more strongly on the mind of the master of the "*Rufus Soulé*" than anything I could bring to bear upon him, was that in this case it was not, as is usual in most slave-vessels, that the balance of power is equally divided; that is, that the American portion of the crew are equal in numbers, or nearly so, to the Spanish. Here all the power was in the hands of the Spaniards, who entirely governed the Americans, only three in number: the captain, the mate (a Swede, though, according to his own account, a naturalized citizen of the United States), and one seaman. One seaman, American, died, from sheer brutality and neglect, three days before her capture. Constantly had there been disputes, and the Spaniards had threatened, the moment the slaves were shipped, to do away with the Americans. This I found afterwards to be what worked on the captain's mind more than anything we could have said to him.

After the vessel's papers and colours were thrown away, my boat's crew came in, and the hatches were opened. She was as fully equipped as a slaver as any vessel could be; I never, however, in all my experience of vessels taken out here, saw one so ill-found. She was upwards of eighteen years old, and leaky.

Having one prize-crew already away, and as I should not have been justified in sending this vessel to Sierra Leone without a large crew, I had her surveyed and destroyed.

The prisoners, with the exception of three Spaniards who went in the "*Vesuvius*" for conveyance to Sierra Leone, to be sent to the Grand Canaries, and the American captain, were landed at Cabinda. The captain went to the States in the barque "*Seamew*," that I found at Kinsembo on Sunday, the 17th October.

On the 22nd October, being at anchor at Loanda, the "*Vincennes*" arrived in the afternoon, and in the evening, at 7 P.M., I received the communication No. 1. Having well considered the matter, and finding that the letter related to proceedings anterior to the capture of the vessel, I determined to answer the questions contained in it. When, however, I found that matters were being opened by the Commander of the "*Vincennes*" which did not concern him, as the vessel had forfeited her nationality, I thought it as well to hint quietly that the letters must cease.

This vessel, from the captain's statement, was privately sold; that is, no transfer of either register or articles took place: the old crew were paid off, a fresh one entered, and that the papers, articles and all, were got from the American Consul by means of money furnished by a Señor Toriento. The Consul's name was not to the re-entered crew, although it was to the crew paid off.

Inclosure 2 in No. 98.

Mr. Thompson to Lieutenant Hodgkinson.

(Extract.)

"*Viper*," off *Banda Point*, October 11, 1858.

BEING ordered to proceed in your company as a witness to board a brigantine, I beg to state that the following proceedings took place:—

1st. You taxed the captain that his vessel was engaged in the Slave Trade, and that you had information from the British Government, as also from a native at Kilongo; which he denied.

2ndly. You then asked him if he had any objection to produce his papers. He said he had none, and produced them accordingly; when you again asked him if he had any objection to his crew being mustered. He said he had none. This you ordered me to do; but on calling over their names, of which there were thirteen, only one answered, at which the captain appeared confused.

3rdly. You then told the captain that all the circumstances combined made your suspicions already entertained still stronger, and that you would remain by him; and you then repaired on board the "*Viper*" to hear the report of the officer in charge of the cutter, which had returned by this time, leaving me on board to convey or answer any wish that the captain might have to offer, as also to watch proceedings.

4thly. Shortly after you left, the mate, a naturalized American, came to me and said that he hoped I would protect him and his property. I asked him what he meant. He replied, saying, It's no use, for you know what we are. I then taxed him with the ship's being an illegal trader; and he said yes, the vessel was. A few minutes after this took place, you sent a message to me to ask the captain to go about, as we were drifting too close in shore. This he did, but, on his giving the necessary orders, I noticed that the crew appeared perfectly indifferent as to whether they obeyed them or not, which I pointed out to him, when he replied: It's no use, I'll give her up to you as a slaver, and choose the least of two evils, provided the Americans are protected (of whom there were three, including himself). He then threw overboard, voluntarily, his papers and colours. I then waved for a boat, and at about 2-30 P.M. you returned, when I handed over to you a vessel, having no papers and claiming no nationality, but believed to be the "*Rufus Soulé*."

5thly. Her hatches were then opened by you, and from her fittings, such as closets being fixed to her sides, and plank cut so as to be put down at a moment's notice, and which had evidently been placed only a very short time before, together with a large quantity of rice and water, this, in your opinion, constituted a slaver, and she was taken possession of accordingly.

No. 99.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

Sir,

"*Boscawen*," in *Simon's Bay*, March 15, 1859.

I INCLOSE, for the information of the Lords Commissioners of the Admiralty, copies of a correspondence relative to the boarding of the French barque "*Chancc*," by the "*Hydra*," on the 22nd September, 1858.

The fact of the "Chance" having shown no colours, seems to afford quite sufficient reason for Commander Hamilton's desire to ascertain her nationality.

I have, &c.
(Signed) FRED. WM. GREY.

Inclosure 1 in No. 99.

Commander Hamilton to Commodore Wise.

Sir,

"Hydra," Sierra Leone, October 2, 1858.

I HAVE the honour to report to you that, at 0-30 P.M. on the 22nd September, being then about fifty miles from Sierra Leone, a sail was observed on the port bow, and chased. At 7-50 P.M. we came up with her about three or four miles from Sierra Leone Light, and on the point of anchoring. As she had shown no colours, although not more than four miles off at sunset, and ours had been flying some time, and had also altered course several times, I sent the Senior Lieutenant to ascertain her nationality. On examining her colours and papers, and finding her to be the French barque "Chance," from Marseilles, Lieutenant Croke immediately left her, having first offered to enter his visit in the log, which was declined by the master, who also had no complaint to make.

I also beg to inclose a copy of the statement made by Lieutenant Croke, the boarding officer.

I have, &c.
(Signed) R. VESEY HAMILTON.

Inclosure 2 in No. 99.

Statement.

"Hydra," off Sierra Leone, September 22, 1858.

AT 8 P.M. boarded a barque; found her to be the French barque "Chance," from Marseilles, bound to Sierra Leone. No complaint made. Looked at papers and ensign, and offered to insert my visit in his log, which he declined.

(Signed) LEWIS M. CROKE, *Senior Lieutenant.*

Inclosure 3 in No. 99.

Governor Hill to Commander Hamilton.

Sir,

Government House, Sierra Leone, September 27, 1858.

I SEND, for your information, a letter received from the French Vice-Consul.

I have explained to the Vicomte de Villoutrays that I have no control of the squadron, and his letter should properly have been addressed to the Naval Commander-in-chief; but as he had made me the medium of communication, I would forward his letter to you, and should you favour me with a reply I would transmit the same for his information.

I have, &c.
(Signed) STEPHEN J. HILL.

Inclosure 4 in No. 99.

M. de Villoutrays to Governor Hill.

(Translation.)

Sir,

Sierra Leone, September 25, 1858.

THE Captain of the French barque "Chance," from Marseilles, at the present anchored at Cape Sierra Leone, informs me, by writing, that at half-past 8 in the evening of the 22nd instant an officer of the steamer "Hydra," Commander Hamilton, of Her Britannic Majesty, came on board, and inquired for the papers and flag of the vessel.

Your Excellency knows that the Treaties of 1831, 1833, and 1845, respecting the right of search and the inspecting of the flags, are considered as repealed in the fact of their not having been renewed; and I am convinced that your Excellency is of the same opinion as myself, that it is advisable, as much as possible, to avoid involving our respective Governments in difficulties of a nature likely to compromise their friendly relations.

I have, &c.
(Signed) VICTE. DE VILLOUTRAYS, *Vice-Consul for France.*

Inclosure 5 in No. 99.

Commander Hamilton to Governor Hill.

Sir,

"Hydra," Sierra Leone, September 27, 1858.

I HAVE the honour to acknowledge the receipt of your letter of this day's date, inclosing a letter from the Viscount de Villoutrays, the French Vice-Consul, and in reply I beg to inform you, that after chasing the vessel all day we arrived within four miles of her before sunset. She showed no colours, which would have been plainly seen, in reply to ours, which had been flying some time, and on closing her at 8 P.M., I deemed it necessary to send an officer to ascertain her nationality. On examining her papers and ensign, and finding the vessel was

French, the officers immediately quitted; and I cannot but express great surprise at the master of the vessel complaining to the Consul of the visit, as he must have known that without boarding, after dusk, it was impossible we could tell the vessel's nation. And he also declined to allow the boarding-officer to enter the notification in the vessel's log-book, and had no complaint to make at the time; having, on the contrary, been remarkably civil to the boarding-officer, whom he also consulted with regard to the safety of the anchorage.

I have, &c.
(Signed) R. VESEY HAMILTON.

No. 100.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

(Extract.)

"Boscawen," in Simon's Bay, March 21, 1859.

THE report of Commodore Wise dated the 20th of January, 1859, has already so fully laid before the Lords Commissioners of the Admiralty the state of the Slave Trade and the measures adopted for its suppression in the year 1858, that I have little to add to it.

West Coast.

The revival of the Slave Trade in 1857, chiefly under the American flag, accompanied by the adoption by France of an organized scheme for purchasing slaves, produced their natural consequences in reviving in the breasts of the native Chiefs the desire to return to the practice of selling the slaves which they obtain by their exciting slave-hunts and wars.

The efforts of Her Majesty's cruisers, considering the difficulties they have had to contend with, had been more successful than could have been anticipated in checking the shipment of slaves, since the slavers had not then the confidence in the protection of the American flag which they have since acquired.

As a proof of this it may be mentioned that in 1857, six vessels at least were on the West Coast under Spanish colours, while we have no information of any having been seen on the coast under that flag in 1858.

The discussions in Parliament and the published correspondence between the Governments of Great Britain and the United States, soon, however, removed all doubt from the minds of the lawless traders, and though in some instances the fear of being delivered to the American cruisers induced the nominal American master to divest the vessel of her assumed nationality and to yield her as a prize, others have shipped their slaves and run openly past Her Majesty's cruisers, one (the "*Ellen*") having undoubtedly a cargo of slaves under her closed hatches when boarded by the "*Medusa*."

While the American flag was thus in the most unblushing manner made to cover the nefarious practices of the slave-dealers, the efforts of the American cruisers have been so limited by the small number of vessels visiting the coast, and their long absences from the scene of action, that three slavers only have been seized by them and sent to America for adjudication, in the same period that thirty-three vessels have been captured by British cruisers.

The accompanying summary, necessarily very imperfect, embodies all the most authentic information I have been able to obtain.

By it, it appears that of seventy-one vessels positively known to be engaged in the Slave Trade, forty-two were captured on their first trip and five on their second trip. Ten are also known to have landed their cargoes in Cuba amounting to about 4,000 slaves, and ten others are credibly said to have escaped from the coast with about 5,600. Of the 4,000 landed in Cuba one cargo of 610 ("*Minnetonka*") was certainly shipped on the East Coast of Africa, and another of 650 ("*E. Rawlins*") probably from the same quarter; thus leaving 2,740 of the number known to have landed as probably coming from the West Coast.

But in addition to these ten, others are unaccounted for: one was by the last accounts in the Congo, others are probably on the coast, and some may have gone to the East Coast.

There have also been several other vessels occasionally reported as suspicious, that may have in some instances succeeded in carrying off cargoes.

Whether all that have done so, have landed their cargoes in Cuba may be doubted.

I have no means of judging whether it is possible that any may have been landed in any part of the Brazilian territory; but it is now known that one cargo

has been landed in Georgia, in the territory of the United States itself, by the "*Wanderer*."

The proceedings of this vessel as detailed by Commodore Wise, are a striking proof of the little respect that is paid by the slavers to the laws of the United States, and the little fear they have of their cruisers.

It will be seen by the abstract that of the seventy-one vessels positively known to be engaged, sixty-two sailed under the American flag, and of those which succeeded in shipping cargoes, eleven were boarded by Her Majesty's cruisers, one of them actually having slaves on board.

It is, therefore, conclusively proved that if the United States acted vigorously in carrying out the engagements contracted by them in the Treaty of Washington, the Slave Trade could not flourish in the manner it now does; and it is to be hoped that the proceedings of the "*Wanderer*," which have shown that the disgraceful Traffic in Slaves is now no longer confined to Cuba, but has been introduced into the United States' territory itself, will rouse the people of those States to a more just sense of what they owe both to humanity and to their Treaty engagements with Great Britain.

On the subject of French emigration it is needless to speak, since ample information, both of the manner in which it is carried on and of its effects, has repeatedly been laid before their Lordships.

It is gratifying, in contrast with the disheartening facts stated above, to find that in the Bights, legitimate trade is again asserting its superiority over the Slave Trade, and that the ill effects produced by the French attempt to procure emigrants has only partially affected it.

I have no doubt that the presence of the "*Brune*" in the Victoria Lagoon has been most beneficial.

On the north coast, with the exception of Mrs. Lightbourne's establishment in the Pongas, and that of Faber, there is no reason to believe that there is any preparation for shipping slaves. It is at the same time beyond a doubt that but for the presence of British cruisers, attempts would be made by several of the Chiefs, who look back with regret to the times when they enjoyed the excitement and profit of the Trade.

There is one point to which I beg to call the attention of their Lordships: it is with reference to the disposal of the crews of vessels seized and sent for adjudication before an Admiralty Court.

By the Treaty with Spain, all Spanish subjects are sent to the Canary Islands, but I am not aware that any instructions have been given under which foreigners, whose nationality is not proved, can be sent before any Court for trial.

Our Treaties with France and America do not appear to contemplate the capture of any subjects of those countries by British cruisers, and no provision is made for the case in which they are found on board vessels claiming no nationality.

Their Lordships are aware that the practice has been to land the crews of these vessels with the exception of those persons necessary for their condemnation on the coast, and they are thus at liberty to resume their nefarious employment.

Commodore Wise has called the attention of commanding officers to their instructions requiring that Spaniards should be sent to Sierra Leone for transmission to Grand Canary, but the question arises how is the nationality of these men to be proved.

I presume that neither France nor America would hesitate to receive and try their subjects who were proved to have formed part of the crew of vessels condemned as slavers, but I am not aware whether any power exists by which those persons claiming no nationality, and under the protection of no flag, could be brought to trial.

A difficulty may also arise as to the Spanish passengers, in which character the real master and crew of slavers are often found.

The impunity with which the crews of slavers now carry on the Trade must afford great encouragement to it, and I therefore submit the question to their Lordships whether measures might not be devised which would subject them to punishment.

East Coast.

I have no positive information of the shipment of any cargoes for the West Indies, but the facilities for doing so are so great that I can scarcely believe it possible that some have not been made.

But we have abundant proof that the conveyance of slaves to Madagascar and the Comoro Islands has been carried on in Arab dhows to a considerable extent. The captures made by the "Lyra" afford sufficient proof of the fact.

I am also led to believe, from the circumstances proved in the case of the "*Flor de Moçambique*," that, although acquitted by the Mixed Commission Court, slaves were clandestinely carried by that vessel, and that it is not improbable that a small coasting-trade is surreptitiously indulged in by vessels employed otherwise in legal trade. There has also been lately received from Captain Rigby, the Agent of the Indian Government at Zanzibar, information that a considerable trade in slaves is carried on from the territory of the Sultan of Zanzibar to the Red Sea, in defiance of his attempts to prevent it.

The cessation of the importation of negroes into Bourbon will check the trade carried on by the dhows to the Comoro Islands, but it will probably lead to increased shipments for Cuba, unless the coast can be more effectually watched than it is at present. In my report of last year the case of the "*Minnetonka*" was mentioned, and, from the information obtained by Mr. McLeod of her proceedings, I have no doubt that Inhambane is the place called by the mate Chapman or Chapone, and that that place, with the neighbourhood of Ibo and the coast to the northward will be the chief resorts of the slavers.

The "Persian," "Lynx," and "Lyra," are now allotted to the Mozambique Channel, but the want of any depôt of provisions or coals nearer than Mauritius or Natal sadly interferes with their usefulness.

In conclusion, I have only to express my conviction that it would be most impolitic to relax in the slightest degree our efforts until the United States and France adopt measures that will relieve our cruisers from the most difficult part of their duty, and I trust that the squadron may be maintained, both as to efficiency and numbers, in a state equal to that in which it was at the commencement of last year.

Inclosure in No. 100.

RETURN of VESSELS engaged in the Slave Trade, of which information has been obtained during the Years 1857 and 1858.

Date of Sailing from Western Ports.	Vessel.			Captured.					Escaped, and if landed Slaves,			Remarks.		
	Nation.	Rig.	Name.	Tons.	Owners.	Cargo.	When.	Where.	By whom.	Number of Slaves.	When.		Where.	Number.
1857														
Jan. 10	American	Brig.	Adams Gray	138	Company for expedition to Africa	Equipped for Slave Trade	1857 April 16	...	Promethens.	...	...	...	...
Feb. 12	Ditto	Barque	Panchita	167	Company	Slaves	May 9	South Coast	Sappho.	...	...	...	...
	Ditto	Schooner	Jupiter	208	Spanish merchants, New York	10,000 dollars	June 29	Praya Nova	Antelope	...	...	...	...	70
	Ditto	Brig.	Eliza Jane	...	...	...	Aug. 24	Molamba	Alecto.	...	...	...	...
	Ditto	Brigantine	William Clark	149	...	Plank, water, &c.	Sept. 22	Little Popoe	Firefly.	...	...	...	...
	Ditto	Ditto	Overland	174	Lafitte and Co.	...	Sept. 13	Snake's Head	Sappho	...	...	...	...
	Ditto	Ship	Charles	1,088	Domingo Montlique, of Agtway	Rice, farinha, water, and plank	Aug. 18	Whydah	Firefly.	...	...	...	...	358
	Spanish	Barque	Conchita	350	...	...	Aug. 27	...	...	...	...	...	...
	American	Ditto	Splendid	...	...	...	July	South Coast	Portuguese.	...	...	...	...	...
Jan. 31	Ditto	Brig.	Crimea	237	...	...	...	...	...	...	...	...	...	...
March 4	Ditto	Ditto	W. D. Miller	...	...	...	...	...	...	...	...	...	...	...
														614
														...
April 4	Ditto	Barque	Minneltonka	320	Company	Fully equipped	1858 April 18	Ditto	Heron.	...	...	...	...	...
	Spanish	Schooner	Mercedita	...	...	...	Sept. 2	Cabenda	Alecto.	...	...	...	...	...
"	Ditto	Barque	Restauracion	247	...	...	...	...	...	...	...	...	...	...
"	American	Ship	Hydra	499	Ditto	...	Sept. 3	Ponroemah	Antelope	...	...	...	...	...
"	Spanish	Ditto	Venus	419	Ditto	Slaves	Aug. 1	...	Teser	...	...	...	...	...
May 6	American	Schooner	J. H. Record	109	Ditto	Ditto	Oct. 26	Kilongo	Alecto.	...	...	...	...	...
"	Spanish	Brig	Abbot Devereux	113	Ditto	...	...	...	...	...	...	...	...	...
"	American	Barque	R. B. Lawton	198	Ditto	...	...	...	...	...	...	...	...	...
"	Ditto	Schooner	C. B. Williams	331	...	...	...	...	...	...	...	...	...	...
June 23	Ditto	Schooner	J. Buchanan	164	...	...	...	...	...	...	...	...	...	...
														480
														...
														...
July 13	Ditto	Brig	Windward	177	...	...	Nov. 4	South Coast	Ditto	...	...	...	...	...
	Spanish	Barque	Eloisa, alias Tres Her- manos	110	...	...	...	...	...	...	...	...	...	...
														...
"	American	Brig	Telegraph	185	Drinkwater and Co. { of Havana	...	...	...	...	...	...	...	...	...
"	Ditto	Ditto	Braman	185	Company	...	Oct. 9	Ditto	Vesuvius.	...	...	...	...	...
August 1	Spanish	Barque	De Cardenas	116	...	...	Dec. 7	Loango	Hecate.	...	...	...	...	...
"	American	Schooner	Niagara	72	Drinkwater and Co., of Havana	Slave equipments	...	...	...	...	...	...	...	...
"	Peruvian	Ship	Architect	520	...	...	...	...	...	...	...	...	...	...
"	American	Brig	C. Perkins	176	...	...	May 1858	Havana, when fitting for another voyage	Spanish authorities.	...	...	...	...	...
Oct. 25	Ditto	Schooner	Wintermoyeh	109	Company	Run, plank, water, and slave coppers	Feb. 27	Punta de Linha	Conflict.	...	...	...	...	...
Dec. 18	Ditto	Barque	Paiz or Mazeppa	...	...	...	Sept. 10	Cuba	Spaniards	...	...	...	...	...
	Ditto	Ditto	Petrel	...	...	...	Oct. 15	Ditto	Ditto	...	...	...	...	...
	Ditto	Ditto	Vesta	...	...	...	"	Ditto	Ditto	...	...	...	...	...
	Ditto	Ditto	Lemington	...	...	...	"	Ditto	Ditto	...	...	...	...	...
	Ditto	Ditto	Almeida	...	...	...	1858 Mar. 12	Red Point	Conflict.	...	...	...	...	...
1858	Ditto	Brigantine	R. M. Charlton	147	Ditto	General	"	South Coast	Medusa.	...	...	...	...	...
Jan. 5	Ditto	Ditto	Ditto	...	...	...	...	...	...	...	...	...	...	...

Return of Vessels engaged in the Slave Trade, &c.—continued.

Date of sailing from Western Ports.	Vessel.				Captured.				Escaped, and if landed Slaves,			Remarks.		
	Nation.	Rig.	Name.	Tons.	Owners.	Cargo.	When.	Where.	By whom.	Number of Slaves.	When.		Where.	Number.
1848	American	Brigantine	General Scott	148	Company	Slave equipments	1858	South Coast	Teaser.	...	1857	...	...	Not seen.
Feb. 9	Ditto	Ditto	Henry Cole	191	...	...	...	...	...	...	...	...	...	...
"	Ditto	Ditto	Putnam, alias Echo	197	...	...	Aug. 21	...	...	...	...	...	...	About 338.
" 11	Ditto	Barque	Ed. Hawkins	149	...	Deck laid, coppers, water, and rum	June 13	Ditto	...	...	...	Punta de Teja	650	...
" 14	Ditto	Schooner	Angelino	...	— Rogers, Havana	Slave-deck, coppers, provisions, and water	April 15	Cape Vera	...	...	...	...	...	...
" 16	Norwegian	Ditto	St. Olof	193	...	Slave-deck, coppers, provisions and provisions	July 9	South Coast	...	...	...	...	...	...
" 26	American	Barque	Governor Paris	207	Company	Slave-deck, coppers, provisions and water	May 29	Eight	...	...	...	...	...	...
March 14	Ditto	Schooner	Lydia Gibbs	114	Ditto	Rum, plank, water, and provisions	March 23	Cuba	...	...	...	...	...	...
" 21	Spanish	Ship	Emilia	690	Charles Buckley, Charles-town	Rum, plank, water, and provisions	June 19	Congo	...	...	...	...	...	...
" 27	American	Schooner	St. Andrew	147	...	...	...	...	...	...	...	...	...	...
April 15	Ditto	Ditto	Cortez	315	Company	Rum, plank, &c.	July 11	Cuba	...	...	...	...	...	...
" 19	Ditto	Brig	Mary Elizabeth	149	...	...	...	Black Point	...	...	...	...	...	...
" 23	Ditto	Barque	Venus	240	Ditto	...	...	...	Spaniards	...	...	...	...	Boarded by "Antelope" on August 10. Chased into Key West by "Stry."
"	Ditto	Brig	Huntress	...	...	...	...	Key West	American authorities	...	...	...	...	...
May	Ditto	Ditto	Kate Helen	180	Ditto	Slave-deck, coppers, and water	Sept. 15	Quilua	Viper.	...	...	...	...	...
"	Ditto	Ditto	Austin	133	...	...	...	...	...	...	...	...	...	Not seen.
June 16	Ditto	Schooner	General Prim	243	...	...	...	...	...	...	...	...	...	Ditto.
" 19	Ditto	Barque	Juliet	...	...	...	...	...	...	...	...	...	...	Ditto.
" 25	Ditto	Brig	Brothers	143	...	...	...	...	United States' ship "Merion."	...	...	...	...	...
" 30	Ditto	Ketch	...	...	...	...	...	...	American authorities.	...	...	...	...	...
"	Ditto	Barque	Lays	207	Ditto	Slave-deck	Oct. 11	Key West	Viper.	...	...	...	...	...
July 5	Ditto	Brig	Rafael Soule	173	...	...	...	Banda Point	...	...	...	...	...	Now in the Congo. Met by Her Majesty's cruisers in 1857.
" 6	Ditto	Brig	J. W. Reid	360	...	...	...	...	...	...	...	...	...	...
" 19	Ditto	Barque	...	...	...	...	...	...	...	...	...	...	...	...
"	Ditto	Brig	Nancy	219	...	...	July 17	Havana	Spanish authorities.	...	...	Cuba	About 500.	...

The preceding 59 vessels are those of which information was given by Mr. Crawford.

Vessels of which intelligence has been received on the coast.

American	Schooner	Merchant	...	160	New York	...	...	...	...	...	...	Mayumba	...	600	Boarded by "Conflict," December 17, 1857.
Ditto	Brigantine	W. Montagu	...	167	Company	...	...	...	...	...	June 1858	Kilongo	...	500	...
Ditto	Schooner	Blooming Youth	...	116	United States	...	...	...	...	...	Ditto	...	...	400	...
Ditto	Ship.	Trovador	...	1,300	Cuba, Reis and Co., New York	...	...	...	...	...	July	Ditto	...	1,300	...
Ditto	Brig.	Charlotte	...	269	C. G. del Fagniere, New York	...	...	...	...	...	Ditto	Fraya des Pescadores	...	550	...
Ditto	Brigantine	Ellen	...	170	Senhor Rinaldo, New York	...	...	...	...	...	September	Congo	...	350	Boarded by "Medusa," when slaves were on board.
Ditto	Schooner	Wanderer	...	240	M. Corrie, South Carolina	...	...	...	...	...	October	Mangue Grande	...	350	...
Ditto	Brig	Unknown	...	250	Senhor Moquito, Master	...	...	...	...	...	March	Longo Bonda	...	800	...
Ditto	Ditto	Ditto	...	...	...	...	...	...	...	...	December	Red Point	...	600	...

Return of Vessels engaged in the Slave Trade, &c.—continued.

Date of Sailing from Western Ports.	Vessel.				Tons.	Owners.	Cargo.	Captured.			Escaped, and if landed Slaves,			Remarks.	
	Nation.	Rig.	Name.	When.				Where.	By whom.	Number of Slaves.	When.	Where.	Number.		
American ...	Barque	...	W. L. Lewis	...	244	Jno. Fridell	...	...	1857	Congo	United States' corvette "Dale"	...	...	...	Sent to Norfolk for adjudication.
Ditto ...	Brig.	...	Louisa Beaton	...	154	...	Slave equipments	...	Nov. 14	South Coast	Myrridon.	...	...	...
Ditto ...	Schooner	...	Lewis Mc Lean	...	171	— Hinchley	Ditto	...	Oct. 15	Kilongo	Alecto.	...	...	...
		...	Antonio	...	...	...	...	...	"	Gold Coast	Authorities.	...	...	...
		...	Julia Deane	...	...	...	...	...	"	"	United States' ship "Vincennes."	...	...	...
Ditto ...	Ditto	...	Unknown	...	108	...	...	...	Aug. 5	South Coast	Myrridon.	...	...	...
Ditto ...	Ditto	...	Ditto	...	141	...	...	...	Sept. 10	Ditto	Sappho.	...	...	...
Ditto ...	Brigantine.	...	W. D. Adams	...	174	...	...	...	"	Said to have been taken in Cuba.	...	...	...	...	Supposed to have escaped.
Spanish ...	Brig.	...	Frank (query).	...	...	...	...	...	...	...	...	...	...	...

Vessels of which information has been received	American.		Spanish.	Peruvian.	Norwegian.	Slaves.		Remarks.
	First trip.	Second trip.				In Vessels Escaped.	Landed.	
Captured by British cruisers on the Coast of Africa	50	...	7	1	1	Of the vessels of which we had certain information, seventy-one in number, there were—
Ditto ditto in the West Indies	23	2	3	...	1	...	1,453	Captured on first trip ... 49
Ditto by United States' cruisers on the Coast of Africa	1	...	1	...	...	...	328	Captured on second trip ... 5
Ditto ditto in the West Indies	3	1	...	...	...	...	1,468	Unaccounted for ... —
Ditto by Spanish cruisers in the West Indies	6	...	...	...	...	...	...	Remains in the Congo ... 47
Ditto by Portuguese cruisers on the Coast of Africa	1	3	3	...	...	...	...	Landed 9,300 slaves, one making a second trip ... 90
Detained by authorities in the West Indies	10	1	3	...	...	...	...	Unaccounted for ... 77
Landed slaves, as reported by Mr. Crawford	1	...	3	1	...	...	...	Product those counted twice ... 6
Remains in the Congo	6	...	3	1	...	...	...
Unaccounted for	51	6	7	1	1	...	3,369	
Captured on the Coast of Africa, of which no previous information had been received	4	...	...	...	...	...	...
Escaped ditto	7	...	...	...	...	3,950	...	Of these there were under the flag of America ... 63
Total vessels known by name	69	...	7	1	1	...	...	Ditto ditto ditto ditto ... 7
Unknown vessels escaped	3	...	...	...	...	1,400	...	Ditto ditto ditto ditto ... 1
Ditto captured	3	...	...	...	...	...	...	Ditto ditto ditto ditto ... 1
Supposed to have escaped, but no certain information obtained	3	...	...	...	...	...	...	Ditto ditto ditto ditto ... 1

No. 101.

Commodore Wise to the Secretary to the Admiralty.

(Extract.)

"Vesuvius," Lagos, April 24, 1859.

IT is my painful duty to report the death of Mr. Campbell, late Her Majesty's Consul for the Bight of Benin.

This event has occurred at a time when his services were most urgently required. The spirit of slave-trading is fairly roused throughout the Bights of Benin. Kosoko is exciting the Chiefs who formerly were great slave-dealers to join him in an attack upon Lagos, in order that he may be reinstated in that town, and again establish it as the focus of slave-trading; by bribes it is said he has succeeded in securing assistance, when required, from the Chiefs of Abbeokuta and others in the neighbourhood; by his influence he prevailed upon the Kings of Porto Novo and Jaboo to prohibit, on pain of death, all legitimate traffic, and it required a demonstration of force in Her Majesty's steamer "Brune," off the former town, to re-open trade.

I feel convinced that to effectually check the intentions of the Native Chiefs and suppress their efforts to re-open the Slave Trade, strong measures will before long be required.

The more energetic and constant are our efforts to combat the intentions of the Chiefs, the sooner will legal commerce be developed, civilization spread, and Slave Trade suppressed.

No. 102.

Lieutenant Burton to the Secretary to the Admiralty.

Sir,

"Triton," off Mesel, May 4, 1859.

I HAVE the honour to inform you that I captured a schooner, name unknown, about fifteen miles off Mesel, this day, without papers or colours, manned by fourteen persons, who refused to claim any nation, and being ordered to St. Helena, intend to convoy the prize to that island myself, for adjudication.

With the assistance of Mr. Gabriel, Commissioner at St. Paul de Loanda, the following particulars were obtained from out of her crew, who stated that the vessel sailed from Cardenas, in Cuba, in February last, and that she was called the "*Regla*;" she left that port at night, without having been visited or dispatched by the authorities, having on board a complete slave cargo, ready for reception of about 350 slaves, which he imagines were to have been shipped at Mazula, and her slave-deck was laid during the voyage. She made the land on the 1st instant to the southward of Rio Longo, and ran to the northward for three days, keeping the coast (Portuguese territories) in view, and arrived off Mazula on the 3rd, on which day the captain (said to be an American) landed, sending orders for the schooner to return the following day; also that this captain had previously run two cargoes of slaves.

I was unable to ascertain his name, but when he landed he was seen to take an American ensign with him.

I have, &c.

(Signed) R. H. BURTON.

No. 103.

Lieutenant Simpson to Commander Courtenay.

Sir,

"Pluto," River Congo, April 25, 1859.

I HAVE the honour to inform you that at 4 P.M. on the 23rd instant, while at anchor ten miles to the southward of Mangue Grande, I observed a barque standing to the southward, with a light breeze from the westward. I did not weigh then or take any notice of her, but on the following morning at daylight I saw her at anchor off Mangue Grande, and immediately on perceiving Her Majesty's ship under

my command she weighed and made all sail to the northward. I then weighed, under steam, in chase, and at 4:30 P.M. came up with her, and observing by the name on her quarter (apparently just fresh painted), that she was the "*Ardennes*," of which vessel I had had information through the Consul at the Havana, I, in company with Mr. Hay, Assistant Paymaster in charge, boarded her, and on my asking for her register it was immediately produced by the master; but I was not at all satisfied as to its authenticity, it being, as he said, only a temporary one from Jacksonville. I then asked him if he had any objection to my seeing his other papers; he hesitated at first, but ultimately produced them (I at the same time told him I did not claim, but wished, to see them). I from them ascertained he bought the vessel from Havana, and had been required by the United States' Consul at that port to proceed to Jacksonville, or some other seaport in the United States, for a register. On arrival at Jacksonville the vessel had been seized by the authorities on suspicion of being engaged in the Slave Trade, and after a lengthened trial had been acquitted.

On requiring the master to explain how it was he had only three Americans on his crew list out of fourteen men, he produced authority from the Notary Public of Florida to carry his present crew, but on that paper it was distinctly stated he was bound to the Canaries instead of the Congo, where he told me he was bound to, and could give no satisfactory reason for not having gone to the Canaries, which, in connection with my having discovered he had sighted the Congo the day before, and on learning from a Cabenda boat that there was an American man-of-war off Shark's Point had stood to the southward, determined me to accompany him to the Congo and communicate my suspicions to the American man-of-war at that place. I did not detain or molest her, except on the following morning, when at anchor in company with her off Point Padron, observing her about to weigh with a strong land breeze, I told the master I should not allow him to proceed anywhere except up the Congo until I had communicated with the American man-of-war, which I did as soon as possible; and at the request of Commander Brent, of the United States' corvette "*Marion*," gave him an account, in writing, of my proceedings in connection with the "*Ardennes*" (a copy of which I inclose). Upon receiving it he immediately sent and took charge of her, and expressed his entire satisfaction at what I had done.

I afterwards examined the barque's papers with Commander Brent, and discovered that her register and all papers procured in America had been obtained under false pretences by the master, making an affidavit that he was bound to Santa Cruz and the Island of Teneriffe, and not to the Coast of Africa.

Commander Brent informed me it was his intention to send the "*Ardennes*" to New York.

The boarding officers' report is herewith inclosed.

I have, &c.
(Signed) C. H. SIMPSON.

Inclosure 1 in No. 103.

Lieutenant Simpson to Commander Brent, U.S.N.

Sir,

"*Pluto*," River Congo, April 25, 1859.

I HAVE much pleasure in forwarding, at your request, a statement of the particulars of boarding the American barque "*Ardennes*."

I first sighted the "*Ardennes*" on the 23rd instant, about 4 P.M., to the northward of Mangue Grande, when she was standing to the southward with a light breeze from the westward; did not chase or take any further notice of her that evening. At daylight the following morning observed her at anchor, and shortly afterwards weigh, and stand to the northward, evidently having observed Her Majesty's ship under my command. Concluding from her movements that she was trying to avoid me, I weighed under steam at 9 A.M., and proceeded in chase; at 4 P.M. I boarded her, accompanied by Mr. Hay, the Assistant Paymaster in charge; examined her register, which though it did not appear to me correct, I did not detain or molest her. This vessel I have previously had information of from the Havana. The master, on my asking if he had any objection to show his other papers, after a little hesitation said, "No" (I at the same time telling him I did not claim to see them). From the papers produced, my suspicions were further increased, as I saw by them he had cleared out for the Canaries, and had not visited them. Upon this, I determined to accompany the "*Ardennes*" to the Congo, and communicate my suspicions to you.

I have not taken charge, or in any way interfered with her, except telling the captain this morning, when at anchor off Point Padron, when I found he was about to weigh with a strong land breeze, that I could not allow him to proceed to any port except the Congo, to which place he had told me he was bound, until I had communicated with you; he told me he had no intention of going to any other place.

I have, &c.
(Signed) C. H. SIMPSON.

Inclosure 2 in No. 103.

Boarding Officers' Report.

AT 4-30 P.M. on the 24th April, 1859, a little to the southward of Point Padron, boarded the American barque "*Ardennes*," A. Pelletier, master and owner, of New York; examined her register (a temporary one from Jacksonville, Florida), which, though not appearing correct, did not molest or detain her.

No complaint was made by the master or any other person on board, and no notation was required to be made in her log.

"*Pluto*," April 24, 1859.

(Signed)

C. H. SIMPSON, *Lieutenant and Commander.*
JOHN HAY, *Assistant Paymaster, in charge.*

No. 104.

Lieutenant Hodgkinson to the Secretary to the Admiralty.

Sir,

"*Viper*," River Congo, March 21, 1859.

I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, of the circumstances attending the visitation of the United States' barque "*J. J. Cobb*."

The vessel in question was seen in the afternoon standing into the Congo with the sea-breeze; was chased and boarded at 7 P.M. The vessel having anchored, she might have been boarded sooner, but I was unwilling to force her to heave-to in the trength of the stream.

I was induced to visit this vessel from her suspicious appearance; she was very light, and had evidently made a long sea-voyage. On boarding, the captain received me with civility, and produced all his papers, which were perfectly correct. She was from the Havana and St. Thomas, for which place he cleared from Havana. This is another case in which, although it cannot be said that a fraudulent use is being made of the United States' flag, as the papers of the vessel are in all respects good, yet any person who has any experience in these matters can have no doubt that she has come for the purpose of shipping slaves.

The captain, as also the supercargo, I immediately recognized as having been landed from vessels of a similar description the previous year at Moanda. I taxed them with it, and they could not deny it; and it appears that the captain (Vent) is the same man who ran on shore the full slaver "*Charles*," of Baltimore, at Snake's Head when chased by the "*Sappho*."

Her cargo consisted, as usual, of rum, rice, beans, and plank. Having satisfied myself that the papers were correct, I left her: the captain made no complaint.

I inclose with this the letter of the officer who accompanied me as a witness; and trust that the reasons I have stated before the boarding, and the result of the examination, will be deemed a sufficient reason for visit.

I have, &c.

(Signed)

AUSTIN B. HODGKINSON.

Inclosure in No. 104.

Mr. Ray to Lieutenant Hodgkinson.

Sir,

"*Viper*," off Moanda, March 21, 1859.

IN accordance with your order I accompanied you on board the American barque "*J. J. Cobb*" lying at anchor off Moanda at about 7 P.M. of to-day. On arriving on board that vessel, finding that she was from Havana and light, bound to Ponta da Lenha, her papers were demanded. The captain immediately produced his register, after which he was asked if he had any objection to show his articles; having no objection they were also produced: and after remaining on board a quarter of an hour, having examined and compared his papers, also the passport of Spanish supercargo, and finding no flaw in them, left her. No complaint of any kind was made by anybody on board.

I have, &c.

(Signed)

FREDK. JNO. RAY.

No. 105.

Lieutenant Simpson to Commander Courtenay.

Sir,

"*Pluto*," River Congo, April 25, 1859.

I HAVE the honour to inform you that on the afternoon of the 9th April, being at anchor five miles to the southward of Magna Bona, I observed a barque

under topsails off Mangue Grande, there being at the time a strong breeze from the north-west with heavy squalls of rain. On the barque perceiving Her Majesty's ship under my command, she bore up and stood towards us, passing under our stern and heaving-to of his own accord, at the same time hailing to know if I could tell where they were. As she drifted to leeward too fast for me to return them an answer, I sent Mr. O'Connell, Acting Second Master, on board to give the information required, and to find out where she was from, and if necessary examine her register. She proved to be the American barque "Orion," of and from New York, bound to Ponta da Lenha. Her register was apparently correct: I did not, therefore, detain her, though I considered her movements and general appearance suspicious. I was, however, enabled a few days after to communicate my suspicions to the Commander of the American corvette "Marion," and have since ascertained that she has been captured by that vessel.

I have, &c.
(Signed) C. H. SIMPSON.

P.S.—The boarding officers' report is herewith inclosed.

Inclosure in No. 105.

Boarding Officers' Report.

"Pluto," off *Magna Bona*, April 9, 1859.
AT 3.30 on the afternoon of the 9th April, boarded the American barque "Orion" of New York, John E. Hanna, master, from New York, bound to Ponta da Lenha; examined her register, and finding it apparently correct did not detain or molest her.

No complaint was made by the master or any person on board, nor did they require any notation being made in the log.

No. 106.

Lieutenant Burton to the Secretary to the Admiralty.

Sir,

"Triton," *Shark's Point, River Congo*, April 24, 1859.

I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, of my visiting and detaining a barque under American colours between the 10th and 19th instant. On the evening of the latter day Commander Thomas W. Brent, commanding the United States' ship "Marion," came on board the "Triton," and I received a letter from him on the following morning (Inclosure 1), to which I replied by Inclosure 2, with its Inclosures 3 and 4 (Inclosure 2 fully detailing my proceedings between those dates); the answer of Commander Brent, containing his opinion of my proceedings (Inclosure 5), as well as his letter to me (Inclosure 6), fully admitting that, had it not been for my intervention, it is highly probable that he could not have effected her capture.

I most respectfully beg to call attention to the difficulties (already detailed), that I encountered concerning the detention and subsequent capture of the barque "Orion;" also to state that her captain was under treatment of the surgeon of the "Triton," whose opinion is that he was labouring under a state of unusual mental anxiety, which opinion was corroborated by the surgeon of the "Marion."

I fully believe his papers are not genuine, as they appear to be written by one and the same person, signatures included.

Could I have opened her hatches I should have found what Commander Brent did, viz., two large slave-coppers, a complete slave-deck, a ground tier of water (about 4,000 gallons), a great quantity of extra water-casks, and other articles, and a great quantity of medicines, which, in the opinion of the surgeon of the "Marion," might be safely administered by persons little acquainted with the use of such articles, and of such a nature as to meet the requirements of a large quantity of slaves, fully justifying my suspicions of her having a slave cargo on board.

I heard it publicly stated by a person (pointed out to me as an American supercargo) at Fernando Po, a short time since, that he could purchase a forged register for 400 dollars which would defy detection by British officers, but did not mention where or how. Should this statement be correct any adventurers with capital may equip a vessel for the Slave Trade, procure the document in question (the only paper that can be demanded of any vessel flying American colours), and

easily baffle the British officers from their not having the power to see their holds, the inducements for the risks are so profitable. I am credibly informed that in the event of a slaver having landed a cargo of slaves, he, after the loss occasioned by the average amount of deaths, realizes a profit from 500 to 700 per cent. on his outlay.

I have much pleasure in bringing before your notice the great zeal and alacrity displayed by Commander Brent and the officers of the "Marion," whose conscientiousness in the discharge of their duty in this instance, as well as their cordial co-operation with me, deserves the highest esteem.

I further beg to state that the "*J. J. Cobb*" left this river with a full cargo of slaves; and two other barques, under American colours, have shipped and departed with full cargoes from the immediate vicinity during my trip to Fernando Po and back; also several more of the same description are expected.

The "*Emma Lincoln*," barque, of New York, was detained by the "Marion" at this anchorage several days; her cargo was very similar to the "*Orion's*." Commander Brent released her, though morally convinced she was come for slaves, but had not sufficient grounds for sending her to New York for trial.

Commander Brent has taken another American barque, named "*Ardennes*," since his arrival at this anchorage.

(Signed) R. H. BURTON.

Inclosure 1 in No. 106.

Commander Brent, U.S.N., to Lieutenant Burton.

Sir,

"*Marion*," *Cape Padron, Congo River, April 20, 1859.*

IT appears by the log-book of the American barque "*Orion*," of New York, that, on the 11th of the present month, you visited and examined the papers of that vessel to prove her nationality; that you declared those papers (register and port-clearance) to be forgeries; that you would prevent the vessel's leaving the Congo, and in the event of her attempting to do so, would tow her and give her up to the United States' steamer "Marion;" but that afterwards (on grounds which you stated verbally to me) you refused the request of the mate to take her in tow. That on the 14th, at 6 A.M., you came on board the "*Orion*," and informed Captain Hanna that you were about to tow his vessel to the "Marion," and gave him the alternative of unmooring and steering his own vessel, or of allowing you to do so. That Captain Hanna declined acting in any way whatever, and said that you might do what you pleased with the vessel, but neither himself or crew would assist or interfere. That at 9-30 A.M. Her Britannic Majesty's steam-vessel "Triton" came alongside, put men on board, hove up the anchor, and towed the vessel to sea, a British officer remaining on board in charge; that you came on board at 6 P.M., and remained till 9. That on the 15th, about 8 A.M., you fell in with Her Britannic Majesty's ship "Conflict," and communicated with her. That after a short time you slowly proceeded to the southward. That about 2 P.M. a vessel hove in sight ahead, steering directly for you with the American ensign at the fore. At first it was supposed to be the "Marion," but proved to be the "Pluto;" and that after communicating with her, you altered your course, and steered to the northward, towing the "*Orion*" back to the Congo. That about 8 P.M. you again communicated with the "Conflict," and afterwards continued your course. That on Saturday, the 16th, at 9-30 A.M., you anchored both vessels again off Shark's Point. That Captain Hanna asked you if he was at liberty to proceed on his voyage, and you answered, No; and that if attempted, you would use force. That you supplied him with water on his saying that he was short of it. Captain Hanna has furnished me a copy of your letter dated April 18, 1859, informing him that he was officially detained by you.

During all these proceedings detailed above, the American ensign was constantly at the mizen of the barque, where it had been secured by marling, and the register was in possession of her master. The only justifiably ground that I can perceive for your detention of the vessel, even for a moment, would be your belief that the register was not genuine, and in that case you had assumed a grave responsibility. The register is in my possession, and I believe it to be genuine. As to the vessel's being engaged in the Slave Trade, that is another question, and within my jurisdiction.

The remarks in the log-book contain charges of your having used threats and intimidations to induce Captain Hanna to deliver up his vessel to you, without colours or papers.

It will be my duty to make a full representation of the case, and I shall be pleased to receive any explanations or statements with regard to the matter with which you may feel disposed to favour me.

I will furnish you, if desired, with exact copies of the remarks inserted in the log-book, and which I shall use in my official Report.

The master's protest is in my possession.

I have, &c.
(Signed) THOS. H. BRENT.

Inclosure 2 in No. 106.

Lieutenant Burton to Commander Brent, U.S.N.

Sir,

"*Triton*," *Shark's Point, River Congo, April 21, 1859.*

IN reply to your letter of the 20th April, 1859, relative to my visiting and detaining the American barque "*Orion*," of New York, I have to inform you that I visited that vessel on the evening of the 10th instant (accompanied by Mr. Edward C. Smyth, second master and second in command of the "Triton") to prove the nationality. I examined her register, but, not feeling satisfied of its authenticity, I visited the barque on the following morning,

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again examined her register, and asked for her port-clearance, and was then morally convinced that these documents were not genuine, and that she had a slave-cargo on board.

I informed the master of her that he was at liberty to proceed to his destination (Ponta da Lenha), but I would not permit him to leave the Congo until I had communicated with you, fully believing that the American flag had been fraudulently assumed for the purpose of carrying on the Slave Trade.

On the morning of the 13th, Captain Hanna, of the "*Orion*," sent a request by the doctor of his ship that he wished to see me, and voluntarily (in the presence of Mr. Smyth) offered to abandon his ship to me as a prize, stating that his reason for so doing was, that I told him his papers were false.

I replied, that I had no authority to take him if he was entitled to fly the American colours; but my only course would be to detain him, and deliver him over to an American ship of war.

He then said, Which do you wish me to do?

I replied, that he knew his own affairs best, and that it was not my duty to offer him any instructions, and then left the ship.

On the afternoon of the same day, the second mate of the "*Orion*" brought me a letter from the chief mate of the "*Orion*," Mr. Thomas Morgan (Inclosure No. 4), a copy of which I have already given you, and said he would wait for an answer.

On reading the letter, I replied that I would take him in tow on the following morning at 8 A.M.

On reading the letter a second time, I perceived that, if I complied with the request expressed in it, I laid myself open to a charge of aiding the mate and crew to take possession of the ship, out of the master's hands. On coming to this decision, I immediately repaired on board, accompanied by Mr. Smyth, and requested to see the captain, and asked him if he was aware of the contents of this letter, and whether he knew it had been forwarded to me.

He replied, that the letter was read to him, but sent without his sanction.

I then said that I would not comply with the request contained in it, but would certainly prevent the vessel leaving the river before communicating with an American man-of-war.

Captain Hanna, though not well, told Mr. Morgan that he had no intention of leaving his present anchorage until he was perfectly able to work his own ship.

From the constant intercourse carried on between cargo-boats and the "*Orion*," and suspecting they would land her slave-cargo, I informed Captain Hanna, on the morning of the 14th, that I should tow him to the United States' ship "*Marion*," and, at 9-30 A.M., sent a party of men, in charge of Mr. Smyth, to weigh his anchor and attend to the hawsers and steering of the ship; Captain Hanna having declined to act in any way whatever, and said I might do with the vessel whatever I pleased, but neither himself nor crew would assist or interfere.

I proceeded south, and on the 15th fell in with Her Britannic Majesty's ship "*Conflict*," when I received intelligence that in all probability I should find the "*Marion*" at St. Paul de Loanda. In the afternoon of the same day I communicated with Her Britannic Majesty's ship "*Pluto*," the Commander of which ship informed me that the "*Marion*" was at that port, and intended leaving in a few days for the Congo.

Acting upon this information, I returned to the Congo with the "*Orion*," for the purpose of awaiting the arrival of the "*Marion*," and anchored off Shark's Point on the 16th.

Soon after anchoring, Captain Hanna sent a request to see me. I repaired on board, and, in the presence of Mr. Smyth, asked Captain Hanna why he wished to see me.

He replied, I wish to know what you are going to do with me now.

I answered, that I should detain him until the arrival of the "*Marion*," and withdrew my officer and men from the vessel, telling Captain Hanna I had safely placed his ship in her former anchorage.

On the afternoon of the 18th, seeing the "*Orion*" preparing to weigh, the wind and current being strong out of the river, I concluded that Captain Hanna was endeavouring to proceed to sea. I therefore sent Mr. Smyth to say that I would not permit him to leave his anchorage; when he immediately replied that he did not consider himself officially detained unless I sent a party of men to take possession of the ship, or give him official information in writing. Consequently, I wrote to detain him.

During the whole of my visits, I emphatically deny that threats, or intimidation of any description whatever, were used by me or any of the officers belonging to the "*Triton*" to induce Captain Hanna to give up his ship, or destroy his colours and papers. I also distinctly deny asking his second mate what he would take to run, or having held any conversation to that effect with him.

On several occasions between the 11th and 19th the captain and chief mate disavowed all knowledge of the nature of their cargo, also stating that neither of them had known the ship but one day before they joined her, and that was the day before leaving New York.

On my asking the chief mate why he lashed his colours to the mast-head, he stated that it was not from fear that the English would haul them down, but that he was afraid of his own crew doing so.

During these proceedings, the sole object I have had in view was to carry out my instructions, and to act cordially and jointly with the officers of the United States' navy for the suppression of the vile traffic of the Slave Trade.

I have, &c.
(Signed) R. H. BURTON.

Inclosure 3 in No. 106.

Mr. Morgan to Lieutenant Burton.

Sir,

"*Orion*," off *Snake's Head*, April 13, 1859.

CAPTAIN HANNA has proposed to myself and the ship's company to abandon our vessel to you as a prize, stating his reasons for so doing is that you have declared his papers to be false or forgeries.

Captain Hanna being so unwell that he is unable to conduct or manage the vessel himself, I am delegated by the ship's company to request that if you suspect our vessel to be illegally employed (of which we are utterly ignorant), you will immediately, or as soon as convenient, tow and give us up to the first United States' ship you fall in with, otherwise to the nearest United States' Consul, yourself having told me you would not allow our vessel to leave her present anchorage.

I have, &c.
(Signed) THOS. MORGAN.

Inclosure 4 in No. 106.

Lieutenant Burton to Captain Hanna.

Sir, "Triton," off Shark's Point, April 18, 1859.
 IT is my direction that you remain at this anchorage until the arrival of the United States' corvette
 "Marion," and you will consider yourself by this communication as being officially detained by me.

I am, &c.
 (Signed) R. H. BURTON.

Inclosure 5 in No. 106.

Commander Brent, U.S.N., to Lieutenant Burton.

Sir, "Marion," Shark's Point, River Congo, April 22, 1859.
 I HAVE to acknowledge the receipt of your letter of yesterday's date, relative to your boarding and detain-
 ing the American barque "Orion," of New York.

Though I cannot admit your right to exercise any control over a vessel claiming to be American, unless you
 assume all the responsibilities of pronouncing her not entitled to the flag, yet I am free to admit that, in the
 present case, you appear to have acted under a sense of what you considered to be your duty.

It is my duty and inclination to reciprocate your sentiments of goodwill in carrying out our respective
 instructions for the suppression of the Slave Trade.

It will give me great satisfaction to forward your letter, together with my report and the other papers
 connected with the case.

I have, &c.
 (Signed) THOS. H. BRENT.

Inclosure 6 in No. 106.

Commander Brent, U.S.N., to Lieutenant Burton.

Sir, "Marion," Shark's Point, River Congo, April 22, 1859.
 HAVING already given you my opinion as to your boarding and detaining the American barque "Orion,"
 I have now no hesitation in adding, agreeably to your request, that without your intervention it is highly probable
 I could not have effected the capture of that vessel.

I am also much obliged to you for important testimony contained in the explanation with which you furnished
 me of your proceedings in that case.

I have, &c.
 (Signed) THOS. H. BRENT.

No. 107.

Commodore Wise to Rear-Admiral Sir F. Grey.

Sir, "Vesuvius," River Congo, May 14, 1859.
 I HAVE the honour to inclose, for your information, copies of the reports of
 the boarding-officers who visited the American brigantine "H. E. Sampson," by
 my orders, to verify the flag she hoisted.

The statement of her master may induce you to believe him ignorant of the
 intentions of the Spaniards on board, and an unwilling agent in the matter; but his
 assertions were all falsehoods and evasions, made use of to mislead.

The vessel was actually receiving her water when the "Vesuvius" hove in
 sight, and all the leaguers except five were then immediately rafted on shore; the
 result was, the vessel was boarded without a single article on board that would
 clearly point her out as engaged in the Slave Trade, except having the upper deck
 built over, almost level with the bulwarks, for three-fourths of the length of the
 ship, thus forming a capital slave-deck, in addition to a fine roomy hold, where, as
 in the majority of slavers, a second deck will readily be laid.

As you are aware, American slavers, at present, arrive on the coast to cruise
 unmolested until their slaves are collected, and ship them, in several instances,
 actually in sight of the boats of our cruisers. The "H. E. Sampson" will doubtless
 follow the usual rule.

I have, &c.
 (Signed) CHAS. WISE.

Inclosure 1 in No. 107.

Lieutenant Allingham to Commodore Wise.

Sir,

"Vesuvius," Mayumba Bay, May 11, 1859.

I HAVE the honour to inform you that, in pursuance of your orders, I boarded the American brigantine "*H. E. Sampson*," lying in Mayumba Bay. On my going on board, I was made acquainted by the master, Mr. Wm. Emery, with the following circumstances:—

That the vessel had brought over from New York three passengers (Spaniards), working as seamen; that these five people had worked on the mate to mutiny; and that, after being threatened with his life, he had been made to land the whole of his cargo on shore here (part of which I observed, myself, being landed), and this morning the mate and all his men, except three, had deserted the ship, threatening to kill him should he go on shore.

He showed me his papers, which were correct; also invited me to go round his ship. I found her totally empty, with the exception of five large casks of water, one of which was salt. She is well adapted to carry slaves; having a fine covered and caulked deck, running nearly the whole length of the ship, and also a roomy hold.

The master of the vessel states, that it is his most certain conviction the vessel is to be employed in the Slave Trade, and that she will be forcibly taken from him, and a Portuguese captain, whom the supercargo (Antonio Ruiz) has hired for the purpose, is to take charge of the ship for the voyage to Cuba.

I have, &c.

(Signed) C. O'D. ALLINGHAM.

Inclosure 2 in No. 107.

Mr. Molyneux to Commodore Wise.

Sir,

"Vesuvius," Mayumba, May 11, 1859.

HAVING accompanied Lieutenant Allingham on board the American brigantine "*H. E. Sampson*," of Rockland, I have the honour to inform you that her register was examined and found correct. Her cargo, which was general, had all been landed at this place, at the request and under the charge of the supercargo, a Spaniard, who has since absconded, and is reported to have persuaded the mate and three of the crew to desert, which they have now done, leaving only two seamen in the vessel besides the cook.

Although, at present, she has no slave-implements on board, it is my opinion, from the evidence of the master (who showed us round the ship) and the remainder of the crew, and also the circumstances in which she is placed, that she is ultimately intended for the Slave Trade.

I have, &c.

(Signed) R. H. MORE MOLYNEUX.

No. 108.

Commodore Wise to the Secretary to the Admiralty.

Sir,

"Vesuvius," Loango, May 18, 1859.

I HAVE the honour to inclose the copy of a letter I have addressed to the Spanish Governor of Fernando Po, requesting him to prohibit the act of conveying domestic slaves from the mainland to that island under the English flag; and I have to request that you will be pleased to lay the same before the Lords Commissioners of the Admiralty.

I have, &c.

(Signed) CHAS. WISE.

Inclosure in No. 108.

Commodore Wise to the Governor of Fernando Po.

Sir,

"Vesuvius," off Cape Lopez, May 9, 1859.

DURING my late visits to Fernando Po, I have ascertained that many residents in that island have been in the habit of procuring domestic slaves from the mainland, especially the Calabar and Bimbia.

Marcoe, the Chief of the latter place, brought to my notice a case in which Mr. Mathews, of Fernando Po, had, without his consent, taken away a native of his town, and although he made exertions to recover him from Mr. Mathews, as yet had failed to get him back.

The same Mr. Mathews, as your Excellency is aware in 1858 brought 5 slaves, the property of King Eyo of Calabar, to Clarence, in the English schooner "*Mary*;" and the inhuman cruelty of Mrs. Mathews to the servants she thus procures must have come to your notice. Her treatment, in many instances, to these poor wretches of her own colour would disgrace the veriest savage.

Frequently, on returning in my boat to the "*Vesuvius*" at Fernando Po, have I been importuned by those unfortunate slaves to take them on board. Mrs. Richards, of Clarence, owns 2 domestic slaves who have thus applied to me.

Your Excellency is aware that, in many instances, these negroes come voluntarily in vessels to Fernando Po, to escape the cruel despotism existing on the opposite coast; but in the majority of cases their owners or parents

receive a certain sum of money, or its equivalent in goods, for their slaves or children, who are, to all intents and purposes, purchased to be employed as cheap servants at Fernando Po.

This act, of conveying domestic slaves without proper authority, is most illegal by British law, and is also forbidden by the regulations of all countries with whom we have Treaties for the suppression of the Slave Trade.

I am aware that in every instance these slaves have been conveyed to Fernando Po in small sloops, under the protection of the British flag, but that flag has been improperly hoisted, as I do not believe the owners of one of these vessels could produce papers showing their right to its protection.

I have, therefore, to request that your Excellency will be pleased to give notice that all vessels belonging to Fernando Po residents, now flying the British flag, must procure temporary registers from Her Britannic Majesty's Consul, which will hold good for the space of six months, to afford them an opportunity of legally registering their vessels in England. They could also, I presume, if they thought fit, obtain Spanish registers, hoist the Spanish flag, and claim its protection.

I would further trouble your Excellency to notify to the residents of Fernando Po, claiming to be British subjects, that the act of conveying domestic slaves in a British vessel comes under the Acts of Parliament 5 Geo. IV, cap. 113, and 6 & 7 Vict., cap. 98; and that, in pursuance of those Acts, if any instance of a breach of their regulations comes to my notice, I shall adopt immediate measures, through Her Majesty's Consul, to have the culprits sent to England, if the crime is committed on land out of the Queen's dominions; and, if the crime is committed at sea, dispatch them for trial to the Colony of Sierra Leone.

I have, &c.
(Signed) CHAS. WISE.

No. 109.

Commodore Wise to the Secretary to the Admiralty.

(Extract.)

"*Vesuvius*," at Loango, May 18, 1859.

COMMANDER COURTENAY, of the "*Conflict*," details a visit to the factories at Punta da Linha, and his subsequent proceedings, as follows:—

"It being some time since my vessel visited Ponta da Lenha, I thought it advisable to send the '*Viper*' up the river, and took the opportunity of going up in her myself to visit the factories. There were no vessels of any description in the river.

"In addition to the old-established American, English, and Portuguese factories, there is now a French factory for the purchase of emigrants, and a factory in course of construction for the Dutch house of Kerdyk and Pincoss. Trade was said to be improving, and the natives were bringing in some palm oil. The price of slaves has increased since last year, in consequence of the demand by the French factory.

"I regret to have to inform you that I received a confirmation of a report circulating about a month since, to the effect that the notorious barque '*Panchita*' had shipped a cargo of slaves to the south of the Congo, about the middle of December. She was boarded by the '*Pluto*' on the 11th December, but as she was furnished with American papers, Lieutenant Simpson could not detain her.

"The '*J. W. Reid*,' which vessel I boarded in the Congo on the 15th December, is said to have shipped a cargo of slaves in the neighbourhood of Snake's Head on the 2nd January. My boats were off the barracoons at Magna Grande till the 5th of that month; they saw a barque a long way to the southward of them on the 2nd, but there being a breeze, could do nothing.

"I have examined the coast the whole way from the Congo to Kinsembo, and there are at present no barracoons visible from the sea, except those at Magna Grande.

"I see no possibility of preventing these shipments, so long as the empty slaver can roam about and choose his point of embarkation, which is sure to be where the cruiser is not. In the case of the '*J. W. Reid*,' the slaves were no doubt marched from the very barracoons off which the boats were laying to the southward."

No. 110.

Commodore Wise to the Secretary to the Admiralty.

(Extract.)

"*Vesuvius*," at Cabinda, May 16, 1859.

I HAVE so frequently represented the shameful and undisguised prostitution of the American flag to cover slave-trading transactions, that their Lordships can readily conceive with what impunity American vessels cruise about and ship, sometimes even in sight of Her Majesty's cruisers.

In the middle of December 1858, the noted "*Panchita*" shipped 800 or 900

slaves south of the Congo; at the same time, a shipment of about 400 negroes was made from Red Point. On the 2nd January the American barque "*J. W. Reid*" shipped about 900 slaves from the neighbourhood of Snake's Head, in sight of the "Conflict's" boats, which were unable to close her, owing to the strength of the breeze. In January, the "*Tyrant*," American brig, shipped 200 slaves from Whydah. A schooner is reported to have followed her example at the same place a few weeks later. In April, the American barque "*J. J. Cobb*" shipped upwards of 800 slaves near Cabinda. In May, the American schooner "*Annette*" shipped a cargo from Magna Grande.

The "*Emma Lincoln*," American barque, passed out of the River Congo the 12th May, water on board, and slave-deck laid; she is certain to ship within the next few days.

I boarded the American brigantine "*H. E. Sampson*," with slave-deck laid, and in the act of filling her water.

These eight vessels, which have either sailed, or are on the point of sailing, for Cuba, will convey some 5,000 slaves, yet they are a small proportion to the total. I believe quite as many more vessels have sailed without our knowledge; and twelve vessels, with some 10,000 slaves, is certainly a large proportion in less than five months.

From certain information from Havana, and other sources, it is known that within the last six months upwards of twenty-five slavers have sailed for the coast of Africa; only eight of that number, as per margin,* have been captured. What has become of the remaining seventeen vessels, of which we only know four to have escaped, while two more have doubtless shipped ere this?

All these vessels, with one exception, were American.

I have repeatedly represented how comparatively useless the services of our cruizers are on this coast, so long as vessels under the flag of the United States may sail about with every fitting for the Slave Trade on board, proceeding to ship invariably at that point where our cruizers are not.

The other divisions are proportionally small; I am therefore in duty bound to suggest that the squadron is immediately reinforced by five or six small steam-vessels.

It appears to me that if the United States' Government really desire to prevent the prostitution of their flag, an American squadron of small steam-vessels, to act in concert with Her Majesty's ships, would in a few months effect that object, especially if permission was granted to us to hand over to the Commanders of their cruizers all slavers prostituting the American flag. I feel convinced that Slave Trade under that flag would be completely suppressed, and it would be a comparatively easy matter to put a stop to it under the Portuguese or Spanish ensign.

The Slave Trade in 1857 and 1858 was most successful; the profits of slave-dealers enormous. This year the number of vessels escaping will exceed all known annals of Slave Trade, and encourage the Americans to enter with all the energies peculiar to them, for the remainder of the present and the ensuing year of 1860.

No. 111.

Commodore Wise to the Secretary to the Admiralty.

(Extract.)

"*Vesuvius*," Cabinda, May 16, 1859.

THE inclosed reports will bring to your notice the circumstances under which Her Majesty's steam-vessel "*Triton*" towed the American slaver-barque "*Orion*" to the United States' corvette "*Marion*," and the "*Pluto*" conveyed the slaver "*Ardennes*" to the same vessel.

Both of these slavers have been sent by the "*Marion*" to the United States.

In the case of the "*Orion*," Lieutenant Burton has, through an excess of zeal, deviated most entirely from the instructions which have been impressed on each and every one of Her Majesty's officers on this Station. She, however, proved to be a slaver complete with every fitting, and as such the "*Marion*" sent her to New York.

The "*Ardennes*" was fallen in with by the "*Pluto*," and it was ascertained

* Supposed "*Juliet*," supposed "*Dorado*," a brigantine name unknown, "*Orion*," "*Ardennes*," schooner (Spanish) name not yet received, captured by "*Triton*."

that she had a short time previously sighted the Congo, but would not proceed up the river on account of the "Marion" being there at anchor. Lieutenant Simpson, however, insisted on her captain carrying his original intention into force, and the ships in company proceeded to the "Marion;" her Captain, Commander Brent, expressed his satisfaction at Lieutenant Simpson's proceedings, and dispatched the "*Ardennes*" to New York, on the plea of her having obtained her papers under false pretensions, as she had cleared under an affidavit for the Canaries and Teneriffe, instead of which she proceeded direct to the Congo.

I would now call your most particular attention to paragraphs 3, 4, 5, and 6, of the inclosed letter from Commander Courtenay, of the "Conflict," by which it appears that the Commanders of the United States' cruisers on the Station are not provided with any specific instructions as to what may be considered as evidence of a slave voyage, while they are pecuniarily held responsible for the legality of their actions, and that in consequence the "*Emma Lincoln*," American barque, was boarded by the "Marion," her papers found correct, and although there was every evidence of slave-trading on board, she was released, and has since sailed from the Congo with slave-deck laid and water on board, and is, in fact, daily expected to ship in the neighbourhood of Cabinda.

In conclusion, I most earnestly and urgently represent the necessity of again bringing to the notice of the Government of the United States the increased bare-faced prostitution of the American flag, and the fact of slavers leaving their ports almost daily with fittings for the Slave Trade on board. To prevent the solitary American cruiser on the South Coast becoming completely useless, immediate instructions should be given establishing a certain specific rule, showing the articles or fittings that will condemn American vessels as slavers.

Inclosure in No. 111.

Commander Courtenay to Commodore Wise.

(Extract.)

"Conflict," River Congo, May 10, 1859.

I MENTIONED in my letter of proceedings dated the 14th May, 1859, the arrival on the South Coast of the United States' sloop of war "Marion." I am now able to inform you that her presence on this coast has been attended with some success, in the detention of two fine barques, which she has sent to New York.

The barque "*Orion*" was boarded by Lieutenant Commander Burton, of the "Triton," in the Congo, on the 10th of April, and was detained by him to meet the "Marion," on the suspicion of having an incorrect register, and in the belief that she was not entitled to the protection of her flag. On the arrival of the "Marion," on the 19th, she was overhauled and taken possession of by Commander Brent, and has since been sent to New York. She had cleared from New York for the Congo, and her papers were said to be correct, and had on board a large quantity of plank, two coppers, a large quantity of water-casks and rice. I understand Commander Brent's reasons for arresting her to be, an entry in the log to the effect that her captain had at one time offered to deliver her up to Lieutenant Burton without papers or colours, and the production of a paper that had been given to Lieutenant Burton, signed by the mate, on the part of the crew, requesting to be taken to an American man-of-war in case that Lieutenant Burton did not believe she was a legal trader.

The American barque "*Ardennes*" was fallen in with by the "Pluto," to the southward of the Congo, on the 24th April; Lieutenant Simpson finding that she was avoiding the Congo, although bound there, in consequence of having heard that the "Marion" was in the river, would not allow her to proceed elsewhere, and conveyed her up to the "Marion." This vessel had not on board what are generally considered as sufficient fittings for a slave-voyage, having only a small quantity of plank. She had cleared from Jacksonville (Florida) for Teneriffe, and has a general cargo. Commander Brent took possession of this vessel also, and has sent her to New York, on the ground that her papers had been procured on false pretences, and that she was found in the Congo, instead of having proceeded to Teneriffe.

The American barque "*Emma Lincoln*" arrived in the Congo on the 21st April, was brought to and boarded by the "Marion," and detained by Captain Brent, and her cargo and papers overhauled. She had on board a large quantity of plank (enough, I believe, for two vessels), many water-casks, a large quantity of drugs, such as are used in slavers, and an "alembic," which could be used as a boiler. She had cleared from New York for the River Congo, and her papers were said to be perfectly correct.

I regret to have to inform you that although Captain Brent says he has no moral doubt but that she has come for a cargo of slaves, yet, as her papers are correct, he does not consider that the presence of such slave-fittings as I have described would warrant him in detaining her, and she passed up the river on the 25th.

It is not quite apparent why this vessel was released, and the "*Orion*" arrested, as the cases appear to be very similar. It appears that the officers in command of the United States' vessels of war are not provided with specific instructions as to what may be considered as evidence of a slave-voyage; that these detentions are made entirely at their own personal and pecuniary risk. It is impossible to doubt Captain Brent's zeal and anxiety to do his duty, and I think, Sir, you will agree with me that his correspondence with Lieutenant Burton in regard to the "*Orion*" place his conduct in the most honourable light.

No. 112.

Commodore Wise to the Secretary to the Admiralty.

(Extract.)

"Vesuvius," at Loango, May 18, 1859.

THE following is an extract from Lieutenant Hodgkinson's Report:—

"Remained at this anchorage (Shark's Point) to the 21st March, when a sail was seen to seaward, and apparently steering for the Congo. I chased at once under sail, so as to be able to discover the vessel's character and mission before she could enter the river. The wind falling, steam was raised, and at 7 p.m. I boarded the American barque '*J. J. Cobb*.' The character of this vessel and my suspicions of her I have reported.

"On the 22nd the barque went up the river, and on the 23rd I also weighed, under steam, and anchored in Medora Creek.

"On the 24th, I started in first gig for Ponta da Lenha for the purpose, if possible, of obtaining information with regard to the barque, and verifying the suspicions I entertained of the captain and supercargo having already been engaged in the Slave Trade in vessels similar to the '*J. J. Cobb*.'

"On the 26th, having found out all I could, I returned to the '*Viper*,' at Medora Creek.

"The French emigrant steamer '*Stella*' arrived at the Settlement with a brigantine in tow on the 23rd.

"On 31st the '*W. St. Shaila*' (American) passed up to Ponta da Lenha, and on the 1st April the '*Stella*' steamed up the river."

"On the 4th April, I dispatched Mr. Ray, Second Master, in the gig to Ponta da Lenha, found the '*J. J. Cobb*' coming down the river; he went to her, and after pulling round her he boarded; he remained long enough to convince himself that the vessel was not then full, and left to return to the ship; he, however, reports that the vessel is considerably deeper, in spite of her discharge of cargo, which shows that he had taken in his water.

"The same day the vessel got out of the river, and went straight to sea.

"On the 6th of April the '*Stella*,' steamer, came down the river, and anchored at the French Settlement. An American corvette arrived on the 6th, and sailed for the northward on the 7th."

No. 113.

Commodore Wise to the Secretary to the Admiralty.

(Extract.)

"Vesuvius," at Loango, May 18, 1859.

ON the 1st of March the "*Conflict*" sailed, handing over charge of the River Congo to the "*Viper*." She dispatched a boat up the river to collect intelligence, and Lieutenant Hodgkinson learnt that the French house at Embomma of M. Rézis, in connection with the emigration scheme, is doing all the business in negroes, paying as much as 30 pieces of cloth—equal to 5*l.* 10*s.*—for them, and that the Portuguese are looking towards the south of the Congo for a cheaper market.

Lieutenant Hodgkinson learnt that a large French house seen there is a two-story one: the lower story is full of goods and provisions, the upper being used as a dwelling-place. There is a large stockade around it fifteen feet high, and within are two large barracoons, a cooking shed, and 700 slaves or emigrants ready for embarkation.

No. 114.

Lieutenant Pike to Commodore Wise.

Sir,

"Antelope," off Loango, June 20, 1859.

I HAVE the honour to report that on the morning of the 15th instant, a strange sail was observed about ten miles to the northward of Killongo. Her Majesty's ship "*Antelope*" at once proceeded in chase, and at noon I boarded and took possession of a barque of about 250 tons, with no name, no colours, and no papers, fully equipped for 800 slaves, and sent her to Sierra Leone for adjudication.

This vessel had a crew of fourteen persons, of whose nationality there was no proof. Her hull and equipment were completely American, and from the master's account she was formerly the "*Amanda and Maria*."

The master (Antonio Huerta) who has been many years on the coast of Africa, in the employ of Senhor Silva, of Ponta da Lenha and Moanda, had invested 8,000 dollars in the adventure. The rest of the money had been furnished by the house of Ximenes, Martinez, and Lafitte, a wealthy Havana firm connected both with Paris and London.

She was consigned to Senhor Silva, and the money for the purchase of the slaves had been forwarded some time previously to the Congo via Liverpool and St. Paul de Loanda.

The master stated that he sailed from Havana on the 25th March, and that this was the first occasion of his making the land. His wish was to touch at Vista to notify his arrival at Ponta da Lenha; but from information I have received, I have reason to believe that his slaves were ready awaiting him at Killongo.

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

No. 115.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

Sir,

"*Boscawen*," off the Congo, June 8, 1859.

THE Lords Commissioners of the Admiralty will have received from Commodore Wise a copy of a letter addressed by him on the 9th of May, 1859, to the Governor-General of Fernando Po and its dependencies, requesting his Excellency to give notice that all vessels belonging to Fernando Po residents, and flying the English flag, must be provided with proper registers, and that the conveyance of domestic slaves in such vessels is contrary to the laws of England.

I have now the honour to transmit a copy of a Memorandum which I have issued for the guidance of the officers in command of Her Majesty's cruisers in the Bights on this subject.

I have, &c.
(Signed) FRED. WM. GREY.

Inclosure in No. 115.

Orders addressed to the Officers in Command of Cruisers in the Bights Division.

Memo.

"*Boscawen*," off the Congo, June 7, 1859.

THE officers in command of Her Majesty's cruisers in the Bights are to examine carefully the papers of any small vessels they may fall in with flying the English flag, trading between Fernando Po and the different points on the coast, to ascertain that, in the absence of the proper certificate of registry in England, they are provided with a temporary register from Her Britannic Majesty's Consul for the Bights of Biafra, which temporary register is, however, only to hold good for six months from the date thereof; at the expiration of which period the proper certificate of registry in England is to be considered indispensable in support of their claim to the protection of the English flag.

And as the act of conveying domestic slaves for foreigners in a British vessel comes under the Acts of Parliament 5 Geo. IV. cap. 113, and 6 and 7 Vict., cap. 98, the commanding officers are in all cases of irregularity in breach of the regulations of the said Acts of Parliament to adopt immediate measures for having the culprits sent to England for trial, if the crime is committed on land out of the Queen's dominions, and if at sea, dispatch them for trial to the Colony of Sierra Leone.

(Signed) FRED. WM. GREY, *Rear-Admiral and Commander-in-chief.*

No. 116.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

"*Vesuvius*," off the Congo, June 9, 1859.

THE "*Surprise*" proceeded to visit Cape Mount, Gallinas, Bompey River, and Sierra Leone.

At Cape Mount, Commander Lord Edward Cecil, of the "*Surprise*," was informed by Mr. Williams, the Acting Governor, that the French had ceased to procure emigrants on that portion of the coast. From the same source he was informed there was no export Slave Trade going on.

No. 117.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

"Vesuvius," off Congo, June 9, 1859.

COMMANDER HAMILTON has received information that two or three vessels are expected about the beginning of July, consigned to Carvalhos and Barita, and intended to take away the slaves that were to have been shipped in the "Sharpshooter's" and "Archer's" prizes.

At Whydah it is now well known there are several hundred slaves ready, and report says the same of Aghwey and Porto Seguro.

The Lieutenant commanding "Pluto" visited "Conflict" to report having followed the brigantine "*Brownsville*," cleared from New Orleans, up the River Congo: this vessel's papers are said to be correct, but there is little doubt she is a slaver.

The "Pluto's" boat returned from Punta da Lenha on the 28th, and was dispatched to cruize to the southward. On the 31st, the "Conflict's" boat returned from Punta da Lenha, bringing intelligence that the "*Emma Lincoln*" had stood in towards Cabenda on the 25th, and would have shipped but for the presence of the "Vesuvius's" boat.

The "*Brownsville*" is still up at Punta da Lenha.

No. 118.

Commander Hewett to the Secretary to the Admiralty.

*"Viper," at Sea, Lat. 1° 46' S., Long. 6° 29' E.,
June 15, 1859.*

(Extract.)

I HAVE the honour to inform you that I have this day detained and destroyed a brigantine, name unknown, as being engaged in the Slave Trade, under the following circumstances:—

1. This morning, at 6 A.M., a vessel was sighted, which eventually turned out to be a large brigantine standing to the south-eastward: I chased and came up with her at 8.40 A.M. Prior to coming up with her I found it necessary to fire two blank guns to enforce colours, and a shotted one across her stern to make her heave-to. She displayed a flag at the main, purporting the same for a French; but it proved to be no national flag: that the same was reversed—red at the jack, instead of blue. Under these circumstances I considered her very suspicious, and, in company with Mr. A. Thompson, Assistant Paymaster in charge, I boarded her.

2. On inquiring for the captain, no person on board would answer as to that capacity, although there were four persons on board calling themselves passengers. I then asked for the ship's papers, but none were on board, and no colours being displayed I taxed them as being engaged in the Slave Trade, and, without the slightest demur, the crew answered yes; evidently, I thought, being very desirous of being released from their ship.

3. I informed them that I would open their hatches (to this they had no objection), and on my boat's crew being called on board to do so, we found a complete slave-deck laid, slave-coppers nearly fitted, water on board, rice and beans in very large quantities, leaving no doubt on the subject as to her errand on this coast.

4. I told them I should detain their vessel as a slaver, and that she was not entitled to claim the protection of the flag of any State or nation, and at 9 A.M. this vessel became a prize to the "Viper," but name unknown.

5. Subsequently a Spanish flag was found much torn, and which was not displayed, but thrown overboard by one of the crew.

6. This vessel was very old, leaky, and very badly equipped for the voyage she was intended to perform, and taking into consideration the long passage she would have to make in her present condition, I did not think it advisable to let her do so, without a survey being held as to her sea-worthiness to perform the same; accordingly, a survey was ordered and held, and in accordance with that report (after taking the crew on board), I ordered this vessel to be destroyed by fire, &c., and on her sinking proceeded on my way to Mayumba.

No. 119.

Lieutenant Simpson to the Secretary to the Admiralty.

Sir,

"Pluto," off Landano, July 17, 1859.

I HAVE the honour to transmit herewith, for the information of the Lords Commissioners of the Admiralty, copies of a letter and inclosure I have this day addressed to Commodore Charles Wise, reporting the capture of a brig (name unknown) for being engaged in the Slave Trade.

I have, &c.
(Signed) C. H. SIMPSON.

Inclosure 1 in No. 119.

Lieutenant Simpson to Commodore Wise.

Sir,

"Pluto," off Landano, July 17, 1859.

I HAVE the honour to inform you that at daylight on the morning of the 15th instant, whilst at anchor in Cabinda Bay, I observed a brig north-west, about five or six miles distant, standing off the land under all sail, with port studding-sails set. It being quite calm I dispatched a whaler, in charge of Mr. O'Connell, Acting Second Master, to board her; the cutter of Her Majesty's ship "Vesuvius," also stationed at Cabinda, and at anchor in-shore of us, followed the whaler, in chase. Shortly before 8 A.M. observed the whaler to go alongside of brig, and soon after the studding-sails to be taken in, and the vessel hauled to the wind on starboard tack, with head in for the bay.

At 9.50 (directly the sea breeze set in) I weighed under sail, and stood towards her; on nearing observed her to have the boat's blue ensign hoisted.

At 1 P.M. hove-to alongside of her; and on going on board found Mr. O'Connell, Acting Second Master, in charge of her, he having detained her as being engaged in the Slave Trade. She had neither papers nor colours, and being in every way fully equipped for the Slave Trade, having a slave-deck laid, a large quantity of water, beans, and rice, large open grating hatchways, slave-coppers, and slave-irons, I immediately seized her, and the same afternoon sent her, in charge of Mr. O'Connell, Acting Second Master, to St. Helena for adjudication.

From information obtained from the crew after capture, and from charts found on board, I believe her to have been the Spanish brig "*Esperanza*," from Matanzas, in the Island of Cuba, from which place she sailed in the beginning of March last; she is evidently Spanish built, about 160 tons burden, and a beautiful model. She arrived on the coast (as will be seen by the accompanying copy of her track marked on her chart found on board) on the 5th of June last, and on the 8th the captain went on shore at Cabinda with about 4,000*l.*, to make arrangement for shipment, the brig being directed to stand off the land for twenty-one days, and then to return. The accompanying chart will show that she proceeded to cruise about 200 miles due west of Juma Bay; but on returning got becalmed on the 27th, 28th, 29th, and 30th ultimo, and so did not arrive at her rendezvous until the 5th instant, seven days after her time, when she found that her slaves had been removed, and she was directed to cruise off-shore; her track will be seen marked up to the 13th, when they report having been chased by a man-of-war steamer, supposed to be the "*Triton*." On the night of the 15th she anchored between Red Point and Cabinda, and on communicating with the shore was informed of our vicinity; she immediately slipped her cable, and endeavoured to get off-shore, but it falling calm she was swept by the current into the bay, so close to us as to enable us to effect an easy capture.

The crew consisted of thirteen men, besides the captain and boatswain, who were on shore, and though they all denied the fact, I have very little doubt that they were all Spaniards.

The cutter of Her Majesty's ship "*Vesuvius*" was in sight at the time of capture, and, therefore, entitled to share.

I landed the crew at Cabinda, in compliance with the request of the person representing the captain, a copy of which I inclose.

I have, &c.
(Signed) C. H. SIMPSON.

Inclosure 2 in No. 119.

Augustin Bofill to Lieutenant Simpson.

Sir,

Lat. 5° 20' S., Long. 12° 0' E.

HAVING been captured by Her Majesty's ship under your command for being engaged in the Slave Trade, and not being entitled to the protection of the flag of any State or nation, I have to request you will land me and the crew at Cabinda or some safe place.

(Signed) AUGUSTIN BOFILL,
On behalf of the Crew.

Witnesses:
(Signed) C. H. SIMPSON, *Lieutenant and Commander.*
M. J. O'CONNELL, *Acting Second Master.*

No. 120.

Commodore Wise to the Secretary to the Admiralty.

Sir,

"Vesuvius," off Londino, July 27, 1859.

I HAVE the honour to acquaint you that on the return of the cutter of the "Vesuvius" to the ship, on the 12th July, from detached service, I found that Lieutenant Allingham, the officer in command, had detained three felucca-rigged vessels off Red Point, in consequence of their having each a cargo of plank, farinha, and calavances—evidently for the purpose of fostering the Slave Trade. As they were unprovided with flag and papers, I captured the vessels under the statutes of the 2nd and 3rd Vict., cap. 73, causing them to be first measured and then destroyed, being unseaworthy.

I have, &c.

(Signed) CHAS. WISE.

No. 121.

Commodore Wise to the Secretary to the Admiralty.

(Extract.)

"Vesuvius," off Ambriz, August 9, 1859.

I HAVE the honour to acquaint you, that on the 8th of August I communicated with Her Majesty's ship "Triton," south of Snake's Head, receiving information from Lieutenant Burton, in a Report, dated the 29th July, of a visit to the ship "*Memphis*," under American colours, disguised as a whaler, and engaged in the Slave Trade. Lieutenant Burton doubts the validity of the register produced, and states that since the 14th July her movements have been most suspicious. For instance, at 3.30 A.M. of the 29th of July, the weather being dark and hazy, the "*Memphis*" passed Her Majesty's ship "Triton," and stood into Bahia Fonda. She anchored about half a mile from the shore, in four fathoms, abreast of ten Cabenda boats and three coasting schooners, and there is little doubt would have shipped that night only for the presence of the "Triton."

The same day (8th August), at 7 P.M., I fell in with the "*Memphis*" off Ambrizette, then, getting under weigh I proceeded on board, taking with me my Secretary, Mr. Risk. On visiting the vessel I saw at a glance she was only partially fitted as a whaler, and, though nearly three months on the coast, had not attempted to collect a cargo.

The chief mate informed me that the captain was on shore. He would not produce any papers of nationality whatever, stating that they were locked up. He repeatedly denied my right to verify the flag, stating the American ensign to be sufficient. Under these circumstances, I informed the chief mate I should detain the vessel until, by inspection of the ship's register, I ascertained she was American, when I would immediately quit her; and I accordingly placed a cutter's crew on board of her in charge of Mr. Alrich, master. In the meantime, one of the "*Memphis*" boats proceeded on shore for her captain, who, at 11.30 P.M., came on board the ship from the shore.

During all these proceedings I fully believed the "*Memphis*" had changed hands, and had no papers to produce. I of course had no intention to permit this undoubted slaver to proceed unmolested by simply hoisting the flag of the United States. Acting, therefore, on the instructions on the subject for the suppression of the Slave Trade, I would have been justified in enforcing the production of the ship's register, or, in the event of discovering no authority for hoisting the American flag, I should have proceeded to search her for indication of being engaged in the Slave Trade. I, however, considered it advisable not to adopt such extreme measures until all others had failed, and accordingly notified to the master of the "*Memphis*" that I detained his vessel until he thought fit to permit her nationality to be ascertained. I hoisted out a paddle-box boat manned and armed, ordered Mr. Alrich, master, to remain in her anchored close to the "*Memphis*," and not to permit that vessel to get under weigh until the captain produced his papers, when she was immediately to be left unmolested. In the event of an American man-of-war heaving in sight, I instructed Mr. Alrich to acquaint her Commander with the facts of the case, and transfer charge to him. So soon, however, as the

master of the "*Memphis*" discovered that I had no intention to permit his vessel to escape examination by merely hoisting American colours, he produced his register, which was apparently correct, and I, of course, notified to the master that he was at liberty to proceed where he liked without molestation.

The case of the "*Memphis*" is this:—A vessel of 790 tons, outwardly disguised as a whaler, leaves the American port of New Bedford. As she was once a packet, her two passenger decks answer for slave-decks, her boilers, ostensibly for whale-oil, form her slave-coppers; her oil-casks receive her water; and were it not that we have information that she is engaged in the Slave Trade, she would elude all suspicion. She of course cannot be molested by Her Majesty's cruisers, or even those of the United States, and having 3 guns and 33 men might beat off boats.

I was determined to verify the flag hoisted by the "*Memphis*," and having done so was obliged to leave her to ship unmolested, and I daily expect to hear that she has taken away about 1200 slaves from Bahia Fonda, seventeen miles north of Ambrizette.

The many cases occurring similar to the above will assure you of the impunity with which slavers leave the United States, and the services of Her Majesty's cruisers causes the death of many hundreds of harmless wretches; for, while a cruiser remains in the neighbourhood of the barracoons where they are confined, the slaves are marched hurriedly to some other distant spot, and the mortality on these marches frequently amounts to some 10 or 20 per cent.

No. 122.

Commodore Wise to the Secretary to the Admiralty.

Sir,

"*Vesuvius*," off *Snake's Head*, August 15, 1859

I HAVE the honour to acquaint you that this morning a barque (which was observed the previous evening at anchor in Bahia Fonda), ran down towards the "*Vesuvius*," and I dispatched a boat on board to ascertain her nationality.

By the inclosed reports of the boarding officers you will observe that she proved to be the American slaver "*Star of the East*." Her papers being correct I was obliged to leave her unmolested.

I have, &c.
(Signed) CHAS. WISE.

Inclosure in No. 122.

Messrs. Alrich, Campion, and Risk to Commodore Wise.

Sir,

"*Vesuvius*," off *Snake's Head*, August 15, 1859.

THE Undersigned, agreeably with your orders, proceeded this morning to board a vessel under American colours, which had anchored the previous evening in Bahia Fonda, and when visited was running down towards the "*Vesuvius*" before the wind.

By inspection of her register she proved to be the American barque "*Star of the East*," a noted slaver, registered in the name of Pierre and Pearson of Brooklyn, J. W. Hinckley master, who stated he was cruising on the coast.

Having verified the flag we immediately left the vessel, without obliging her to alter course, the master stating he had no complaint to make.

We have, &c.
(Signed) W. G. ALRICH, *Master*.
HENRY CAMPION, *Paymaster*.
WM. BOND RISK, *Secretary*.

No. 123.

Lieutenant Burton to the Secretary to the Admiralty.

Sir,

"*Triton*," off *Bahia Fonda*, July 29, 1859.

I HAVE the honour to acquaint you that I boarded a ship named "*Memphis*" under American colours off this place, this day, to prove her nationality. I examined her register: it was in the usual form, but I have great doubts as to its validity. The following is a true extract from this ship's log:—

"At 6.55 A.M. boarded the ship '*Memphis*' under American colours; no entry was required in her log, and no complaint made."

I strongly suspect, from the suspicious movements of this vessel since the 14th instant, on this part of the coast, that it is the intention of her master to ship slaves, she being a suspected vessel, and yesterday I discovered ten Cabenda boats and three coasting schooners at anchor close in shore.

On seeing the "*Triton*" they at once commenced to disperse: I caused them to be examined, and although their cargoes consisted of calavances, rice, firewood, &c., I did not consider them as liable to be detained.

At 0.30 A.M. in the middle watch, the weather dark and hazy, a vessel was observed close in the starboard beam standing well in for the land, and anchored in four fathoms of water, about a mile and a-half abreast of the place where I found the Cabenda boats and schooners.

This vessel proved to be the "*Memphis*," and from information recently received, coupled with the collection of native boats, I firmly believe that she came in for the purpose of shipping slaves.

I have, &c.
(Signed) R. H. BURTON.

No. 124.

Lieutenant Burton to the Secretary to the Admiralty.

(Extract.)

"*Triton*," of *Ambrizette*, July 30, 1859.

I HAVE the honour to acquaint you that I boarded a barque named "*Ottawa*" under American colours off this place, this day, to prove her nationality. I examined her register: it was in the usual form, but have great doubts as to its validity. The following is a true extract from the log of this ship:—

"At 6.25 P.M. boarded the barque '*Ottawa*' under American colours; no entry was required in her log, and no complaint made."

No. 125.

Commodore Wise to the Secretary to the Admiralty.

Sir,

"*Vesuvius*," off *Londino*, July 26, 1859.

I HAVE the honour to inclose for your information the Reports of the officers whom I sent on board the American barque "*Isla de Cuba*," of New York, to verify the flag she hoisted. Their visit proved her papers to be correct, even in having her slave-coppers (called boilers), provisions, plank, and other equipments for the Slave Trade, openly and regularly entered on her manifest, which appeared in every respect correct. She is the property of the noted slave-dealers Cunha Reis and Co., of New York, who also own the "*Ellen*," "*Charlotte*," "*Panchita*," "*Tyrant*," and other noted slavers which are annually despatched from New York for slaves, always provided with correct papers.

2. The "*Isla de Cuba*" is daily expected to leave the coast with slaves, as she has done under similar circumstances in 1857, and, I believe, in former years.

I have, &c.
(Signed) CHAS. WISE.

Inclosure 1 in No. 125.

Lieutenant Allingham to Commodore Wise.

Sir,

"*Vesuvius*," off *Black Point*, July 14, 1859.

IN pursuance of your orders I proceeded to board the barque flying an American flag, at anchor in Black Point Bay. She proved to be the "*Isla de Cuba*," of New York: her papers appeared to be correct.

The Master made no objection to my proving the nationality of the vessel, and on my leaving her made no complaint.

I have, &c.
(Signed) C. O'D. ALLINGHAM.

Inclosure 2 in No. 125.

Mr. Carr to Commodore Wise.

Sir,

"Vesuvius," off Black Point, July 14, 1859.

IN pursuance of your orders I accompanied Lieutenant Allingham to board the American barque flying an American flag at anchor in Black Point Bay. She proved to be the "*Isla de Cuba*," of New York. Her papers appear to be correct.

The Master made no objection to Lieutenant Allingham's proving the nationality of the vessel, and on our leaving her made no complaint.

I have, &c.

(Signed) A. CARR, *Master's Assistant.*

No. 126.

Commodore Wise to the Secretary to the Admiralty.

(Extract.)

"Vesuvius," August 27, 1859.

ON the morning of the 4th July boarded, in Black Point Bay, the celebrated American slaver "*Isla da Cuba*," but her papers being perfectly correct, even to having her coppers, plank, and provisions entered in her manifest, I was obliged to leave her unmolested.

On the 22nd July, the "*Archer*" fell in with the slave-schooner "*Stephen H. Townsend*," and, having despatched a cutter in company with her to watch her movements, she was captured on the 26th, her master having destroyed his flag and papers. She was found to be fully fitted for the Slave Trade, and was about to ship 500 slaves at Mayumba. From information received from this vessel, it appears that Mayumba has become a very favourite shipping-place, and slaves are shipped as far north as Cape Pedras.

Captain Hewett dispatched a boat, in company with the prize, to cruize off Mayumba, where about 1,000 slaves are collected.

On the 9th, when at anchor off Banda Point, a barque was observed standing in for the land. On the vessel going about the "*Archer*" proceeded in chase; and, on coming up with her, she proved to be the Mexican barque "*Laura*," cleared from New Orleans. On lifting her hatches she was found to be fully fitted for the Slave Trade, and was accordingly dispatched as a prize to Vera Cruz by virtue of the Treaty with Mexico.

The "*Archer*," still cruizing in the neighbourhood of Mayumba, on the 17th August, at 10:30 A.M. sighted a topsail schooner standing in for Mayumba Head, and immediately proceeded in chase. On observing the "*Archer*," the schooner bore away under every stitch of canvass, and it was found necessary to get up steam. At 3:45 P.M., after firing several shotted guns at her, she hove-to, and proved to be without papers or colours, and fully equipped for the Slave Trade. During the chase the schooner was cut down nearly to the water's edge to improve her sailing qualities, and it was so rendered necessary to burn her, being unseaworthy. There is little doubt but that this vessel is the Spanish schooner "*Juana*," which sailed from Havana the 28th May, 1859.

On the 13th June, when in latitude 0° 50' south, longitude 4° 30' east, "*Viper*" proceeded under steam to Annobon, passing that island on the night of the 14th, and the following morning chased and captured a large brigantine, without papers or colours, fully equipped for the Slave Trade; finding her unfit for a long passage, she was surveyed and burnt.

On the 15th June the "*Antelope*" captured a barque ten miles north of Killongo: she was about 250 tons; no name, colours or papers, and fully equipped to receive 800 slaves. She was sent to Sierra Leone for adjudication.

There is little doubt but that this vessel was once the American barque "*Antelope*," but on capture she was said to have been formerly the "*Amanda and Maria*," the joint property of Ximenes Martinez and Lafitte, a wealthy Havana firm connected with Paris and London, and also her master Antonio Huerta; she was consigned to Silva, and the money for the purchase of slaves had been forwarded to the Congo, via Liverpool and London.

On the 30th of July, the "*Triton*" boarded the American slaver barque "*Ottawa*."

On leaving Juma Bay on the 1st August, the "*Triton*" anchored at noon, the "*Memphis*" being in sight to seaward all day. Weighed on the 2nd, and was

passed by the "*Ottawa*" running to the northward. Anchored on the 8th, near Point Padrone, in the evening, and Lieutenant Burton was informed by his boats that the "*Ottawa*" and "*Lillie Mills*," slavers, had passed up the river; he accordingly proceeded after them in the "*Triton*," anchoring in company at Punta da Lenha. The "*Lillie Mills*" papers were very irregular; she, however, hoisted American colours, although there is little doubt she is Spanish property: she landed her slave-cargo the following day.

On the morning of the 11th, the "*Ottawa*" weighed from Punta da Lenha, and was followed by the "*Triton*:" both ships anchored at about eight miles below Punta da Lenha, at a part of the river where a cargo of slaves have been recently shipped in the "*Brownsville*." Being so closely watched, the "*Ottawa*" dropped out of the river and proceeded seaward to the southward; and Lieutenant Burton was informed that 700 slaves were in a barracoon, ready for shipment, at the back of a Portuguese factory close to which the "*Ottawa*" was anchored, and that they were immediately dispatched inland on the first appearance of the "*Triton*." It is reported that having failed at Punta da Lenha and in the river, the "*Ottawa*" intends trying Ambrizette or Moanda.

At daylight on the morning of the 16th July, being at anchor in Cabinda Bay, a brig was observed to the north-westward, about five or six miles, standing off the land; it being calm at the time, the "*Pluto's*" whaler proceeded in chase, also the cutter of the "*Vesuvius*." The brig proved to be without colours or papers, fully equipped for the Slave Trade, and was sent to St. Helena for adjudication; she is said to have been once the Spanish vessel "*Esperanza*."

The above reports of the cruisers will assure you of the briskness of the Slave Trade this year.

Within the last eight months twelve certain shipments have occurred, while six more are almost certain. No less than twenty slavers, exclusive of those captured or escaped, have left for the coast within the last five months; a great portion of that number are at present cruising on this division of the station, waiting until their slaves are collected.

The Slave Trade has increased under the American flag to an unprecedented extent.

No. 127.

Commodore Wise to the Secretary to the Admiralty.

Sir,

"*Vesuvius*," off Londino, July 26, 1859.

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a copy of my letter addressed to the Commander-in-chief, reporting on the actual state of the Slave Trade on the West Coast of Africa to the 30th June of the present year.

I have, &c.
(Signed) CHAS. WISE.

Inclosure 1 in No. 127.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

"*Vesuvius*," at Sea, Lat. 5° 33' S., Long. 10° 25' E., July 20, 1859.

IN reporting on the actual state of the Slave Trade, and the progress made towards its suppression, between the 1st of January and 30th of June, 1859, I will first lay before you a Return of the vessels captured in that period, by which you will observe that 9 vessels, capable of containing about 6,000 slaves, have been taken possession of by our cruisers. This account, however, includes the United States' vessels "*Orion*" and "*Ardennes*," conveyed by Her Majesty's ships "*Triton*" and "*Pluto*," respectively, to the American corvette "*Marion*," whose whose Commander despatched them to New York for adjudication.

2. The remaining 7 slavers were undoubtedly Spanish property, although unprovided with flag or papers. There may be a doubt on the subject of the "*Juliet*," captured by Her Majesty's ship "*Archer*," deserted by her crew; the captain and supercargo having absconded with the money with which they were intrusted for the purchase of slaves. But I think that the circumstance of her two chief officers leaving the vessel is *prima facie* evidence that they were well aware she had no claim to nationality.

3. The reopening of the Slave Trade from Spanish ports, in addition to the numerous and extensive expeditions leaving America, will demand their Lordships' serious attention, in order that measures may be adopted for preventing continued breaches of the Anti-Slave Trade Treaty existing between Great Britain and Spain.

4. A barque captured by the "*Heron*" in April last, which I believe to be the Spanish vessel "*Lorencita*," sailed direct from Cadiz for this coast, fully fitted for the Slave Trade. Under similar circumstances, a Spanish

brigantine, name unknown; captured by the "Viper" on the 15th of June, cleared from Cadiz the 18th of March.

5. The Spanish schooner "*Regla*," fully fitted for the Slave Trade, left the port of Cardenas last February, without being even visited by the authorities, and has since been captured without nationality. The "*Antelope*," formerly called the "*Amanda and Maria*," the property of Ximenes, Martinez, and Lafitte, found no difficulty in leaving Havana in March last, and the "*Dorado*" found her movements alike uncontrolled.

6. Having acquainted you with the particulars of the captures made by Her Majesty's cruisers, it is with regret I have to call your attention to Inclosure 3, where you will observe that ten certain shipments have taken place to 30th June, and in the short space of six months 6,150 slaves have been conveyed to Cuba. In this Return I have included 800 shipped in the noted "*Panchita*," in the middle of December last. The more correct Return for the last six months will therefore be nine slavers, capable of conveying 5,350 slaves. All these vessels were American, except a schooner said to be Spanish, called the "*Annette*," which escaped last April.

7. The account of vessels escaped must necessarily be much less than what have actually left the coast; for it requires many months, and much inquiry, to arrive at anything like facts. I have good reason to believe that if the following slavers were added to the number I have shown as escaped, the Return would still be under the truth.

	Probably conveying, slaves.
Known to have escaped between 1st January and 30th June, 1859, 9 slavers ..	5,350
Suspected to have escaped, no certain information yet received:—	
" <i>Enterprise</i> "	300
" <i>Mianus</i> "	500
" <i>Huntress</i> "	500
" <i>E. A. Rawlins</i> "	800
" <i>Memphis</i> "	1,200
" <i>Ines</i> "	350
Total, which have probably escaped during last six months	9,000

With reference to the rumoured escape of the last six vessels, I trust to obtain reliable information in the course of a few weeks.

8. With a view to bringing prominently to your notice the gigantic scale upon which slave-trading expeditions are being organized during the present year, I have prepared the Return marked Inclosure 4, showing the particulars of vessels which have cleared from American ports and Cuba during the four months ending in April last, and which are not accounted for in either the Return of slavers captured or escaped.

By reference to all three Returns, you will find the following to be a tolerably accurate abstract account of the actual state of the Slave Trade as conducted in 1859:—

	Slavers. ..	Capable of containing, slaves,
Total number of vessels supposed to have arrived on the West Coast of Africa between the 1st January and 3rd June, 1859, not including vessels which have cleared from western ports subsequent to the 20th of April, 1859, and exclusive of " <i>Panchita</i> "	37 ..	24,350
Deduct, captured on West Coast of Africa to 30th June, 1859	9 ..	6,150
	28 ..	18,200
Of which we know to have escaped to 3rd June, 1859	9 ..	5,350
Leaving to be accounted for	19 ..	12,850

9. The above account will therefore show you, that of the number which cleared from western ports to the 20th of last April, there remain to be accounted for 19 slavers, capable of containing 12,850 slaves; but there is every reason to believe that 7 of that number, as already mentioned, have escaped, with 4,550 slaves, leaving 12 vessels, of a size that would convey 8,000 slaves, yet to be accounted for. Of the 12, only 4 vessels—the "*Emma Lincoln*," "*H. C. Sampson*," "*Isla de Cuba*," and "*Camilla*"—have yet reached this part of the coast. The first three have been boarded by the "*Vesuvius*" boats. Information of the "*Camilla*" was obtained from the master of a prize recently captured, who stated she had 25,000 dollars on board, and was cruising in the offing, waiting to ship at Killongo. The arrival of the remaining 8 vessels is daily anticipated.

10. Having endeavoured to give you a faint idea of the Slave Trade as conducted in 1859, I would beg to draw a comparison with the two previous years.

11. In 1858 and 1859, 22,000 slaves are believed to have been imported into Cuba; the number shipped being much about 11,000 each year; but in the short space of four months, ending 1859, no less than 37 vessels, capable of containing 24,000 slaves, have sailed from western ports for this station. If slave-trading expeditions continue to be dispatched for Africa in the same proportion during the eight months commencing 1st of May, 1859, 105 slavers, capable of conveying 71,000 slaves, will arrive on the African Coast in the course of the twelve months ending in March 1860. Taking the average captures, one-fourth of that number will be seized by Her Majesty's cruisers, still leaving 79 vessels, capable of containing about 53,000 slaves, to run their chance of eluding Spanish men-of-war off Cuba. Now this calculation I believe to be much under the actual facts, being exclusive of slaves shipped from the East Coast of Africa.

12. In the various Reports I have made on the Slave Trade during the past two years, I have invariably expressed my conviction that it would annually increase so long as it was conducted under the cover of the United States' flag, and by the merchants of that country. It has done so, and must continue to gather strength; for British cruisers are but little check on vessels provided with correct American papers.

Our officers are vigilant, and strict cruising is maintained. American slavers are almost daily fallen in with. But what is the result? Vessels are boarded of whose character you have frequently received previous information from reliable sources.

This year, the slavers' papers are produced, as a rule, without demur. On inspection, they show every evidence of being most correct; a hint is, perchance, given of slave-fittings; straightway the slaver's manifest is voluntarily produced, and there, officially signed and perfectly regular, is a list of cooking-stoves or boilers (which

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form the slave-coppers), thousands of feet of lumber (to construct a slave-deck), slave provisions in large quantities, for water-casks, and, in fact, every fitting for the Slave Trade.

Such is American law ! The captains of slavers ridicule it. They boast openly that money does all things ; state there is a corner to creep out of, if captured by American cruisers (which is a very remote chance) ; and, tauntingly, beg to be informed of an instance where a slaver's captain has been hung for piracy. And they are right : the Commanders of United States' cruisers do not, to my knowledge, make captures so much on account of the detained vessel being engaged in the Slave Trade as for some irregularity in the vessel's papers. It therefore results that correct papers will cover almost any amount of slave-trading. So long as the boilers, provisions, and plank for deck, and other proofs of slave-trading are inserted in the manifest, so long is the vessel protected from detention by American men-of-war, and, of course, by British cruisers. The case of the "*Emma Lincoln*," which was boarded and searched by the United States' corvette "*Marion*" in April last, and released, in consequence of her papers being correct, although slave-coppers, plank, and, I believe, a complete slave-deck and provisions for slaves were discovered, proves the correctness of my assertion.

13. It is almost unnecessary to revert to the many instances of American slavers leaving ports in the United States fully fitted for the Slave Trade. New Orleans, being a seaport of slaving celebrity, may be expected to take a leading hand in such expeditions, but I cannot help feeling surprised that New York should be, this year, one of the greatest slave-trading ports.

14. When such houses as that of Cunha Reis, Figanieri and Co., of New York, are acquiring thousands by a successful Traffic in blood, we may well question the efficiency of the American laws to suppress so unnatural a Traffic, and the Treaty with Great Britain becomes a mockery.

15. To Cunha Reis and Co., of New York, belong the noted slavers "*Panchita*," "*Ellen*," "*Isla de Cuba*," "*Charlotte*," "*Tyrant*," &c. Except the last named, they all sailed direct from New York fully provided with slave-fittings, and have each returned to Cuba with slaves, except the "*Isla de Cuba*," which is still awaiting a cargo. The "*Ellen*," "*Isla de Cuba*," and "*Charlotte*" have each, on former occasions, conveyed slaves to Cuba under the American flag.

16. The cases of the "*Panchita*" and "*J. J. Cobb*," which, having cleared from New York fully fitted for the Slave Trade, returned to Cuba with slaves, the "*Star of the East*," which cleared the 31st of March (Cunha Reis' ships, as before mentioned), also the slavers "*Orion*" and "*Ardennes*," which have been sent back by the United States' corvette "*Marion*" to New York with the slave-fittings they received at that port, all prove how much the capital of the United States is engaged in slave-trading ; while the ship "*Memphis*," of New Bedford, fitted to receive about 1,200 slaves, and the fleet of vessels arriving from New Orleans and other ports, proves that the morbid feeling in favour of slave-trading has extended generally throughout the country.

17. It therefore appears that the immense increase of slave-trading expeditions may be attributed—

1st. To the ready means by which American law is evaded, and the impossibility of convicting the interested parties.

2ndly. To the facilities afforded of receiving slave-cargoes of plank, coppers, and provisions, all at New York and other American ports, all of which is duly entered in the manifest as cargo.

3rdly. To the absence of American men-of-war from this station, the cruising being confined to one sailing-corvette, present for a few months out of the year, and then generally anchored at St. Paul de Loanda ; the remainder of the eighty guns spending their time at Madeira and Porto Praya.

4thly. The fact that the whole British squadron have no legal power in any way to molest American slavers.

And lastly. The never-ending demand for slaves in Cuba, and the high price given in that island for negroes, generally averaging thirty times the cost of the slaves purchased on the coast.

18. Mr. Crawford, Her Majesty's Commissary Judge at Havana, states in his various Reports very truly that, so long as slavers escape the vigilance of the African squadron, so long will there be little check on their nefarious pursuits, and a golden harvest will repay their efforts.

19. The only object of an American slaver is to ship her cargo out of sight of an English cruiser. This is readily managed. The exact position of each of Her Majesty's cruisers is well known. That portion of the coast which the small number of the cruisers renders it occasionally necessary to leave unguarded is the point selected for shipment ; there the slaver proceeds unmolested, and ships her miserable freight, which are hurriedly marched to the spot, no matter how distant.

20. This expensive, cruel system is accompanied by the most terrible, most heart-rending loss of life that can well be conceived. In chained gangs, the unfortunate slaves are driven by the lash from the interior to the barracoons on the beach ; there, the sea-air, insufficient diet, and dread of their approaching fate, produce the most fatal diseases ; dysentery and fever release them from their sufferings ; the neighbouring soil grows rich on the decaying remains of so many fellow-creatures, and the tracks are thick-strewn with their bones. On a short march, of 600 slaves, a few weeks back, intended for the "*Emma Lincoln*," 125 expired on the road. The mortality on these rapid marches is seldom less than 20 per cent. Such, Sir, is the Slave Trade under the American flag. Unmolested by their country's laws and cruisers, not permitted to be interfered with by Her Majesty's vessels, they successfully follow their hellish pursuits, sacrificing to their idol gold the lives of many thousands of poor, harmless, defenceless wretches.

21. There is but one way to suppress such inhuman proceedings : an adequate American steam-squadron, empowered to capture vessels with slave cargo or fittings on board ; an increased British squadron, possessing by Treaty the power of handing over to the United States' cruisers all slavers prostituting their flag ; and a firm understanding with Spain that the day has at length arrived when her solemn Treaty-engagements must be adhered to, and the Slave Trade suppressed.

22. I consider it unnecessary again to revert to minor suggestions I have made in former reports. I see no reason, however, to alter my opinion on any one of them ; and, in conclusion, I fully believe that the suppression of this cruel Traffic might be so readily accomplished by adopting, if possible, the means I have just detailed, in consequence of the Slave Trade being confined to so small a portion of the coast of Africa, in comparison with former years, and slaves imported to the single Island of Cuba, that I can scarcely think that trifles will make the English Government pause in the execution of a noble and philanthropic work, which has been successfully followed, at an immense loss of life and money, until the last few years, when the prostitution of the American flag set all our good efforts at defiance.

I have, &c.
(Signed) CHAS. WISE.

Inclosure 2 in No. 127.

RETURN of Slavers captured on West Coast of Africa from January 1 to June 30, 1859.

Date of Sailing from Western Ports, and what Port.	The Vessel's					Intended		By whom Captured.	Date and Place.	Remarks.
	Name.	Nation.	Rig.	Tons.	Owners.	Cargo.	Place of Shipment.			
October 21, 1858. Havana	Supposed "Juliet"	None. Without papers or colours	Brig.	390	Unknown	Slave-deck, coppers, and provisions	Said to have been the Bena River Bights	Her Majesty's ship "Archer"	January 12, 1859. Brazil River	Deceived by her crew; the captain and supercargo absconded with the money for the purchase of slaves.
Ditto	"Dorado"	Ditto. Spanish property	Brigantine	150	D. Julian Zahuelos	Ditto	Whydah Bights	Her Majesty's ship "Sharpshooter"	January 16. Off Whydah	Master landed before capture with colours and papers.
Ditto	Name unknown	None. Without papers or colours	Brigantine	150	Unknown	Ditto	Killongo, South Coast	Her Majesty's ship "Triton"	February 14. Off Killongo.	
January 19, 1859. New York.	"Orion"	Claiming to be American	Barque	449	Ximenes, Martinez, and Lafitte, of Havana	Ditto	South Coast	United States' corvette "Marion"	April 1, 1859. At the Congo	Cleared openly from New York for Punta da Lenha, full fittings for Slave Trade on board. Detained by Triton, and handed over to United States' corvette "Marion," by whom sent to New York. Belongs to some house as Spanish slaver "Antelope," probably Spanish property.
November 15, 1858. New York and Havana	"Ardennes"	Ditto	Barque	334	Petelin, captain	Ditto	Ditto	Ditto	April 1859. At the Congo	Conveyed by Her Majesty's ship "Pinto" to United States' ship "Marion," by whom sent to New York.
February. Cadiz	Supposed "Lorenzita"	None. Spanish property	Barque	300	...	Ditto	Ditto	Her Majesty's ship "Heron"	April 1859. When on passage from Sierra Leone to Ascension	Left Cadiz at night, without permission of authorities.
February. Cuba	Supposed "Regla"	Ditto	Schooner	150	Unknown	Slave-deck, coppers, and provisions, and 1,687/4	Mazula, South Coast	Her Majesty's ship "Triton"	May 4, 1859. Off Mazula	Her captain landed previously with flag and papers. Left Cardenas with slave-fittings complete, without being visited by the authorities.
March 18, 1859. Cadiz	Name unknown	Ditto	Brigantine	180 about	Unknown	Slave-deck, coppers, and provisions, and 310/4	Mayumba, South Coast	Her Majesty's ship "Viper"	June 15, 1859. Latitude 1° 46' south, longitude 6° 59' east	No papers or flag. Spanish ensign found in cabin.
January 28 or 31, from New York. March 26, 1859. Havana	"Antelope," formerly the "Amanda and Maria"	Ditto	Barque	244	Ximenes, Martinez, and Lafitte, of Havana. Master, Antonio Huerta	Slave-deck, coppers, and provisions	Killongo, South Coast	Her Majesty's ship "Antelope"	June 15, 1859. Ten miles north of Killongo	No name, papers, or colours.
						Capable of conveying ...				
										6,180

(Signed) CHAS. WISE, Commodore, Senior Officer, West Coast of Africa.

Inclosure 3 in No. 127.

RETURN of Vessels escaped with Slaves, from December 15, 1858, to June 30, 1859.

Date of Sailing from Western Ports.	Ports cleared from.	The Vessel's						Place where Slaves were shipped, and Date.	Remarks.
		Name.	Nation.	Rig.	Tonn.	Owners.	Cargo.		
September 6, 1859	New York...	Panchita	American	Barque	350	Cunha Reis, Figanieri, and Co.	Slaves. 840	Mague Grande, South Coast, about December 18, 1858	Landed her cargo at Esauenda de los Cochinos, in Chila, February 26, 1859. Boarded by "Pluto" and other vessels.
	New York, Havana, and Cape de Verde	Tyrant	Ditto	Brigantine	211	Ditto	350	Whydah, January 1859	Landed her slaves in Chila, February 1859, and was then deserted, and brought into Key West.
July 16, 1858 Date unknown	New Orleans St. Jago de Cuba...	J. W. Reid	Ditto	Barque	350	Same as "Rt. M. Charl-ton"	900	Snake's Head, South Coast, January 2, 1859	Supposed to be the barque wrecked at Porto Rico: her cargo of 800 slaves, seized by Spanish Government. Visited by "Conflict," "Pluto," &c.
December 20, 1858	New York...	J. J. Cobb	Ditto	Ditto	350	Ximenes, Martinez, Lafite, & Co., of Havana	800	A little south of Cabinda, April 1859	Visited by Her Majesty's ship "Viper."
	Ditto	Name unknown	Said to be American	Schooner	...	...	400	Ditto, early in January 1859...	
January 1859	Supposed, Havana	Annette	Said to be Spanish	Ditto	About 200	...	350	Mague Grande, South Coast, April 1859	
December 1858	Ditto	Supposed, Horatio	American	Barque	500	...	1,000	Banda Point, South Coast, May 10, 1859	
February 1859	New Orleans	Brownsville	Ditto	Brigantine	250	...	600	In the Congo, off Bull Island, May 30, 1859	Visited by "Conflict" and "Pluto."
February 11, 1859	Mobile	Ottawa	Ditto	Barque	227	Captain Gordon	550	Junna Bay, South Coast, June 1859	
February 1849	New Orleans	Nancy	Ditto	Brig	157	...	400	Supposed, in Congo	Said to have been concealed in the Congo.
		Shipped, from December 15, 1858, to January 30, 1859						...	
		Deduct, shipped in "Panchita," December 1858						...	
		Shipped, from January 1 to June 30, 1859						...	
								6,180	
								800	
								5,380	

Inclosure 4 in No. 127.

Return of Slavers cruising on the West Coast of Africa waiting an opportunity to ship; Vessels supposed to have shipped; and Slavers whose arrival is daily expected.

Date of sailing from Western Ports.	Last Western Port cleared from.	The Vessel's					Tons.	Owners.	Cargo.	Number of slaves will probably ship.	Remarks.
		Name.	Nation.	Rig.							
March 29, 1859	Havana	* Enterprise	American	Schooner	109	Uncertain; Moran, master	Slave-coppers, provisions	300			
November, 1858	Ditto	* Marins	Ditto	Brig	200	Uncertain...	Ditto	500			
December 15, 1858	Ditto	* Huntress	Ditto	Brig	164	Ditto	Ditto	500			
December, 1858	Ditto	* E. A. Rawlins	Ditto	Barque	278	Ditto	Ditto	900			
January 31, 1859	New York	Emma Lincoln	Ditto	Barque	298	Ditto	Ditto	600			
March 21, 1859	Ditto	Isla de Cuba	Ditto	Barque	215	Cunha Reis, New York, &c.	Ditto	600			
Feb. 26, 1859	New Boston or Bedford	* Memphis	Ditto	Ship	798	Uncertain...	2 decks, ditto	1,300			
Ditto	New Orleans	Angeline	Ditto	Brig	...	...	Ditto	400			
March 31, 1859	New York	Star of the East	Ditto	Barque	316	Pierre and L. Pearce, Brooklyn	Ditto	900			
March, 1859	Havana	* Ines	Spanish	Schooner	236	Uncertain	Ditto	350			
April 1, 1859	New Orleans	Rebecca	American	Ship	534	Pratts, Pujol, and Co.	Ditto	1,300			
Fitting out at Williamsburg		Arna	Ditto	Barque	880	Uncertain	Ditto	800			
April 18, 1859	New Orleans	Stephen H. Townsend	Ditto	Schooner	182	Goldenbow and Lespaire	Ditto	600			
March 5, 1859	New York	C. H. Sampson	Ditto	Brigantine	155	Allen Porter, Rockland	None; every article landed	500			
March or April	Unknown	Canilla	Ditto	Barque	Said to be 300	Unknown	Slave coppers, deck, provisions, 25,000 dollars	900			
April 19, 1859	Havana	Wm. M. Grotton	Ditto	Brig	240	D. Gregorie Trigeler	Ditto	900			
April 20, 1859	Ditto	Lillie Mills	Ditto	Brig	189	J. Newcombe	Ditto	500			
Not yet cleared		Wanderer	Ditto	Schooner	240	...	Ditto	500			
Vessels cleared to end of April 1859, to be accounted for—18 slaves Of which six, marked (*), have probably shipped with											
Leaving to be accounted for											
Of this number the "Emma Lincoln," "C. H. Sampson," "Isla de Cuba," "Canilla," are the only vessels yet arrived.											

N.B.—This Return is exclusive of three suspected Portuguese vessels lately at Lantula viz., the "Venus," "Triumphante," "Tarugo II."

(Signed) CHARLES WISE, Commodore, Senior Officer, West Coast of Africa.

No. 128.

Lieutenant Burton to the Secretary to the Admiralty.

(Extract.)

"Triton," Ponta da Lenha, August 10, 1859.

I HAVE the honour to acquaint you that I boarded a brigantine named "*Lillie Mills*" under American colours at this place, this day, to prove her nationality. I examined her register; it was not signed by any naval officer, and the signatures of the Collector and Deputy Collector of Customs of Key West were both made by the Deputy Collector, which was verified by her master.

Her present master, R. H. Weeks, mentioned that he served as a seaman in Her Majesty's ship "*Dido*" in 1848, but now called himself a citizen of the United States.

On my passing close to this vessel previous to boarding, her crew was seen to cover her holds and hatchways, and she had a slave cargo on board, as I saw it landed the next morning.

On the back of her register was a sale of mortgage to Antonio Fernandez, a Spaniard, due on the 1st June last. No entry was required in her log, and no complaint made.

No. 129.

Lieutenant Burton to the Secretary to the Admiralty.

Sir,

"Triton," off Bahia Fonda, August 17, 1859.

I HAVE the honour to inform you that I captured a schooner, name unknown, off this place this day, fully equipped for the Slave Trade, without papers or colours; the crew immediately abandoning her, and landing when within gun-shot of the "*Triton*." Her slave deck was clean swept, and she was in all respects perfectly ready to receive her cargo.

I have sent her to St. Helena for adjudication, in charge of Mr. Edward C. Smyth, Second Master.

I have, &c.
(Signed) R. H. BURTON.

No. 130.

Commander Sullivan to the Secretary to the Admiralty.

*"Conflict," at Sea, Lat. 3° 45' N., Long. 13° 05' W.,
September 20, 1859.*

Sir,

I HAVE the honour to report for the information of the Lords Commissioners of the Admiralty, that on Sunday last, the 18th of September, being in the latitude 1° 35' north, longitude 10° 10' west, I fell in with a barque flying colours as per margin,* standing east-south-east.

Having brought her-to, I sent Lieutenant Coxon on board of her to ascertain her nationality, a copy of whose report I inclose. In consequence of a message from him I went on board myself, and found everything as stated in his report, and so took possession of her, and sent her the same day, in charge of Mr. Bridge and a prize crew, to Sierra Leone for adjudication.

The sum of 330 doubloons in Spanish gold was found among the captain's effects, which I removed to this ship for their greater security.

The crew state themselves to be Italians, but will not say from whence they come or where they were bound, beyond acknowledging that they came for 600 slaves; but I have no doubt in my own mind that the vessel left some port in Spain, in all probability either Santander or Bilbao, as many articles on board of her were marked with those names; and although the crew call themselves Italians, I have no doubt from their language they are Spaniards.

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

* Red, white, and blue; red to the mast.

Inclosure in No. 130.

Lieutenant Coxon to Commander Sullivan.

Sir,

"Conflict," at Sea, September 18, 1859.

I BEG to inform you that according to your directions, I this day boarded a barque flying colours as per margin,* in order to ascertain her nationality.

On going on board, the person in command informed me that the colours were worth nothing, and that the vessel had neither name nor papers, and on searching I found her to be fully equipped for the Slave Trade, having on board a large number of leaguers of water, plank for slave deck, besides provisions and two large boilers, &c.

The person in command made no complaint on being boarded.

Witness:
(Signed) H. W. SHORTT, *Master's Assistant.*

I have, &c.
(Signed) J. H. COXON.

No. 131.

Commander Fitz Roy to the Secretary to the Admiralty.

Sir,

"Falcon," off Whydah, August 17, 1859.

IN consequence of information that slaves were on the beach, branded and destined to be shipped in the United States' brigantine "*J. Harris*," of New York, I this day directed G. W. Strong, Senior Lieutenant, and Mr. Hunt, Master of this ship, to visit and ascertain her right to the American flag. The papers were found correct, and the master made no complaint of the visitation.

I have, &c.
(Signed) A. G. FITZ ROY.

No. 132.

Lieutenant Simpson to Commodore Wise.

Sir,

"Pluto," Cabinda Bay, September 4, 1859.

I HAVE the honour to inform you I yesterday seized, in Cabinda Bay, two launches, for being without papers or colours, and having a quantity of slave-plank on board, as, also, chains fore and aft the boat for the purpose of fastening the slaves to while shipping or transferring them from place to place.

Having ordered them to be surveyed, and ascertained their measurement to be as stated in the inclosed report, I, on the recommendation of the surveying officers, ordered them to be destroyed as being unfit to make a passage to either St. Helena or Sierra Leone.

I have, &c.
(Signed) C. B. SIMPSON.

Inclosure in No. 132.

Report.

Measurement of Launch No. 1.

					Ft.	in.
Extreme length over all from stem to stern-post	..	..	..	..	38	0
Extreme breadth over all amidships	..	..	..	..	10	9
Depth ascertained by housing of mainmast below the gunwale	..	..	..	..	5	1

Measurement of Launch No. 2.

					Ft.	in.
Extreme length over all from stem to stern-post	..	..	..	..	37	0
Extreme breadth over all amidships	..	..	..	..	10	6
Depth, ascertained by housing of mainmast below the gunwale	..	..	..	..	5	0

* Red, white, and blue, perpendicular; red to the mast.

No. 133.

Captain Hewett to the Secretary to the Admiralty.

Sir,

"Archer," August 18, 1859.

I HAVE the honour to report, for the information of their Lordships, that when at anchor off Matooli Point on the 17th instant, a top-sail schooner was sighted standing in for Mayumba Head. We immediately weighed, under sail, in chase. The weather being squally and very misty, we shortly afterwards lost sight of the schooner. At 12.15, the schooner was observed close into Mayumba Head, and who, on observing us, bore away, setting his top-gallant sail, square-sail, and studding-sails. Finding the chase gaining considerably on us, steam was got up, and at 3.45 P.M., after firing blank and shotted guns, she hove-to and shortened sail. I proceeded on board accompanied by Lieutenant Thomas, and found her a vessel without colours or papers, and fully equipped for the Slave Trade, and in accordance with the warrant for the detention of vessels claiming no protection, I seized her as a legal prize. Some of the beams were cut, as also the vessel herself, nearly to the water's edge, rigging, &c.; every means having been adopted to increase her sailing powers. Having ordered a survey to be held on her, duplicate Reports of which are inclosed, I deemed it best, in her present unseaworthy state, to burn and sink her.

No information whatever could be obtained from the crew, the account given by each being so very contradictory; but I believe she was about to ship at Mayumba.

I have, &c.
(Signed) W. N. W. HEWETT.

No. 134.

Captain Hewett to the Secretary to the Admiralty.

Sir,

"Archer," Banda Point, July 27, 1859.

I HAVE the honour to report that at 9.15 A.M., on the morning of the 23rd, I sighted a barque standing to the northward, under all starboard studding-sails and stay-sails. I immediately altered course, and made all possible sail in chase, hoisting our colours. At 9.45 the barque was observed to take in her starboard studding-sails, alter course to south-west, and set her port studding-sails. Finding the chase gain, steam was got up, and at 12 o'clock we passed the chase, which had a few minutes before hoisted the American flag. I went on board, accompanied by Mr. Childs, master, and boarded the barque "*Star of the East*," from New York, bound to St. Paul de Loanda. I asked him his reason for steering to the northward, if going to St. Paul, and why he had altered his course to south-west on seeing us make sail and chase. His answer was, that seeing us chasing a fore-and-aft schooner, and knowing what lay she was on, he hoped to draw our attention away from the schooner; and he acknowledged to making his vessel a decoy-duck, as he called it. I told him his conduct was very suspicious, and, as he was a suspected vessel, I felt it my duty to keep company with him to St. Paul, to where he was bound, or, at any rate, to see him off this part of the coast.

The master of the barque then gave me a written declaration, in which he solemnly swore that the vessel was on a legal voyage, his register being correct, and he of his own accord having shown me his log, and as I was anxious to follow the schooner, I abstained from following him, and he proceeded on his way without any detention on my part, as he never shortened sail or altered his course for my boat-crew coming alongside.

I have, &c.
(Signed) W. N. W. HEWETT.

No. 135.

Lieutenant Burton to the Secretary to Admiralty.

Sir,

"Triton," off Muella, September 11, 1859.

I HAVE the honour to acquaint you that I boarded a ship named "*Emily*," of 301 tons burthen, under American colours, off this place, this day, to prove her

nationality. I examined her register; it was in the usual form, but I have no means of testing its accuracy. The following is a true extract from the log of this ship:—

"7 A.M.—Commander visited ship '*Emily*,' under American colours, and by the request of her master I inserted the following remarks in her log:—

"1, Robert Heron Burton, Lieutenant in Her Britannic Majesty's navy, and commanding Her Britannic Majesty's steam-vessel '*Triton*,' boarded this vessel this day; her papers are in the usual form, and no complaint was made by the master."

This vessel anchored in Bahia Fonda Bay in the night of the 10th instant, in three and-a-half fathoms, being about a mile from the shore, which part of the coast is solely appropriated to the Slave Trade, and from the following reasons it is my firm belief that she has come for a cargo of slaves, viz. :—

1. The vessel arriving at night, taking up her position close in-shore, off a well-known slave depôt, and one of her passengers (an American, whom I believe to be the present owner), visiting the shore the same night.

2. On passing her stern I observed the name "*Emily*, of Boston," on it, the words "of Boston" being partly erased by black paint. I called the attention of her master, Mr. William Lindsay, to this circumstance, when he replied that the word "Boston" had never been there, but it was the words "New York," and which he had seen himself two days previously; the passenger also made the same statement, and got into the stern boat to verify it, where he found the mistake: he then added that the vessel formerly belonged to Boston, the master also remarking that he had not seen her stern since leaving New York, although he had already declared that he had seen "New York" painted on it two days before.

3. Her master stated that he had but one cask of water in his ship. I saw two tiers of leaguers on his upper deck, several of which had water in them, and also remarked that she had unusually large hatchways, and that several small casks were cut in halves, and fitted the same as tubs used by slaves, which were stowed under the forecastle.

4. A man calling himself the boatswain of the "*Emily*" told one of my boat's crew that the vessel had called at Havana since leaving New York; this I made the master acquainted with, when he flatly denied it, and produced his log, saying that he had only touched at Ambriz since he cleared out of New York: he also stated that he could not get water at Ambriz, and was informed by a Portuguese authority there, that he could obtain that article at Bahia Fonda, which was the reason of his anchoring there.

5. His register describes her as a barque or vessel, and her rig has been altered from barque to ship since leaving New York, which the master admitted that he had done himself.

He had two passengers on board, one an American, the other a Spaniard. Failing to procure water at Bahia Fonda, he left that place (as he stated) for Loango, for the purpose of filling up with water.

I have, &c.
(Signed) R. H BURTON.

No. 136.

Commodore Wise to the Secretary to the Admiralty.

"*Vesuvius*," at Sea, Lat. 0° 4' S., Long. 7° 53' 40" E.,
September 23, 1859.

Sir,

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a copy of my letter to the Commander-in-chief, bringing to his notice the conduct of Commander B. J. Totten, of the United States' corvette "*Vincennes*," who, in consequence of a requisition from me (also inclosed) dispatched his boats to visit the slaver "*Memphis*," under American colours, yet when that vessel was sighted would not make an examination of her, which must have resulted in the capture of that noted slaver; also calling the Commander-in chief's attention to a second instance of Commander Totten's disinclination to check the prostitution of the American flag, as detailed in paragraphs 13 to 16 of my letter to Rear-Admiral Grey, a copy of which was forwarded to their Lordships in my letter of the 10th September, 1859.

I have, &c.
(Signed) CHAS. WISE.

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Inclosure 1 in No. 136.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

"Vesuvius," Mayumba, September 20, 1859.

I HAVE the honour to inclose, for your information, the copy of a letter I addressed to Commander B. J. Totten, of the United States' corvette "Vincennes," at St. Paul de Loanda, acquainting him that the noted slavers "*Memphis*," "*Star of the East*," and "*Ottawa*," &c., were openly cruising, under American colours, between Ambriz and the Congo, waiting until their slaves were collected, and that very many slavers, under American colours, were on the coast, while some fourteen had escaped since the 1st January, owing to the protection afforded by the American flag.

2. Although Commander Totten complied with my request, so far as dispatching his boats, which were towed to Fonda Bay by Her Majesty's ship "*Triton*," yet all this apparent desire to co-operate with Her Majesty's cruisers was rendered a mere mockery from the circumstances detailed in Lieutenant Burton's letter, where he reports communicating with the "*Vincennes*," on the 26th August, pointing out to her Commander the slaver "*Memphis*" in the offing, and offering to get up steam and tow his boats to her, which offer was declined, Commander Totten stating he could overtake the "*Memphis*" in his own ship; he did not, however, attempt to do so, and as might be expected, through Commander Totten's apathy, the "*Memphis*" escaped a visit which must have resulted in her capture.

3. Paragraphs 13 to 16 of my letter will bring to your notice a still more flagrant instance of Commander Totten's indifference in executing the duty which is supposed to call American men-of-war to the coast, which resulted in the escape of the noted slaver "*Isla de Cuba*," owned by the Portuguese Reis, her real master being the Portuguese Correa, and certainly sailing under a flag procured by fraud and perjury.

Inclosure 2 in No. 136.

Commodore Wise to Commander Totten, U.S.N.

Sir,

"Vesuvius," off Snake's Head, August 15, 1859.

I HAVE the honour to acquaint you that, on the 14th instant, I again sighted the slaver "*Memphis*," under American colours. On observing the "*Vesuvius*" she weighed from Bahia Fonda, where the slaves are supposed to be collected, and stood to sea: at the same time a barque stood into Bahia Fonda, anchoring close inshore. I anchored after dark, and the following morning observed the barque running down towards the "*Vesuvius*:" when I dispatched a boat to ascertain her nationality, she proved to be the noted slaver "*Star of the East*," of New York, whose master stated he was cruising on the coast.

Under these circumstances of the much increased prostitution of the flag of the United States to cover slave-trading transactions, and the fact of your now having it in your power to capture the "*Memphis*" and "*Star of the East*," together with several other vessels under American colours, daily expected to ship on this part of the coast, you will, I trust, pardon my requesting that, if possible, you will make it convenient to visit this locality at an early date in the "*Vincennes*," or, in the event of that vessel precluding you from doing so, perhaps you would deem it advisable to dispatch boats to the neighbourhood of Bahia Fonda. Lieutenant Burton, of Her Majesty's ship "*Triton*," who delivers you this letter, will assure you of the pleasure he will have in affording every possible assistance to your boats.

In conclusion, I beg to inform you that some further vessels have already escaped, with slaves, this year, under the cover of the American flag, while there are eight vessels daily expected to ship on the South Coast. I must again assure you how anxiously I anticipate a joint system of cruising being soon established by the United States' squadron to suppress the Slave Trade under the American flag, which is now carried on to an unprecedented extent.

I have, &c.
(Signed) CHAS. WISE.

Inclosure 3 in No. 136.

Lieutenant Burton to Commodore Wise.

(Extract.)

"Triton," off Mayumba, September 18, 1859.

THE letter I received from you on the 16th of August last, addressed to Commander Totten, of the United States' corvette "Vincennes," I delivered to that officer at St. Paul de Loanda on the 19th of the same month, and have the honour to inform you that the following conversation took place between Commander Totten and myself on that occasion. I acquainted him that there were four slavers under American colours between Ambriz and the River Congo, stating how requisite it was that an American cruiser should visit that part of the coast without delay. He replied that he hoped soon to be ready for sea, but did not give any fixed period. I again urged him to adopt prompt measures regarding these slavers, and suggested his sending boats to overhaul them; which suggestion, he said, would not have occurred to him had it not been made. I informed him I should be ready for sea on the 22nd, and offered to co-operate with him in any way whatever for the suppression of the Slave Trade; also to tow any of his boats to any cruising-ground he might think fit to send them.

He remarked, that he thought that Commodore Wise was very energetic in his measures for the suppression of the Slave Trade; to which I replied that I hoped that all employed in that duty were actuated by the same motives. I asked him if I was to expect any of his boats on board the "*Triton*," on the 22nd; when, after hesitating some time, said he would send two boats, at the same time adding that he expected to be ready for sea as soon as the "*Triton*" was. Commander Totten returned my visit on the 20th, and, in the course of conversation, asked me if the "*Triton*" would be ready for sea as soon as the 22nd. I replied that the vessel would be ready for sea at 5 P.M. on that day. Accordingly, at that time two boats, manned and armed, came on board, which I conveyed to Fonda Bay, from which Bay they proceeded, on the 24th, along the coast as far as the Congo.

On the 26th I again communicated with the "*Vincennes*" at Fonda Bay, and pointed out to her Commander

the slave-ship "*Memphis*," bearing north-west. The wind being so very light, I offered to get up steam and tow his boats to examine her. He declined this offer, remarking, in a very disinterested manner, that he thought he could overtake her in his own ship. I then proceeded to leave his ship, stating that I would not detain him, when he said that there was no hurry. From the conversation I had with Commander Totten on the occasions before-mentioned, respecting the suppression of the Slave Trade, I deem it my duty to bring before your notice the great want of energy, of indifference, and apathetic disposition displayed by Commander Totten on all subjects respecting the trafficking in slaves under the colours of his own States, or any other nation.

I regret to add, that this indifference on the part of the American cruisers tends greatly to aggravate the troubles and inconveniences of the officers commanding Her Majesty's cruisers on the West Coast of Africa.

No. 137.

Captain Hewett to the Secretary to the Admiralty.

(Extract.)

"*Archer*," *Banda Point*, July 27, 1859.

I HAVE the honour to report, for the information of their Lordships, that at 7 A.M. on the 23rd instant, I sighted a fore-and-aft schooner standing to the north-north-east, and which shortly afterwards went about and hauled close to the wind on the port tack, heading south-east and south. The wind being light, I found the chase gaining: steam was got up and our colours hoisted. At 9, being close to the chase, she hoisted the American flag and hove-to. Lieutenant Hand, accompanied by Mr. Childs, Master, went on board and saw the register of the schooner "*Stephen S. Townsend*," cleared from New Orleans for St. Thomas and a market. The appearance of the vessel, with a mixed crew and a Portuguese supercargo on board, and the nervous way in which the master answered questions put to him, led Mr. Hand to request I would come on board, which I accordingly did. The master informed me that he was going to St. Paul de Loanda, and quite voluntarily showed me his chart, which I observed was kept in Spanish. The Portuguese supercargo kept constantly taking the master down into the cabin and remonstrating with him in a very angry tone. I saw, by the track on the chart, that he had not been to St. Thomas, and that he had evidently been into Mayumba Bay, the course for which place he was steering when we first sighted him. The master also acknowledged to keeping no log, saying, that for this voyage he did not want one.

As I had already received information respecting this vessel, his not having proceeded to St. Thomas, the place for which he cleared, and also the course he was first steering, led me to determine to send the gig away manned and armed in charge of Lieutenant Hand to keep company with the schooner, and watch her closely. During the night we followed the schooner. The master of the schooner made no objection to what was done, and even volunteered to take our boat into Banda Point, for which place I had given Lieutenant Hand the rendezvous. I said I would enter the whole particulars in his log if he considered I had detained him; to which he replied that it was nearly calm, so he would as soon work up inshore as outside. On the afternoon of the 25th we picked the pinnace up off Banda Point, and remained at anchor there, waiting for the gig. At 3 o'clock in the afternoon of the 26th, we sighted the schooner. As the wind was light, I proceeded in the cutter to chase her. On boarding her I found Lieutenant Hand with the gig's crew on board, the American flag hauled down, and not a paper to be found.

The supercargo turned out to be the captain; and on opening the hatches, six men whose nationality is not known, but apparently either Portuguese or Spanish, came up, who had been concealed below. She was fully equipped for the Slave Trade, a slave-deck laid, coppers ready, slave-cargo, and water. The man who at first answered as master, acknowledged to be only a passenger. The vessel did not claim the protection of any flag, and had no papers on board; and, in accordance with the warrant for the detention of vessels claiming no protection, I seized her as a lawful prize.

The Captain acknowledged afterwards that he had been into Mayumba Bay, and when we sighted him he was on his way back to ship 500 slaves (who were all ready) for Cuba.

Captain Hewett to the Secretary to the Admiralty.

Sir,

"Archer," Banda Point, August 10, 1859.

I HAVE the honour to report, for the information of their Lordships, that on the morning of the 9th, when at anchor off Banda Point, I sighted a barque standing in for the land. The wind being light, at 7:30 Lieutenant Thomas proceeded, with both gigs manned and armed, in chase of the strange sail. At 8:30 the barque was observed to go round and make all sail, standing to the westward off the land. The land breeze coming off we weighed in chase, and observing that the barque gained on us, steam was got up. At 10:30 our colours were hoisted, and we proceeded. At 11:30 observed the chase hoist Mexican colours, and our boats to get alongside of her. At 12:30 being close to the barque we stopped; Lieutenant Thomas came on board and reported having boarded the Mexican barque "*Laura*," cleared from New Orleans, bound to the River Congo. I proceeded on board, accompanied by Lieutenant Thomas, and saw the papers of the vessel. I then told the master that in consequence of his going about, and making all sail, when he observed our boats, and also his being so close into Banda Point, a notorious slave-shipping place, and quite out of his route for the Congo river, I considered his conduct very suspicious, and by virtue of the warrant and authority in me vested, which I showed him, I requested him to open his hatches, that I might proceed to search the vessel. He refused to open his hatches, they being covered over with tarpaulin, and only recently nailed down with battens (a very unusual thing with a legitimate trader in fine weather).

Lieutenant Thomas, of Her Majesty's ship under my command, speaking the Spanish language, then read to him the part of the Treaty with Mexico by which officers of Her Britannic Majesty's navy, being duly furnished with the warrant, are authorized to search Mexican vessels under suspicion of being engaged in the Slave Trade. The master still persisted in not complying with my request to open his hatches, and having repeated it three or four times more in the presence of Lieutenant Thomas, Mr. Gunson, Master's Assistant, and my boat's crew, and having explained to him that he was disobeying the orders of his Government by refusing; and after his again refusing, I ordered my boat's crew to open them.

I have here to report that immediately on my giving the aforesaid order, the master and mate called the ship's crew aft, and jeered and laughed in the most insulting way.

On the hatches being opened we found beams for a slave-deck, spare plank which, in the course of an hour or two, might have been laid for a slave-deck the port side before the mainmast, and also abaft the mainmast, both sides laid, with a slight bulkhead abaft the after hatchway; there were also two hundred and odd pipes of fresh water, as nearly as myself and the officers have examined, would contain 100 tons. Slave-coppers were also found, with ladles, slave tin-pannikins, as commonly used in slavers, also a quantity of bricks for the slave-coppers, with lime. A very large medicine-chest, filled with all kinds of medicines which a vessel destined to take over slaves would require.

I inclose, for your information, a copy of the register and clearance from New Orleans; you will there see that it particularly specifies, when the vessel was cleared from that port, the 200 pipes were described as empty, that no mention is made of the slave-coppers, or anything that could be called such, no bricks, or lime for making mortar, and slave tin-pannikins. You will also observe that the whole of the cargo cleared from the Custom-house, New Orleans, by Pratts, Pujol, and Co., the same firm who cleared the "*Bronsville*," and many other vessels that have left this coast with slaves, is entirely a slave-cargo, and with the exception, perhaps, of a little more beans [*sic*], she might have shipped a cargo of slaves in the course of two hours.

The master knowing nothing, as he said, of the slave-coppers, and other things not mentioned in his manifest, I told him I considered his vessel was destined to embark slaves, and by virtue of the authority in me vested I seized her as a Mexican who had violated the Treaty between that country and Great Britain. I then collected the ship's papers (four in number), a receipt for which I gave the master, and also a copy of Form No. 4, agreeably with the instructions. The mate, as well as the master, now became most violent and insulting, calling me and my officers pirates, and no gentlemen. The crew, consisting of fourteen persons and

two passengers, and only one being a Mexican, the rest being Spaniards and Portuguese, considering also the length of the voyage to Vera Cruz, and the large prize-crew I should have to detach from Her Majesty's ships under my command to insure their being properly guarded, I deemed it my duty to take the greater part out of her, leaving the number of men specified by Treaty, intending the rest Portuguese to be handed over to the authorities at St. Paul's de Loanda, and the Spaniards to those at Fernando Po, as having been found on board, and taken out of, a Mexican vessel fully equipped for the conveyance of slaves, and breaking the Treaties between those countries and Great Britain.

I demanded of the master whether he or his owners had signed any declaration that they would not receive on board the vessel any slaves, and whether the owners had given security to the proper authorities equal to the value of the vessel and her cargo, agreeably with the laws of Mexico dated the 8th August, 1851, Article 8; his answer was that no declaration had been made, or bond entered into.

Lieutenant Pitman, accompanied by one subordinate officer and twelve men, leaves this on the 12th for Vera Cruz, agreeably with Treaty.

I have, &c.
(Signed) W. N. W. HEWETT.

Inclosure in No. 138.

(No. 4.)—*Form of a Report and Manifest of the Cargo of a Ship or Vessel bound to a Foreign Port.*

REPORT and Manifest of the Cargo laden at the Port of New Orleans, on board of the Mexican barque "*Laura*," whereof P. Lastra is master, bound for Rio Congo.

Name of Shippers:—Pratts, Pujol and Co.

10 barrels peas.	6 kegs butter.
60 barrels rice.	4 bags salt.
30 barrels beef.	12 barrels potatoes.
15 barrels pork.	4,200 feet lumber.
30 kegs lard.	4,000 pipe staves.
40 jugs oil.	20 barrels flour.
4 casks wine.	1 cask hams.
4 casks rum.	20 boxes cod fish.
6 boxes wine.	20 barrels bread.
4 boxes liqueurs.	8 dozen painted buckets.
4 baskets champagne.	6 tons coal.
100 barrels bread.	200 empty pipes.
12 boxes crackers.	2 boxes brandy.
6 barrels vinegar.	6 boxes raisins.
20 tubs mackerel.	6 boxes vermicelli.
3 bags coffee.	60 pipes shooks.
2 casks Scotch ale.	

2 passengers, without passports.

(Signed) W. N. W. HEWETT, *Acting Captain.*

District of New Orleans. Port of New Orleans.

I, P. LASTRA, Master or Commander of the Mexican barque "*Laura*," bound from the port of New Orleans to Rio Congo, do solemnly, sincerely, and truly swear, that the manifest of the cargo on board the said barque, now delivered by me to the Collector of the District, and subscribed with my name, contains, according to the best of my belief and knowledge, a full, just, and true account of the goods, wares, and merchandize now actually laden on board of the said vessel, and of the value thereof; and if any other goods, wares, and merchandize shall be laden or put on board the said barque previous to her sailing from this port, I will immediately report the same to the Collector. I do also swear that I do verily believe that the duties on all the foreign merchandize therein specified have been secured according to law, and that no part thereof is intended to be reloaded within the United States; and that if by any distress or other unavoidable accident it shall become necessary to reload the same, I will forthwith make a just and true report thereof to the Collector of the Customs of the District wherein such distress or accident may happen.

So help me God.

(Signed) PABLO DE LASTRA.

Sworn to, this 15th day of April, 1859.

Before me,

(Signed) J. W. MANTS, *Collector.*

No. 139.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

Sir,

"Boscawen," Simon's Bay, September 14, 1859.

I HAVE the honour to acknowledge the receipt of your letter of the 5th of August, 1859, inclosing extracts from the instructions furnished by the Navy Department at Washington to Captain Inman, Commanding the United States' squadron on the African Station. Those instructions appear to be well calculated to attain the object for which they are framed, and I shall cheerfully obey the orders of the Lords Commissioners of the Admiralty in carrying out, as far as possible, the joint action of the cruisers of the two countries.

Their Lordships will remember that in my letter of the 15th of June last, I called their attention to the statements of Commodore Wise and Commander Courtenay, that the Commanders of the United States' cruisers had not sufficient power of detaining and sending for trial vessels equipped for the Slave Trade, and that several notorious slavers had been allowed to go free after being examined by the American cruisers.

It would be most important that the United States' Government should remedy this defect, and I should hope from the evidence we now have of their desire to prevent the abuse of their flag, it would not be difficult to obtain from them the further measure so necessary to enable their squadron to act with effect.

I have, &c.

(Signed) FRED. WM. GREY.

No. 140.

*Commodore Wise to the Secretary to the Admiralty.**"Vesuvius," at Sea, Lat. 0° 4' S., Long. 7° 53' 40" E.,
September 23, 1859.*

Sir,

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a copy of my letter to the Commander-in-chief, giving cover to a full explanation relative to the capture of the slaver "*Rufus Soulé*," called for by their Lordships' letter of the 25th April, observing that this vessel is a fair specimen of the many slavers fallen in with on this coast, the real property of Spaniards and Portuguese who, through the laxity of United States' Customs laws, have little difficulty in fraudulently procuring the protection of the American flag to cover their nefarious pursuits.

I have, &c.

(Signed) CHAS. WISE.

Inclosure 1 in No. 140.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

"Vesuvius," Mayumba, September 19, 1859.

WITH reference to their Lordships' letter to you of the 25th April, directing that the circumstances attending the capture of the "*Rufus Soulé*" by Her Majesty's steam-vessel "*Viper*," on the 11th of October last, should be closely investigated and reported on;

I have the honour to acquaint you that the absence of the "*Viper*" at Ascension precluded my causing an inquiry to be made; but on her return, I directed Commander Hewett to receive the depositions of the officers of the "*Viper*" present at the capture of the "*Rufus Soulé*;" and I have now the honour to submit them for your information.

The inclosures to this letter will assure you that no threats or intimidations whatever were employed to induce the master of the "*Rufus Soulé*" to forego the protection of the United States' flag: every charge made by Commander Totten of intimidation having been resorted to, is emphatically denied; and there is no doubt that, by the voluntary and unbiassed act of the master, all papers of nationality were destroyed; in fact, the intention of the master of the "*Rufus Soulé*" to surrender the vessel on the second occasion of being visited, is evident from the fact of her name having been removed from both her quarters and stern prior to the visit of the boarding officer.

As a vessel without name, papers, or colours, she was examined; full evidence of her being engaged in the Slave Trade were discovered; and, as a slaver, the vessel was condemned at St. Helena.

The master of the "*Rufus Soulé*," on the deck of the "*Vesuvius*," and in the presence of her officers, affirmed, that by his own free will he destroyed his papers; that his object in doing so was to escape from the Spaniards on board; or, to use his own words, "he was in constant dread of being assassinated, and did not value his life at fifty cents." Further, that the real Spanish captain had full authority in the vessel, while he only carried out the farce of her being an American.

The "*Rufus Soulé*" was undoubtedly Spanish property; all her crew, with three exceptions, were Spaniards. I may add, that nine-tenths of the slavers under the American flag are owned by Spaniards and Portuguese, principally Havana merchants, who forward funds to their agents in the United States; by the agent, a naturalized American citizen is procured, and furnished with money to purchase a vessel: this he does; and having, by gross perjury, taken the oath of ownership, the necessary American registers, &c., are thus fraudulently procured; and at Havana, or some Cuban port, the real Spanish master and crew are received, the vessel sailing for the African coast under an American flag, which, being obtained by false pretences, cannot legally afford the protection to which all *bonâ fide* United States' vessels are entitled. I may add, that the individual who personates an American captain, generally returns, as a passenger, in the slaver, his duty ending when the slaves are on board.

In conclusion, I have to acquaint you that three of the Spaniards who were on board the "*Rufus Soulé*" were, from what I could elicit from them, the master, mate, and carpenter of that slaver, and were transferred by me to the Spanish Governor of Fernando Po, who has dispatched them as convicts to the Grand Canaries, where I hope a strong distaste for further slave-trading expeditions will be fully impressed upon them.

Inclosure 2 in No. 140.

Commander Hewett to Commodore Wise.

Sir, "Viper," *St. Paul de Loanda* September 9, 1859.
IN compliance with your Memorandum of date 7th July last, directing me to call on Mr. Thompson, Assistant Paymaster in charge, and any other officer who was present on board the "*Rufus Soulé*" on or before the time of capture, to state fully all the particulars that occurred on the occasion, especially with reference to the allegations made by the Commander of the "*Vincennes*," I herewith beg to forward the accompanying statements made by Mr. Alexander Thompson, Assistant Paymaster in charge; as also that of Mr. Charles Keys, Gunner, third class; they being the only officers who had been on board the "*Rufus Soulé*" on and before the time of her capture.

They were examined separately, and sworn to in my presence.

I have, &c.
(Signed) W. N. W. HEWETT.

Inclosure 3 in No. 140.

Mr. Thompson to Commander Hewett.

(Extract.) "Viper," *St. Paul de Loanda*, September 9, 1859.
BEING called upon by you, in furtherance of an order from Commodore Charles Wise directing me or any other officer who had been on board the "*Rufus Soulé*" prior to her capture, to state fully the particulars which occurred in the case of the capture of this vessel.

To do so, I must refer back to the first time of falling in with the "*Rufus Soulé*," and what then took place; but I would beg to make a few remarks before entering into the details of this case.

Lieutenant Hodgkinson, on finding that the colours of the "*Rufus Soulé*" had been hauled down, and that she had no papers whatever on board to prove that she was entitled to the flag of any State or nation, proceeded to examine her, and found on board her all the indications of a vessel engaged in the Slave Trade. He therefore took possession of her, and a survey having been subsequently held, she was found to be in a leaky state, and so badly found, in every respect unsuitable to take a voyage to St. Helena; she was therefore destroyed on the spot, the proceeding which is invariably adopted in regard to all slave-vessels which are found to be in a similar position when captured.

The crew were landed at Cabinda, and at their own wish (the most civilized place on the West Coast of Africa), their property protected, of which that was little enough.

The captain, at his most earnest wish, being kept on board, with a view of his being landed at some other safe place (the Congo, &c.), as he was afraid, as he termed it, of being "knifed" by the Spaniards.

On the 12th October, 1858, the three Spaniards who had passports for Liberia were sent on board the "*Vesuvius*," with a view of their being sent to Sierra Leone, and from thence to the Grand Canaries; orders being given to that effect.

On the 14th October, 1858, we communicated with the United States' vessel the "*Vincennes*," J. B. Totten, Commander, who came on board, and, after a short visit, again returned to the "*Vincennes*," the object of the interview being, as I was informed, respecting the capture of a schooner, the "*Kate Helen*."

Captain Thomas Anderson was put on board the "*Seamew*," an American barque then off Kinsembo, and bound for the United States.

I can still further most solemnly assert, that the captain of the "*Rufus Soulé*" did not renounce his claim to the protection of the American flag in consequence of any suggestions made to him to that effect. The vessel was not forcibly taken in tow in order to drive the captain to haul down his flag, nor were any threats resorted to for that purpose, unless, indeed, the mere fact of his having been told of the information received from Government.

The hauling down of the flag was the voluntary act of a man who was conscious of having fraudulently assumed it, and who was unable, and therefore unwilling, to face the damnable proofs the equipment of his vessel afforded.

It is not for me to enter into any examination of the arguments upon which Commander Totten's opinion as to the captor's right to destroy vessels until they are condemned by a proper tribunal, and still less would I presume to comment on the ruling of the high authorities cited by him to show that the Law of Nations had been transgressed in the case of this vessel; but I may be permitted to remark that documents and proofs were sent to the Court of Adjudication sufficient to enable that case to be brought to trial before a Vice-Admiralty Court, and that that Court, upon the same proofs, pronounced its decision that the vessel was legally detained; she was therefore condemned.

I herewith beg to inclose my statements, two in number, and ante-dated the 19th September, 1858, and 11th October, 1858.

Inclosure 4 in No. 140.

*Statement of Mr. Thompson.**"Viper," September 19, 1858 (antedated).*

AT daylight on the morning of this date a brigantine was observed to seaward, off Kilongo, standing to the southward. At 10:30 A.M. she altered course so as to stand in for the land. Observing this, Lieutenant Hodgkinson deemed it necessary to chase, and at 11:10 A.M. weighed, coming up with her at 1:30 P.M., when her name was discovered conspicuously displayed on her quarters and stern, "*Rufus Soulé*," of New Orleans.

Lieutenant Hodgkinson, accompanied by myself, repaired on board to ascertain the particulars as to her being a legal vessel or otherwise; her suspicious appearance leading him to believe that she was not a legal trader.

On arriving on board the "*Rufus Soule*" Lieutenant Hodgkinson asked Captain Anderson, civilly, for his papers. His articles were produced, when it was discovered that a renewed list of the crew had been subjoined to them, and without the usual signature of a Consul, although the original crew-list had been signed.

Lieutenant Hodgkinson informed the captain that he did not consider that document correct, and requested to see his register. To this the captain objected, but on his being told that the register was the only document he could demand as a right to see, the captain produced it, when it was found to be correct, with the exception that the lower seal of the same was not, or scarcely, perceptible. There were three Spaniards on board, with passports for Liberia. He was asked where he was bound to; he replied, Fernando Po.

Lieutenant Hodgkinson told the captain that he felt surprised at his being so far out of his route. To this he made an excuse that he was going to the River Congo to land his passengers, at their request, and deliver a letter to one José Fernandez in the Congo, his consignee (a noted slave-dealer). He stated his cargo consisted of 2,000 feet of plank, 100 pipes of rum, 100 bags of rice, 100 bags of beans, and several water-casks.

On leaving the vessel, Lieutenant Hodgkinson stated that he certainly considered that matters looked very suspicious, and inquired if Captain Anderson had any complaints to make as to the proceedings which had taken place on this occasion of his being boarded. To this Captain Anderson stated that he had no complaint to make, and that he would now continue his course for the River Congo.

The "*Rufus Soule*" then proceeded on her way to the southward until she arrived off the Killoo river, remained at anchor there all night, weighing again in the morning, standing off and on to the land, and that same evening stood off the land, crossed our stern, steering to the northward and westward.

I, Alexander Thompson, Assistant Paymaster in charge of Her Majesty's steam-vessel "*Viper*," do hereby certify that the foregoing statement, on the first occasion of meeting the "*Rufus Soule*," is true, and I am willing to make oath to the same.

(Signed) ALEXANDER THOMPSON.

Assistant Paymaster, in charge of H.M.S. "Viper."

Signed and declared before me, on board Her Majesty's steam-vessel "*Viper*," at St. Paul de Loanda, this 9th day of September, 1859.

(Signed) W. N. W. HEWETT, *Commander.*

Witnesses:

(Signed) J. W. CROKER, *Lieutenant,*
E. G. SYMONS, *Assistant Surgeon,*
H.M.S. "Viper."

Inclosure 5 in No. 140.

*Further Statement by Mr. Thompson.**"Viper," October 11, 1858 (antedated).*

ON the forenoon of this date, whilst steering to the northward, and when off Banda Point, a vessel was observed standing to the southward chased by the cutter of this ship, which vessel turned out to be the "*Rufus Soule*," although her name, which had been conspicuously displayed on the first occasion of our meeting, namely, the 19th September, 1858, had been removed from both her quarters and stern. Lieutenant Hodgkinson, accompanied by myself, repaired on board, and were met by Captain Anderson.

Lieutenant Hodgkinson taxed Captain Thomas Anderson, of the "*Rufus Soule*," with his vessel being engaged in the Slave Trade, at the same time reading to him information received from the British Government of this very vessel, and also quoting information received from a mate at Killongo. To this, Captain Anderson, after some little hesitation, denied that he was engaged in the Slave Trade.

The captain was asked if he had any objection to produce his papers. He had none, and, on obtaining them, Lieutenant Hodgkinson asked the captain if he had any objection to his crew being mustered; the captain said he had none. I was then ordered to call over the names of the crew, thirteen in number. Only one answered to his name, viz., J. Contino, an American seaman.

Lieutenant Hodgkinson then informed Captain Anderson that all the circumstances combined made his suspicions, already entertained as to his being a slaver, still stronger, and that he would not be doing his duty if he allowed him to proceed without watching him, and that he would remain by him, and he then repaired on board the "*Viper*" to hear the report of the officer in charge of the cutter (which had by this time returned) leaving me on board the "*Rufus Soule*" to convey or answer any questions the captain might have to offer.

Shortly after Lieutenant Hodgkinson left, the mate (W. Peterson, a Swede, but a naturalized American), came aft to me, and said he hoped I would protect him and his property; that he was afraid of the Spaniards, the captain of which had landed at Killoo on the evening of the 19th September, 1858: that he had a wife and children in America, and that in shipping for mate, he would, if he had only known what lay the ship was on, not have come, he then or at that time not having found out the voyage she was going on, and, on finding it out, was afraid to say anything on account of the Spaniards, they being in the preponderance. I asked him what he meant. He replied, saying, "It is no use to carry on this way, for you know what we are."

I then taxed him with the ship being an illegal trader, and he said yes, the vessel was.

The captain, Thomas Anderson, during this conversation, was down below packing up his things (of this he subsequently informed me), when, on receiving a message from Lieutenant Hodgkinson to inform the captain that he thought his vessel was going in rather close, and that he had better go about, I sent down to the captain. He came on deck and put the ship about: but on his giving the necessary orders, I noticed that the crew appeared

perfectly indifferent whether they obeyed them or not, which I casually pointed out to him, when he replied, "It's no use, I'll give her up to you as a slaver, and choose the least of two evils;" also saying, if we had only waited five minutes longer the first time we boarded him on the 19th September, 1858, he would have given her up then, and we would have had a lot of money; and that, to use his own expression, "he was damned sorry that he did not, now that he found out how the Spaniards had treated him."

The captain voluntarily threw his papers and colours overboard, and which, on finding out, I waved to the "Viper" for a boat and at 2.30 P.M. Lieutenant Hodgkinson came on board, when I delivered over to him a vessel, name unknown, the captain acknowledging he had no papers or colours, and claimed no nationality.

Lieutenant Hodgkinson's boat's crew were then called on board, and the vessel's hatches were opened, and without any protest on the captain's part, when her slave-deck was discovered partially laid, and the remainder had evidently been hastily removed. The plank was all fitted for putting down, cleets fitted to her sides, so as to enable the cross-beams of the slave-deck to be put down, water in abundance, rice, beans, farinha; and no doubt could have been entertained as to the vessel's being illegal.

This vessel was found to be very badly equipped, inasmuch that Lieutenant Hodgkinson ordered a survey to be held, when she was found to be old and leaky, especially at the topsides, and this the mate W. Peterson informed Lieutenant Hodgkinson, and she was condemned as unseaworthy and destroyed.

Captain Anderson, on leaving the "*Rufus Soulé*" to go on board the "Viper," made the following remark (by this time it was nearly dark):—Ah, there's my niggers on the beach, and if it had not been for the rollers he would have shipped them the night before, and the "Viper" or the "Viper's" boat would not have seen him during the short time which occurred in passing to and from the "*Rufus Soulé*."

I, Alexander Thompson, Assistant Paymaster in charge of Her Majesty's steam-vessel "Viper," do hereby certify that the foregoing statement on the second occasion of meeting the "*Rufus Soulé*:" is true; and I am willing, if required, to make oath to the same.

(Signed) ALEXANDER THOMPSON,
Assistant Paymaster, in charge of H.M.S. "Viper."

Signed and declared before me on board Her Majesty's ship "Viper," at St. Paul de Loanda, this 9th day of September, 1859.

(Signed) W. N. W. HEWETT, *Commander*.

Witnesses:
(Signed) J. N. CROKER, *Lieutenant*,
E. G. SYMONS, *Assistant Surgeon*,
H.M.S. "Viper."

Inclosure 6 in No. 140.

Statement by Mr. Keys.

"Viper," St. Paul de Loanda, September 8, 1859.

AT daylight on the morning of the 11th October, being then in charge of the cutter of Her Majesty's ship "Viper," and cruising off Banda Point for the suppression of the Slave Trade, I sighted a brigantine at anchor. I made towards her; when, on drawing near her, I observed her slip her cable and make all sail to the northward and westward, close-hauled off the land, viz., the port tack, beating to windward. I arrived on board after chasing for four hours, when I asked the following questions:—What was the name of the vessel? The captain answered "*Rufus Soulé*," when I said, We boarded you before off Kilongo. He directly said No, and this was the first day he had made the land, and that he was bound for Fernando Po. I then said, You are a great deal out of your reckoning; when he replied, I don't know what part of the coast we are on, my chronometers are out of order. He asked me whereabouts he was: I told him about seven miles to the north of Banda Point. Before I left him he told me all his men were sick, and he did not know what he should do if it was not for the three passengers (Spaniards) that were on board. He then inquired where my ship was. I told him the "Viper" was some miles to the northward, but I expected her up in the course of the day. He told me he would endeavour to fall in with her. I then left the "*Rufus Soulé*" at 9 A.M.; close-hauled the cutter for Banda Point. When about four miles to windward of her I observed him back and stand to the southward in a direct opposite way, either to meet the "Viper," or make good his way for Fernando Po. I then anchored, when he shortly after crossed my bows about three miles ahead of the cutter, still going southward and standing for Banda Point. I weighed again in chase, and, at 1 P.M., I observed a steamer, which proved to be Her Majesty's ship "Viper," and I reported the proceedings of this vessel to Lieutenant and Commander Hodgkinson, who came on board from the "*Rufus Soulé*," which vessel he had just left. The captain of the "*Rufus Soulé*" further stated that he had been ninety-five days out, and that his passengers were for the Canary Islands.

(Signed) CHARLES KEYS, *Gunner*, H.M.S. "Viper."

Signed and declared before me, on board Her Majesty's steam-vessel "Viper," at St. Paul de Loanda, this 9th September, 1859.

(Signed) W. N. W. HEWETT, *Commander*.

Witnesses:
(Signed) J. N. CROKER, *Lieutenant*,
E. G. SYMONS, *Assistant Surgeon*,
H.M.S. "Viper."

No. 141.

Captain Courtenay to the Secretary to the Admiralty.

Sir,

"Archer," River Congo, September 27, 1859.

I HAVE the honour to report that on the morning of the 24th of September, 1859, being in latitude 6° 43' south, and longitude 12° 10' east, a sail was seen from
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the mast-head; the wind being very light, I lighted fires at 10.50 A.M., proceeding under steam at noon.

Shortly afterwards the starboard boiler gave out so badly as to render it necessary to draw the fires; the other boiler, however, kept the engines moving, and by keeping all sail on the ship, the "Archer" gradually neared the chase, a brigantine showing no colours, standing away from the land. By sunset she was within range of the 68-pounder, and a few shot brought her to.

On going on board I found her to be the "*Eloisa*," without papers, colours, or captain, with a slave-deck laid, slave coppers, and an extraordinary number of water-casks.

This vessel, I believe, was partially fitted out in the Havana, but New Orleans appears to be the last port she left under American colours. I do not know what port she cleared for. The captain had landed in or near Ambrizette, and in that locality she would probably take in her slaves.

I have sent her to St. Helena for adjudication, in the Vice-Admiralty Court, under charge of Mr. C. Blofield, boatswain, assisted in the navigation of the vessel by Mr. Thomas H. Johnson, naval instructor.

I have landed the crew in the River Congo.

I have, &c.
(Signed) R. W. COURTENAY.

No. 142.

Captain Courtenay to the Secretary to the Admiralty.

Sir,

"*Archer*," at Sea, September 24, 1859.

I HAVE the honour to report, for the information of their Lordships, that on the morning of the 20th of September, 1859, being under sail, a vessel was observed at anchor off Ambrizette. I made sail to close her; on nearing I perceived she was a brigantine showing no colours. There were a number of canoes on the beach, and several hundred negroes on the shore close to the factories.

On approaching still nearer, I perceived the ship's boat going on shore full of men; I dispatched a boat with Lieutenant Thomas to board the vessel, and having run in as far as I judged prudent in the "Archer," I anchored and went on board.

I found the vessel deserted, no colours or papers, the name on the stern having been cut off, the slave-deck laid, water-casks full, coppers on board; in fact just on the point of shipping her cargo of slaves. From some memoranda found on board I discovered the vessel to be the "*Lillie Mills*," under the command of Captain Weeks. This vessel had cleared from the Havana under American colours, on the 20th of April, for St. Paul de Loanda; she has, I believe, been in the Congo, and been boarded by one of our cruisers. Captain Weeks commanded a brig called the "*Braman*" in 1857, of which we have had some information on this coast, I think she ran a cargo of slaves from some part of the African coast last year.

Having seized the vessel, I dispatched her the same evening under the charge of Mr. Hamilton, midshipman, to St. Helena for adjudication in the Vice-Admiralty Court.

I have, &c.
(Signed) R. W. COURTENAY.

No. 143.

Commodore Wise to the Secretary to the Admiralty.

Sir,

"*Vesuvius*," St. Helena, October 22, 1859.

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a copy of my letter to the Commander-in-chief, reporting having issued instructions for the ships of Her Majesty's squadron cordially co-operating with the cruisers of the United States by receiving their boats to examine American slavers, and also offering to tow the sailing ships of the squadron to the neighbourhood where American slavers are known to be cruising.

I have, &c.
(Signed) CHAS. WISE.

Inclosure 1 in No. 143.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

"Vesuvius," St. Helena, October 22, 1859.

I HAVE the honour to inclose, for your information, the copy of a letter I addressed to Commander Colhoun, of the United States' corvette of war "Portsmouth," expressing my satisfaction at receiving the intelligence of his having captured the American slaver "*Emily*," and acquainting him that Her Majesty's steam-ships on this coast were at his disposal, to tow his ship or boats, when he desired, to the neighbourhood where American slavers were known to be cruising; also furnishing him with the description of thirty-eight slavers under the American flag, either now on the coast or shortly expected.

I am most anxious to see a joint system of cruising established between the two squadrons, and an exchange of boats. Once such a custom became known to the slave-dealers, the result would be that no vessel but those having unquestionably regular papers, and no slave-deck laid, would dare to hoist the American flag to a British man-of-war, knowing that her right to do so would be verified by a United States' naval officer; while vessels like the "*Lillie Mills*," and others with irregular American papers, would at once be captured without nationality, in preference to detention by an American cruiser.

Inclosure 2 in No. 143.

Commodore Wise to Commander Colhoun, U.S.N.

Sir,

"Vesuvius," off Cape St. Catharina, October 4, 1859.

I HAVE received from Lieutenant Burton, commanding Her Majesty's steam-vessel "*Triton*," the gratifying intelligence of the capture by the United States' ship of war "Portsmouth," under your command, of the noted slaver "*Emily*," sailing under American colours.

It affords me great satisfaction also to hear from Lieutenant Burton of your intention to check the prostitution of the American flag, and I have to assure you that Her Majesty's officers will have great pleasure in co-operating with you in any single way you may think fit to suggest: the steamers especially are at your disposal to tow your vessel or boats to any portion of the coast where American slavers are known to be cruising, and I have directed that you are kept informed of the proceedings of those vessels.

I beg to inclose, for your information, the particulars of the slavers under American colours which are either now on the coast or may be daily expected, and I have to request that you will be good enough to communicate these particulars to your Commander-in-chief and the American cruisers generally.

I have, &c.
(Signed) CHAS. WISE.

No. 144.

Commodore Wise to the Secretary to the Admiralty.

Sir,

"Vesuvius," St. Helena, October 22, 1859.

I DO myself the honour of forwarding, for the information of the Lords Commissioners of the Admiralty, a copy of my letter to the Commander-in-chief, reporting on the Slave Trade as carried on between the 1st January and 30th September, observing that I make this Report before the usual time in consequence of my being on the point of giving up the command of the station.

I have, &c.
(Signed) CHAS. WISE.

Inclosure 1 in No. 144.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

"Vesuvius," at St. Helena, October 22, 1859.

WHEN on the point of leaving the African Station, I consider it advisable to report to you on the Slave Trade as it now exists, confining myself to the period commencing the 1st of January and ending the 30th of September.

To assure you of the most extensive scale upon which the Slave Trade is now conducted, I annex Returns by which you will observe that seventy slave-vessels, capable of conveying 46,900 slaves, have either arrived to the 30th September, or are now on their way to the African coast.

Of the number which have arrived, I have much pleasure in reporting seventeen slavers, capable of conveying 10,550 slaves, as captured by Her Majesty's cruisers and those of the United States.

I regret, however, to state that there is reason to believe that seventeen slavers, of a size that would convey 11,000 slaves, have escaped in the nine months ending the 30th of September. On this head I am, of course, in a great measure, dependent on rumour, and I fear that even a greater number of vessels have left the coast with cargoes of slaves.

There remain thirty-six slavers, capable of conveying 25,350 slaves, yet to be accounted for as captured or escaped; of this number the following are now cruising on the coast, but, being protected by the American flag, cannot be detained, although frequently fallen in with, viz:—

	Slaves.
Ship " <i>Memphis</i> ," 798 tons, disguised as a whaler, will convey	1,200
Ship " <i>Rebecca</i> ," 540 tons, will convey	1,200
Barque " <i>Isla de Cuba</i> ," 216 tons, will convey	600
Barque " <i>Laurens</i> ," 400 tons, disguised as a whaler, will convey	800
Brigantine " <i>Cygnnet</i> ," 199 tons, will convey	600
Brig " <i>J. Harris</i> ," 249 tons, will convey	800
	<hr/> 5,200
Also—	
A Spanish brig chased by " <i>Archer</i> " and lost	600
A Spanish brig which spoke " <i>Archer's</i> " prize	600
	<hr/>
Total	6,400

All these vessels, except the "*Cygnnet*" and "*J. Harris*," are on the South Coast.

The eight vessels are daily expected to ship; it is very probable that there are twelve or fourteen thus cruising along the coast. Bearing in mind the number of slavers which have already left the coast, the slavers actually on it, and the number expected, I cannot help thinking but that before the end of the year quite 20,000 slaves will have left the West Coast of Africa against about 11,000 in 1857 and 1858 respectively.

Of the seventy vessels which have fitted out for the African Slave Trade during the nine months ending 1st July, I find fifty-one protected by the American flag, although seven of that number were subsequently captured without colours; of the remaining nineteen slavers, fourteen are supposed to have cleared out under the Spanish flag, one Sardinian, one Chilian, two Mexican, one Belgian.

The vessels not protected by the American flag are, I am happy to say, captured, with but few exceptions, soon after arrival on the coast. I am fully convinced that if the slavers sailed under the flags of countries which have given to Great Britain the right of search and detention, the Slave Trade would soon be suppressed: confined as it now is to so small a portion of the coast, not one-tenth of such vessels could escape, while three-fourths of those under United States' colours ship with impunity.

I hear with much pleasure that it is the intention of the United States' Government to station four steamers on the African coast to prevent the prostitution of their flag; but I regret to say they will fail in their object except American mercantile law is completely altered.

So long as the laxity of the United States' Custom laws enables Spaniards to procure, through agents in America, any number of vessels that may be required fully furnished with American documents and a flag to protect them from capture by Her Majesty's cruisers, so long will United States' colours be made a cover to protect slavers until their cargo is received, when the second Spanish crew assume command, the Americans returning as passengers.

Slave-equipments, such as coppers, plank, water-casks or shakes, and provisions, do not appear to be any indication of slave-trading with the American Government, for the manifest of every slaver arriving on the coast this year shows her equipment regularly entered. An American man-of-war meeting such a vessel, even if she was surrounded by launches full of slaves, could not capture her so long as her papers were correct, and corresponded with her cargo. In fact, American officers have only power to capture slavers under their colours when their papers are irregular, or with slaves on board. Being held pecuniarily responsible for their captures they are naturally most cautious in their proceedings, and for the one American slaver detained twenty would, probably, escape. When a detained vessel is brought to trial in the United States the first inquiry, is she American property? can never be answered, the ownership of American slavers being so cleverly wrapt up; the vessel may be condemned, but on being sold is invariably bought again by her former owners to be fitted out for the Slave Trade a second time, as in the case of the "*Isla de Cuba*," "*Putnam*," or "*Echo*," &c.

The inability to prove American ownership is the reason the master and crew of slavers escape all punishment, and there is nothing to deter them from engaging in fresh expeditions.

Bearing these facts in mind, I must firmly express my belief that except American mercantile law is changed, the United States' squadron will be unable to check the Slave Trade under their flag.

To effect so desirable an object it should be made imperative that before American papers are issued, the real owners of the vessel should be clearly ascertained, and proved to be American citizens. Heavy bonds should be obtained for the legality of the voyage of every United States' vessel proceeding to the African coast, and the owner held responsible for any slave-trading transaction entered into by his ship.

As it is the law of every European country, the United States' Government should direct that slave equipments, or a second crew of Spaniards, &c., or articles employed in the Slave Trade, should be considered legal proof to condemn an United States' vessel as a slaver, in the absence of the usual certificate proving that they were on board for legal commerce.

The sale or transfer of American merchant-ships on the African Coast should be most strictly prohibited.

By adopting such measures, in addition to a steam squadron on the coast, the American Government would soon protect their flag from abuse.

In conclusion, the result of my experience on the Coast of Africa assures me that the Slave Trade north of the Line is fast becoming extinct, while south of the Line it has seldom been more prosperous and extensive; the Slave Trade may be said to confine itself to the limits of, from Cape St. Catherine to Ambrizette, a distance of about 400 miles. During the last nine months I know of but one shipment north of the Line—the "*Tyrant*" from Whydah in January last: one or two cargoes may have left the North Coast, and perhaps two more from the Bights, but I have no reason for believing such to be the case.

Legal commerce in the Bights is making most encouraging strides, and the exports annually increasing: it is the means of gradually enriching and raising into position that portion of the population which formerly were exported, their services being now required to cultivate the ground. In fact, if the use of the American flag was only prevented, the Slave Trade north of the Line would rapidly become extinct, for all other vessels would immediately be captured.

Inclosure 2 in No. 144.

Return of Vessels which are said to have escaped with Slaves from January 1 to September 30, 1859.

Date of Sailing from Western Ports.	The Vessel's					Place where Slaves were shipped.	Date of Shipment.	Remarks.
	Name.	Nation.	Rig.	Tonn.	Owners.			
New York, Havana, and Cape de Verde	Tyrant	American	Brigantine	211	Cunha Reis and Figueres, New York	Whydah	About January 6, 1859	Landed her slaves in Cuba, February 1859, and was then deserted and brought into Key West.
July 19, 1858. New Or- leans	J. W. Reid	Ditto	Barque	350	Same as the R. M. Charl- ton	Stako's Head, South Coast	January 3, 1859	Supposed to be the barque wrecked at Puerto Rico; her cargo, then 800 slaves, seized by Spanish Government. Boarded by "Condict" and "Pluto."
December 20, 1858. New York	J. J. Cobb	Ditto	Ditto	350	Ximenes, Martinez, and Lafitte	A little south of Cabinda.	April 1859	Landed her slaves in May, between Chooa and Santa Cruz. Boarded by "Viper."
January 1859. Cuba	Unknown	Said to be American	Schooner	...	...	Ditto	January 1859	Doubtful.
December 1858. Havana	Annetie	Said to be Spanish	Ditto	200	...	Mague Grande, South Coast	April 1859	Seen shipping by merchants on shore.
February 1859. New Or- leans	Supposed Horatio	American	Barque	About 500	...	Banda Point	May 10, 1859	Not seen by cruisers.
Ditto	Bonsville	Ditto	Brigantine	250	...	Off Bull Island, River Congo	May 30, 1859	Boarded by "Condict" and "Pluto."
March 1, 1859. New York	Nancy	Ditto	Brig.	157	...	Supposed in the Congo	Late in May or June	Not seen by cruisers; said to have been hid in the river.
April 19, 1859. Havana	C. H. Sampson	Ditto	Brigantine	156	Allen Peter Rolland	Probably Mayumba	June 1859	Boarded by "Venus" in May, after landing her cargo for purchase of slaves.
March 31, 1859. New York	W. S. Grotton	Ditto	Brig.	240	Don Gregorio Tregador	Ditto, or Banda Point	August 1859	Came into Mayumba to communicate with "Archer's" prize, and put to sea on discovering what she was.
February 14, 1859. Mobile	Star of the East	Ditto	Barque	316	Pierre and Pearce of Brooklyn	Probably Mague Grande	About August 17, 1859	Are said to have sent down to Bahia Fonda, as a decoy, a schooner, captured by "Tilton," August 17, 1859, availing themselves of the opportunity of her detention to stand in to the northward, and ship in safety.
	Ottawa	Ditto	Ditto	277	Captain Gordon	...	...	...

January 1 to September 30, 1859, said to have shipped thirteen slaves, capable of containing 8,500 slaves.

The under-mentioned Vessels having cleared from the African coast, and not been heard of or seen since by any of the cruisers, have probably escaped with cargoes of slaves, if not otherwise fallen in with.

November 1858. Havana	Marius	American	Brig.	300	Uncertain	Unknown	Unknown	Not seen by any of the cruisers.
December 13, 1858. Ha- vana	Huntress	Ditto	Ditto	164	Ditto	Ditto	Ditto	Ditto.
March 28, 1859. New Orleans	Angeline	Ditto	Ditto	Said 800	Ditto	Ditto	Ditto	Ditto.
March or April 1859	Camilla	Ditto	Barque	800	Unknown	South Coast	Doubtful	Information received from the captain of a slaver, who said she was cruising in the offing off Kilongo till her slaves were collected. Not seen by any of the cruisers.

Four doubtful shipments, probably conveying 2,500 slaves.

(Signed) CHAS. WISE, Commodore, Senior Officer, West Coast of Africa.

Inclosure 3 in No. 144.

Return of Vessels which have cleared, or are about to clear, from Western Ports for the Coast of Africa, between the 1st of January and the 25th of July, 1859, exclusive of Slavers captured, or supposed to have escaped.

Date of sailing from Western Ports.	Port cleared from.	The Vessel's					Tons.	Owners.	Cargo.	No. of Slaves can convey.	Remarks.
		Name.	Nation.	Rig.							
June 3, 1859 (Qy.) Sailed July 1859	Havana	Enterprise	American	Schooner	120	Don Gregorio Tregador	Unknown	Not yet seen.	Unknown	350	Not yet seen.
March 21, 1859	From an outport of Cuba	E. A. Rawlins	Ditto	Barque	278	Mr. Lamai	Ditto	Believed to be fraudulently sailing under American flag. Repeatedly visited by Her Majesty's cruisers.	Slave-coppers, deck, and provisions	700	
February 26, 1859	New York	Isla de Cuba	Claiming to be American	Ditto	213	Cunha Reis and Co., New York	Unknown	Repeatedly visited by Her Majesty's cruisers.	Unknown	600	
April 1, 1859	New Bedford	Memphis (disguised as a whaler)	American	Ship	798	Supposed, J. L. Maura; Moody, captain	Unknown	Same owners as "Bronsville," "Laura," &c. Repeatedly visited by Her Majesty's cruisers.	Slave-coppers, deck, and provisions	1,200	
(Qy.) April 1859	New Orleans	Rebecca	Ditto	Ditto	540	Pratts, Pujol, and Co., New Orleans	Unknown	Not yet seen.	Unknown	1,200	
April 18, 1859	Fitted out in one of the outports of Cuba	Anu	Ditto	Barque	240	Unknown	Ditto		Unknown	(Qy.) 700	
May 1859	New York	Laurens (disguised as a whaler)	Ditto	Schooner	400	Mr. Lamai	Ditto		Ditto	600	
July 1859	New York, for Punta da Lenha	Asa Fish	Ditto	Barque	320	J. Lima, New York	Slave-coppers, deck, and provisions	Repeatedly visited by Her Majesty's cruisers.	Unknown	800	
March 1859	New York	Regatta	Ditto	Ditto	210	Unknown, cleared by M. S. Kinny	Unknown	Not yet seen.	Unknown	800	
March 12, 1859	Havana	Florence	Ditto	Ditto	202	(Qy.) Hush, master	Ditto	Doubtful; not yet seen.	Ditto	(Qy.) 600	
July 25, 1859	Key West	W. S. Kibby	Claiming to be American	Brig	699	Unknown	Ditto	Not yet seen.	Ditto	600	
June 29, 1859	Havana, for West Coast of Africa	Ida	Ditto	Barque	194	Ditto	Ditto	Seized by the United States' authorities at New Bedford.	Ditto	600	
June 1, 1859	New Bedford	Atlantic (disguised as a whaler)	Ditto	Ship	187	Smith, Jones, and Co.; Silva, captain	Ditto	Not yet seen.	Ditto	800	
(Qy.) June	New York, for Havana	Triton	Claiming to be American	Brig	219	Unknown	Ditto	Not yet seen.	Ditto	600	
Not cleared	Ditto	Eclipse	American	Schooner	194	J. L. Vianna, a noted slave-trader	Ditto	Not yet seen.	Ditto	500	
June 29, 1859	New Orleans	Wild Pigeon	Ditto	Brig	194	Unknown	Ditto	Ditto.	Ditto	600	
July 25, 1859	Charleston	Heyward	Ditto	Brigantine	101	Ditto	Ditto	Ditto.	Ditto	300	
Not cleared	Ditto	James Ross	Ditto	Brig	174	Ditto	Ditto	Ditto.	Ditto	500	
June 29, 1859	Boston, for New Bedford	Comoro	Ditto	Ship	439	Ditto	Ditto	Has not arrived at New Bedford. Not yet seen.	Ditto	900	
July 25, 1859	Charleston, for West Coast of Africa, St. George d'Elmina	Frances Ellen	Ditto	Brig	277	Pandandy Sales	Ditto	Not yet seen.	Ditto	800	
July 1859	New York	Putnam	Ditto	Ditto	187	Unknown	Ditto	Ditto.	Ditto	600	
December 22, 1858 (Last cleared May 27, 1859, for Trinidad from Havana)	New Orleans	Laura	Ditto	Barque	219	Ditto	Ditto	Probably the "Laura," which left under the Mexican flag.	Ditto	800	
July 26, 1859	From New York for Monte Video	Brookline	Ditto	Ship	...	Ditto	Ditto	Will probably ship on East Coast.	Ditto	800	
August 2, 1859	New York	Hermitage	Ditto	Barque	317	Mr. Latta	Ditto	Not yet seen.	Ditto	900	
(Qy.) July 1, 1859	Havana, for Teneriffe	Cygnat	Ditto	Brigantine	199	Henry Gottell, master and owner	Ditto	Has been seen in the Bights, and her slaves are already collected at Whydah.	Ditto	600	
May 13, 1859	New York	J. Harris	Ditto	Brig	249	Unknown	Ditto	Ditto.	Ditto	800	
Not cleared	...	Marquis de la Habana	Spanish	Screw steamer	...	...	Ditto	Doubtful if such an attempt will be made.	Ditto	1,200	
June 12, 1859	Havana	Villa de Toroa	Ditto	Schooner	100	Gual and Co.	Ditto	Not yet seen.	Ditto	300	
June 23, 1859	Ditto	Guanchi	Ditto	Brig	294	Unknown	Ditto	A Spanish brig spoke "Archer's" prize, about the 26th September: probably this vessel.	Ditto	800	
July 2, 1859	Ditto	Eco (real name "Reuben," of Antwerp)	Spanish (Belgian)	Ditto	about 200	Rodriguez	Ditto	Not yet seen.	Ditto	600	
June 6, 1859	Ditto	Fomento	Spanish	Ditto	about 200	Unknown	Ditto	Not yet seen.	Ditto	600	
No intelligence of her having been cleared to July 25, 1859	...	Pontido	Sardinian	Brigantine	150	Ditto	Ditto	Ditto.	Ditto	500	
Ditto	...	Alcoy	Chilian	Ship	343	Ditto	Ditto	Ditto.	Ditto	900	
Ditto	...	Kingbird	American	Brigantine	200	Ditto	Ditto	Information from Her Majesty's Consul at Teneriffe that she is about to proceed to Coast direct for slaves.	Ditto	600	
June 23, 1859	Teneriffe, for Matanzas	Delicias	Spanish	Brig	230	Ditto, Berns, master	Ditto		Ditto	600	

January 1 to July 25, 1859,—83 slavers cleared, or about to clear, from Western Ports, for Coast of Africa, exclusive of those captured or supposed to have escaped, capable of conveying 25,350 slaves.

CHAS. WISE, Commodore and Senior Officer, West Coast of Africa.

(Signed)

No. 145.

Lieutenant Chapman to the Secretary to the Admiralty.

(Extract.)

"Spitfire," Whydah, September 27, 1859.

I BEG to inform you that on the 26th of September, 1859, at 10 A.M., Her Majesty's ship under my command, being then in the Bight of Benin, Appi bearing north by compass fifteen miles, I, in company with Mr. Ling, Second Master, boarded and took possession of a brigantine without colours, papers, or name, having at the time on board 500 slaves. I therefore seized her as a vessel not entitled to the protection of any State or nation, and have this day sent her to Sierra Leone for adjudication in charge of Mr. Ling, Second Master, and fifteen men.

The person who represented himself to be the master declined any information respecting either himself or the vessel, merely delivering her up as a prize to Her Majesty's ship under my command.

No. 146.

Commander Close to the Secretary to the Admiralty.

Sir,

The Deanery, Carlisle, December 22, 1859.

IN compliance with a Memorandum from Commodore C. Wise, received since my return to England in Her Majesty's ship "Trident," I beg to inclose a statement, required by the Lords Commissioners of the Admiralty, in reference to the capture of the "*Lydia Gibbs*," slaver, formerly an American vessel of Charleston, United States.

2. I also herewith reply to the several charges made against me in a letter dated Havana, October 24, 1859, signed William Summerfield.

3. I was never "schoolmate or playfellow" with Captain Watson, of the "*Lydia Gibbs*," nor had I or my family ever heard of him before we met at Whydah, on the West Coast of Africa.

4. Captain Watson stated that he was born at Campbell-town, Argyleshire, which town I had once visited whilst shooting grouse in the neighbourhood.

5. I visited the schooner twice before capturing her, in company with one of my officers, to buy anything they had to sell.

6. The conversation stated to have taken place between Captain Watson and myself on the right of search is entirely false from first to last. The swearing and damning, and threatening to search, is also perfectly false.

7. I did send a note to Captain Watson, containing directions how he was to send some cigars to Sierra Leone from the Havana, and I told him at the same time that I was going to sea.

8. I did not order the "*Lydia Gibbs*" to heave-to, but hailed him to say I was going to send a boat on board. While I was steaming a-head to drop my boat, he hove-to.

9. No man or officer in or belonging to Her Majesty's ship "Trident" touched the American flag. Captain Watson gave the order to "haul down that bloody rag; I am not going to be taken under that flag:" and his mate complied with the order.

10. I did not make use of any of the violent language here again mentioned, nor was any regular search instituted until after the Spaniards and Americans left the slaver.

11. All the crew, both American and Spanish, were searched, and 242*l.* was taken from them in doubloons, which, according to custom, had been distributed among them by the Spanish supercargo, and was secreted in bandages round their legs and other places.

12. To the best of my recollection, no large sums were found upon the American crew; not a ring or a watch of any kind. I remember that the Spanish supercargo offered his watch, as if we were about to take it as a matter of course; which offer, as a matter of course, was declined. Even their fire-arms (revolvers, &c.) they were allowed to keep.

14. Such implicit faith had Captain Watson in us, that he left his personal baggage on board the "Trident" for some days under our care, the surf being too dangerous to risk the landing; and he eventually sent a Spaniard on board for it.

15. I never offered a single farthing, or any sum whatever, for the American

papers, for the simple reason that, from Captain Watson's own mouth, I believed them to be thrown overboard; and, up to the present moment, I was under the impression that I had seen the act perpetrated by the mate when the colours were thrown overboard. The commissioned officer who was with me was of the same opinion, as he saw the supposed papers afloat astern. Indeed, so clear and plain was the act, that it has been a marvel to us from whence and how these papers have come to light.

I have, &c.
(Signed) F. A. CLOSE.

Inclosure in No. 146.

Commander Close to the Secretary to the Admiralty.

Sir, *The Deanery, Carlisle, December 22, 1859.*
ON or about the 23rd May, 1858, I found the "*Lydia Gibbs*" at anchor off Whydah, West Coast of Africa.

2. I soon obtained information from the shore that a cargo of slaves were assembling on the beach for her, and that she was shipping provisions from the shore through a Portuguese vessel, from whence they could be taken to the "*Lydia Gibbs*" without our knowledge. I also received information that her cargo consisted chiefly of water in casks and provisions, &c., comprising all the necessaries of a slaving cargo.

3. At this time the "*Lydia Gibbs*" was flying the flag of the United States, and was landing trade rum.

4. Her captain (Watson) stated that he was to proceed to St. Thomas' Island (West Coast of Africa), or any island he could fetch, to repair his cutwater, which was damaged, rendering the bobstay unsafe. I could see, without boarding, that this statement was false, as there was nothing the matter with his bobstay.

5. Under these circumstances, I began to doubt his first statement, viz., that he was entitled to the protection of the flag he was flying, and I therefore considered it my duty to chase him, when he left the anchorage on the 29th May, 1858.

6. I came up with him at daylight, and hailed him, to say I was going to send a boat on board. While I was steaming a-head, to drop my boat, he hove-to.

7. I immediately went on board, taking with me Mr. G. H. Allen, master. I told Captain Watson that I had come to pay him an official visit, and wished to see his papers. Without a word of objection he took me below, and produced American papers. I found by them that he had cleared his cargo from Havana for Annobon. I asked him to explain how it was he had landed his cargo at Whydah instead of Annobon.

8. As he could give no answer, I told him that I did not believe that she was an American vessel at all, and should therefore open his hatches.

9. Against this he remonstrated, and demanded a certificate stating my reasons for opening his hatches. This certificate I gave, and then explained to him the position he was in if I opened his hatches while the American flag was flying and found proof that he was not American.

10. I also told him that if he was really entitled to the American flag he would be very foolish not to stick to it, as the risk and censure would then fall upon me for having searched a vessel of the United States.

11. I then proceeded on deck, and ordered my men to clear away and open the fore hatchway. While they were so doing, and before the hatch was lifted, Captain Watson said to his mate, "Haul down that bloody rag; I will not be taken under that flag."

12. The flag in question, viz., that of the United States, was fastened in the rigging within reach, and the mate actually tore it down by handfuls, throwing it overboard. The mate then rushed past my officer into the cabin, snatched up all the papers from off the table, and threw them overboard, with a black bag containing flags.

13. Captain Watson then shouted out to me, "Remember, Captain, I am taken under no colours, and no papers." This confession was heard by several of my men, and by the commissioned officer who boarded with me, whose written statement I have just obtained.

14. I hurried aft, to save the Spanish papers, but was too late; all, apparently, had been thrown overboard; and after searching carefully later in the day, I was obliged to believe Captain Watson's reiterated affirmation, that there was not a scrap of paper of any kind left to prove the "*Lydia Gibbs's*" nationality; all had been thrown overboard.

15. After the colours and papers had been thrown overboard, a full crew of Spaniards made their appearance from several hiding-places, including a Spanish supercargo and Spanish pilot (*i.e.*, captain); making a total of seventeen persons on board this schooner of 114 tons.

16. The last-named person told me he had been captured five times before, and described how he had landed the doubloons in a sugar-cask a few days before near Posso, to purchase slaves for the "*Lydia Gibbs*."

17. Captain Watson told me that he had received 3,000 dollars in advance for the trip across, and he was to have 3,000 more on his return, if successful. He also told me how the "*Lydia Gibbs*" had been sold at the Havana.

18. Mr. G. M. Dallas lays great stress on the honest cargo of the "*Lydia Gibbs*," but he has omitted to name, among other items, one that did not appear on her manifest, viz., 113 leaguers, pipes, casks, and barrels, filled with fresh water, a complete slave-deck, numbered and arranged, with new cleats, recently nailed to the ship's side, ready to receive the beams; also slave-coppers, packed in a wooden case, bags of wooden spoons, and tin utensils, for feeding the slaves; also vast quantities of food for slaves, which are not of any use as articles of commerce, or saleable in any way on the coast of Africa. A more complete slave cargo was never sold at Sierra Leone; even large quantities of "black dose," and other medicines, had not been forgotten.

19. So well was her character known at Sierra Leone that on one occasion, when I found the Spanish Consul-General conversing on board the "*Lydia Gibbs*," he corrected me by saying that this man was the Spanish pilot of the "*Lydia Gibbs*," and that the tall old man whom he (the Consul) had seen in the previous mail was not the pilot, but the Spanish supercargo of the "*Lydia Gibbs*;" thus, most certainly, acknowledging her Spanish character.

20. I think I have clearly proved, from Captain Watson's own statement before reliable witnesses, that the "*Lydia Gibbs*" had no colours or papers, and therefore was not American.

21. Again, from the items of her cargo found in the hold, her intentions were not those of an honest trader; and again, from the Spanish Consul-General's statement, he acknowledged the "*Lydia Gibbs*" to have had more of a Spanish character than of an American.

22. This last circumstance connected with the Spanish Consul-General I reported at the time to the Senior Officer, West Coast of Africa, in a letter dated Sierra Leone, 19th August, 1858.

I have, &c.
(Signed) F. A. CLOSE.

No. 147.

Commander Fitz Roy to Commodore Wise.

Sir,

"*Falcon*," off *Whydah*, August 17, 1859.

IN consequence of information that slaves were on the beach, branded, and destined to be shipped in the United States' brigantine "*J. Harris*," of New York, I this day directed G. W. Strong, Senior Lieutenant, and Mr. Hunt, master of this ship, to visit and ascertain her right to the American flag.

The papers were found correct, and the master made no complaint of the visitation.

I have, &c.
(Signed) A. G. FITZ ROY.

No. 148.

Commander Hewett to the Secretary to the Admiralty.

(Extract.)

"*Viper*," *Shark's Point*, September 20, 1859.

ON my arrival at Shark's Point I received a telegram from Lieutenant Burton, of Her Majesty's ship "*Triton*," to the effect that a large ship had passed up the river to Punta da Lenha. I dispatched the gig, on the morning of the 17th instant, to ascertain what ship it was. The gig returned at 4 A.M. of the 18th, bringing information that the "*Rebecca*," of New York, was lying off the factory of a notorious slave-merchant.

In consequence of information I deemed it my duty to proceed to Punta da Lenha, accompanied by Mr. A. Thompson, Assistant Paymaster in charge, and board the "*Rebecca*," which I did on the forenoon of the 19th instant. On asking to see the register of the ship, it was produced, and found correct, as is now the case with all of them that come to the coast of Africa.

I asked the captain if he had any complaints to offer on his being boarded. He had none, and required no insertion made in his log as to the fact of his having been visited.

No. 149.

Captain Courtenay to the Secretary to the Admiralty.

Sir,

"*Archer*," *River Congo*, October 19, 1859.

I HAVE the honour to report, for the information of the Lords Commissioners of the Admiralty, that, this day, being at anchor in the River Congo, I saw a brigantine coming down the river under American colours. Perceiving that she was not one of the usual traders to this coast, I thought it probable that she had hoisted that flag to cover illegal Traffic. I therefore sent Lieutenant Thomas and Mr. Goolden, Master's Assistant, to board her to ascertain her nationality. As she proved by her register to be an American vessel, Lieutenant Thomas left her at once.

I inclose a copy of the report of the boarding officer, attested by the witness.

I have, &c.
(Signed) R. W. COURTENAY.

Inclosure in No. 149.

Mr. Thomas to Captain Courtenay.

Sir,

"Archer," River Congo, October 19, 1859.

IN compliance with your directions, I this day boarded a brigantine coming down the River Congo. On examining her register, I found her to be the "Francis Ellen," of Charleston, entitled to fly the American flag.

The captain making no complaint, I returned on board this ship without delaying her on her voyage.

I have, &c.

Witness:
(Signed) C. T. GOOLDEN, *Master's Assistant.*

(Signed) J. H. THOMAS.

No. 150.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

"Vesuvius," Ascension, November 23, 1859.

I REGRET to have to report to you that there is every indication of an intention of vigorously re-opening the Slave Trade in the Bights.

By reports made me by the Commander of the "Spitfire," and others, it appears that, in addition to the shipment of 600 slaves from Whydah last January in the "Tyrant," the United States' vessel "Cygnet" shipped and escaped with 400 on the 20th September. Half of her cargo was received at Aghwey, the remainder lower down the coast.

The "J. Harris," American brigantine, shipped on the 25th September, and was captured, without papers or colours, next day by the "Spitfire," having on board 500 slaves.

The Portuguese brigantine "Gloria" received 400 slaves at Aghwey on the 11th September, and escaped in safety.

A fourth vessel is reported to have shipped between 400 and 500 slaves at Porto Seguro on the 24th.

A fifth vessel, a Portuguese brig, is waiting an opportunity, it is expected, to ship. Her master states that several Portuguese vessels have recently escaped.

The last-named brig, and other suspicious Portuguese vessels, have been searched by the "Spitfire" without any evidence of slave-trading being discovered.

The master of the packet "Retriever" reports that the Slave Trade is about to be opened in the Benin and Biafra rivers, and that 10,000 slaves are engaged to be ready at Whydah by the end of the year.

The re-opening of the Slave Trade in the Bights on a large scale, if allowed to exist, will be attended with a stoppage of that great and rapidly-increasing legal traffic which is now fast superseding it. There is greater necessity now than there has been for the last ten years for a large and efficient squadron. Between 20,000 and 25,000 slaves, it is calculated, will leave the coast this year; in fact, a great portion of that number have already left, as shown in my last Report on the Slave Trade.

With regard to the late shipments from the Bights, I have instructed the Senior Officer of that Division to personally communicate with and warn the King of Aghwey, and others who have infringed their Treaty-engagements with England, of the punishment they may expect if they again disregard their solemn contracts, and have enjoined upon him the necessity of a most vigilant system of cruising—each vessel having, in addition, two boats constantly detached to watch the coast.

No. 151.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

Sir,

"Hermes," in Simon's Bay, November 17, 1859.

BY the "Chevy Chase" steamer, which arrived here on the 7th instant, I received from Commodore Wise his letter of the 22nd October, 1859, of which a duplicate was forwarded by him to you.

The Lords Commissioners of the Admiralty will have learnt from that report the continued activity of the New York and Cuban slave-dealers, and the measures which, in the Commodore's opinion, are required for checking it.

I must first observe, that it is gratifying to find that the efforts of Her Majesty's

Government for so many years have not been altogether unavailing, and that, notwithstanding the unprecedented activity of the slavers, the legitimate trade has, with but slight exceptions, replaced the iniquitous Traffic in Slaves along the whole extent of coast between the Gambia and Cape Lopez. At the same time, it cannot be doubted that, until the propensity to sell slaves has more completely died out, any relaxation in our vigilance would cause a revival of the Trade in the Bights; and I much fear that the reduced state of the African squadron will lead to attempts by the owners of vessels which the joint efforts of the English and American squadrons may drive from the South Coast to obtain cargoes from the neighbourhood of Whydah. Should these attempts be successful, I fear that all the good already accomplished will be lost, and I view with much apprehension the diminution of our force in that quarter.

The chief focus of the Trade on the South Coast is undoubtedly the River Congo.

The substitution by the United States of a steam-squadron having its depôt at St. Paul de Loanda, for a sailing-squadron with its head-quarters at Porto Praya, will, I do not doubt, have a considerable effect in checking it there.

The additional measures suggested by Commodore Wise are:—

Some alterations of the law of the United States which would make vessels under that flag liable to seizure by their cruisers when equipped for the Slave Trade.

More stringent regulations for granting papers to American vessels clearing out for the coast of Africa.

I have already expressed to their Lordships my opinion of the great advantages that would accrue to the cause of the suppression of the Slave Trade if the United States' Government would follow the example of the other Powers in prohibiting the shipment of certain articles, except under special guarantees, and in giving more power to their cruisers, and it is needless to say more on such an obvious point.

But it is not on the West Coast alone that we are to fear an increase in the Slave Trade. By the inclosed copy of a despatch from Captain Rigby, the Agent of the Indian Government at Zanzibar, to the Governor in Council at Bombay, dated the 25th July, 1859, I learn that advantage has been taken of the absence of Her Majesty's cruisers, and that three shipments are known to have taken place from the neighbourhood of Ibo. I shall therefore endeavour, by sending up supplies in the first vessel I have available, to enable Captain de Horsey to watch the suspicious ports more closely; and, should the cargo of coals for which their Lordships have directed me to provide covering arrive at Johanna at no very distant period, I should hope that we may then frustrate some of the attempts that we may expect will be made by vessels driven off the West Coast.

Inclosure in No. 151.

Captain Rigby to Mr. Andrews.

(Extract.)

Zanzibar, July 25, 1859.

IN connection with the Slave Trade on the East Coast of Africa, I have the honour to report, for the information of the Governor in Council, that I have been informed that recently at the port of Ibo, situated within the Portuguese dominions on the East Coast of Africa, in about 12° south latitude, a large slave-ship arrived, and on seeing a vessel, and supposing it to be a British cruiser, hoisted American colours, and stood out to sea, but soon afterwards, on ascertaining that it was not a ship of war in the port, returned under Spanish colours, and commenced shipping a cargo of slaves for Cuba. This vessel was well armed with large guns, and carried a strong crew.

A few days ago, letters were received here from Ibo, stating that two other large slavers, under Spanish colours, had arrived at that port, and after making contracts and all arrangements for receiving cargoes of slaves, had stood out to sea, and were to return after twenty days to ship the slaves.

On these occasions the slave-ships, having previously made all arrangements with local agents, seldom remain more than a few hours in the port. Some spot on the coast is agreed upon, the slaves and provisions are collected at the appointed time, and within a few hours after the arrival of the slaver they are all shipped, and the vessel leaves the coast.

The slaves who are contracted for with the agents at the Portuguese port of Ibo, are taken by land about thirty miles to the south, and shipped in a small bay called Poona. It is described as having a very narrow entrance, and ships inside it cannot be seen by a vessel out at sea.

As there is at present no British Consul at Mozambique I should have reported this Slave Trade at Ibo to his Excellency the Admiral Commanding-in-chief on the Cape Station, but there is no probability of any opportunity occurring to forward a letter from here to the Cape.

His Excellency the Governor-General of Mozambique appears most anxious to put a stop to the Slave Trade within the Portuguese dominions on the East Coast, but I fear that he meets with little support from the Portuguese authorities at the other ports: and His Highness the Sultan at Zanzibar has so strongly forbidden the export of slaves from his ports in foreign ships, Ibo appears to be the chief market from which they are shipped, and it must be with the connivance of the Portuguese authorities at that port.

No. 152.

Lieutenant Burton to the Secretary to the Admiralty.

Sir,

"Triton," off Killongo, October 13, 1859.

I HAVE the honour to inform you that I boarded a brig under American colours, name "*Tavernier, of New York*," 151 tons, Robert Johnson, master, off this place, this day, to prove her nationality.

I examined her papers. They were in the usual form, but had no means of proving their authenticity: no complaint was made, and the following is a true extract from the log of this ship:—"2.30 P.M., Commander boarded the brig '*Tavernier, of New York*,' under American colours."

From the following reasons I am of opinion that this vessel is come for a cargo of slaves:—

1. Her register states that she belongs to New York; but in her articles she belongs to Philadelphia.

2. She was cleared out from Savannah for Fernando Po, but has not been to that island; her master alleging as an excuse that he had not a bill of health for Porto Praya.

3. She has a Spanish supercargo, who is connected (from a statement made by the master) with the well-known slaving house of Antonio Fernandez at Punta da Lenha, in the River Congo.

4. She has unusually large hatchways for a vessel of her description, which were carefully closed, and her general appearance was not that of a legal trader.

5. She was anchored about three-quarters of a mile from some very extensive and recently-erected slave-barracoons; also left the anchorage immediately after being visited.

I have, &c.

(Signed) R. H. BURTON.

No. 153.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.)

"Arrogant," Ascension, December 30, 1859.

I HAVE the honour to acquaint you, that on the 13th December, 1859, in latitude 1° 46' north, and longitude 11° 39' west, I fell in with a brigantine under Mexican colours, which, on boarding, proved to be the "*El Rosarito*," of about 170 tons, fully fitted for the Slave Trade, with deck laid, and having no papers of nationality whatever. She therefore became a prize to the "*Arrogant*," and was despatched, in charge of Lieutenant Adams, to Sierra Leone for adjudication.

The "*El Rosarito*" cleared out from Havana. She had no slaves on board. It was intended that her slaves should be shipped in the neighbourhood of Ambriz.

Her master had, on former occasions, shipped slaves, but would not afford any further information on the subject.

No. 154.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

"Vesuvius," Ascension, December 24, 1859.

THE "*Conflict*" was at Sierra Leone on the 27th September, and Comm Sullivan intended to sail for England on the 29th. On the 18th she had the good fortune to capture a barque without name or nation, in latitude 1° 35' north, longitude 10° 10' west. She had 330 gold doubloons on board, and is believed to have fitted out in either the Spanish ports of Santander or Bilbao.

The "*Spitfire*," on the 21st September, steamed to Aghwey, and, on anchoring there, received information that a brigantine, supposed to be the "*Cygnnet*," had communicated with the shore, and sailed to leeward about 8 P.M. the previous night. The "*Spitfire*" directly steamed back along the coast as far as three miles to leeward of Jackin, but saw nothing of her. On the following day the "*Spitfire*"

steamed back through Whydah towards Aghwey, and at noon met the brigantine "*J. Harris*" running to leeward; and Commander Chapman, believing she had returned to ship, followed and anchored in company with her at Whydah, remained there to the 25th, on which day the "*J. Harris*" sailed to leeward. The "*Spitfire*" weighed the same day and steamed towards Jackin, and at 6 P.M. observed a brigantine standing off the land, which, on being boarded at 9.30 P.M., proved to be the "*J. Harris*," apparently all correct. She had, however, then 500 slaves on board, without the boarding officer discovering it; and it was only on the return of the "*Spitfire*" to Jackin that the fact was ascertained. The "*Spitfire*," in consequence, again proceeded in chase next morning, and, at 9.45 A.M., captured the slaver, without papers or colours, but with 500 slaves on board.

The "*Spitfire's*" prize was at Sierra Leone in the harbour, on shore, with 400 and odd slaves, several having died on the way up from small-pox.

No. 155.

Lieutenant Burton to the Secretary to the Admiralty.

"*Triton*," at Sea, Lat. 7° 17' S., Long. 12° 14' E.,
December 24, 1859.

(Extract.)

I HAVE the honour to inform you that when at anchor off Bahia Fouda this day, a sail was reported to the southward standing north, which sail I immediately proceeded to overhaul, and, after a chase of five hours, succeeded in capturing a brig, without name, papers, or colours, and fully equipped for the Slave Trade.

After considerable difficulty I succeeded in ascertaining that the brig's name had originally been the "*Dos Hermanos*," that she was about 200 tons burthen; that she sailed from Cardenas, in Cuba, on the 1st May last with a crew consisting of twelve persons; that the captain and one of her crew had proceeded to Punta da Lenha, with 500 doubloons, about a month ago; and that she was standing into Bahia Fouda, for the purpose of shipping between 400 and 500 slaves when intercepted by the "*Triton*."

This vessel was chased by the "*Viper*" on the 21st, also by the "*Viper*" and "*Triton*" on the 22nd, and succeeded in eluding her pursuers both days.

I have sent her to St. Helena for adjudication, in charge of Mr. Charles J. Bigley, Master's Assistant.

No. 56.

Lieutenant Burton to the Secretary to the Admiralty.

"*Triton*," at Sea, Lat. 5° 8' S., Long. 11° 52' E.,
January 9, 1860.

(Extract.)

I HAVE the honour to inform you that this day I captured a barque with between 600 and 700 slaves of both sexes on board, without name, papers, or colours.

This vessel when first seen was standing out of Landano under all plain sail, with port topmast and topgallant studding-sails set, and on seeing the "*Triton*" she took in her studding-sails, tacked and set starboard studding-sails. Having got within range I fired a blank gun to enforce colours; the American ensign was then hoisted, and the wind at that time beginning to freshen, I felt certain by her movements that she had fraudulently assumed the American flag. I therefore determined to board her, and fired a shotted gun over her, to bring her to.

On boarding I found her full of slaves (the American flag disappearing immediately after the second gun was fired), in a very confined space; I could find no colours of any nation on board, nor had she any papers. On my inquiry why the American flag was hoisted, I was informed they thought that I would pass without boarding. None of the crew would admit of their being captain, mate, or supercargo, and denied the protection of any nation.

The slave-deck being very badly ventilated, with small hatchways, &c. (as per report inclosed), I therefore deemed it absolutely necessary, for the preservation of the lives of the slaves, to remove 200 to the "*Triton*," most of which are under 10 years of age, several very much attenuated, and when in the barque were trampled on and cast aside by their stronger companions.

One of the crew, who I imagine was her captain, informed me that the barque sailed from Anguilla near Cuba on the 21st of September, 1859, that she was 250 tons burthen, that her name had been the "*Pamphylia*," and that he shipped the slaves at Landano; he further acquainted me that he had, as Captain, run two successful cargoes of slaves from the Mozambique, and was also second mate of the brig that escaped from the "*Penguin*" and "*Orestes*" with 600 slaves on board from the Mozambique, on the 6th of November, 1851.

I intend taking the slaves I have on board to St. Helena for adjudication, placing Mr. E. C. Smythe, Second Master, in charge of the barque for the same purpose.

Inclosure in No. 156.

Messrs. Mc Kinner and Smythe to Lieutenant Burton.

Sir,

"*Triton*," Cabinda, January 10, 1860.

IN compliance with your orders we yesterday visited a barque (name and nation unknown) captured by Her Majesty's ship "*Triton*" under your command on the 9th instant, with a large number of slaves on board.

We carefully examined the state of the vessel, health and condition of the slaves, in compliance with the instructions contained in Article XV, page 36, of the Commanders-in-chief's general instructions and local orders, and we find as follows:—

1. That the vessel is barque-rigged, of about 250 tons, well found and in good condition; but with small hatches, and the slave-deck badly ventilated.

2. The majority of the slaves are young and healthy apparently, consisting of both sexes, the female being separated from the male sex; 28 slaves were found in the forward part of the vessel (evidently used as a "sick bay"), the greater number of whom were greatly emaciated, and a few suffering from dysentery.

3. On the centre or slave-deck about 430 slaves were confined: the space being quite insufficient for them to lie down, many of them were obliged to remain in an erect position.

4. The slaves, from the appearance of the deck, had been very recently shipped; but the heat below was most intolerable, and subsequently a most disagreeable odour issued from the slave-deck.

We have, &c.

(Signed) ARTHUR Mc KINNER, *Assistant Surgeon.*
EDWARD C. SMYTHE, *Second Master.*

No. 157.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

Sir,

"*Boscawen*," in *Simon's Bay*, January 10, 1860.

I HAVE the honour to forward, for the information of the Lords Commissioners of the Admiralty, copies of Lieutenant Burton's reports of the circumstances under which the "*Regla*" was captured by Her Majesty's steam-vessel "*Triton*," in May last.

I have, &c.

(Signed) FRED. WM. GREY.

Inclosure 1 in No. 157.

Lieutenant Burton to Rear-Admiral Sir F. Grey.

Sir,

"*Triton*," off *Mesol*, May 4, 1859.

I HAVE the honour to inform you that I captured a schooner, name unknown, about fifteen miles off *Mesol* this day, without papers or colours, manned by fourteen persons, who refused to claim any nation; and, being ordered to St. Helena, intend to convoy the prize to that island myself, for adjudication.

With the assistance of Mr. Gabriel, Commissioner at St. Paul de Loanda, the following particulars were obtained from one of her crew, who stated that the vessel sailed from Cardenas, in Cuba, in February last, and that she was called the "*Regla*." She left that port at night, without having been visited or despatched by the authorities, having on board a complete slave-cargo, ready for the reception of about 350 slaves, which he imagines were to have been shipped at Mazula, and her slave-deck was laid during the voyage.

She made the land, on the 1st instant, to the southward of Rio Longo, and ran to the northward for three days, keeping the coast (Portuguese territories) in view, and arrived off Mazula on the 3rd, on which day the captain (said to be an American) landed, sending orders for the schooner to return the following day; also that this captain had previously run two cargoes of slaves. I was unable to ascertain his name, but when he landed he was seen to take an American ensign with him.

I have, &c.

(Signed) R. H. BURTON.

Inclosure 2 in No. 157.

Lieutenant Burton to Rear-Admiral Sir F. Grey.

Sir,

"Triton," Shark's Point, July 10, 1859.

IN answer to your Memorandum of the 20th June, 1859, calling for a full report of my proceedings from the time of parting company with Her Majesty's ship "Conflict," until my capturing a schooner without colours or papers, and name unknown, supposed to be the "*Regla*," I have the honour to inform you that, on parting company with the "Conflict" off the Congo, on the 2nd May, 1859, I communicated with Her Majesty's ship "Pluto" off Snake's Head the same day, and supplied her with provisions, and weighed on the 3rd.

On the morning of the 4th May, at 7 A.M., I boarded a schooner fully equipped for shipping slaves, with a slave-deck laid, about fifteen miles off, to the southward and westward of Mesel. I asked for her captain, papers, and colours, and was given to understand that she had neither; the crew also denying to claim any nation, and who, on being boarded, had their clothes already packed for going away. I proceeded in-shore and anchored the prize off Mesel, while the "Triton" proceeded to Kinsembo, to land the slave-crew, and on the following morning took the prize in tow and arrived at St. Paul de Loanda the same day. I distinctly deny that she had the American ensign flying, and also assert that there was not at the time of capture, or afterwards, anything whatever in the shape of a flag found on board.

I declare this statement, as well as the copy of the log, to be true, and the Governor-General of Angola must have been imposed on by the persons making any declaration differing from my statement.

I have, &c.

(Signed) R. H. BURTON.

No. 158.

Commodore Edmonstone to Rear-Admiral Sir F. Grey.

(Extract.)

"Arrogant," Ascension, January 21, 1860.

HAVING reason to believe that the Slave Trade was being carried on at Cape Roxo, the "Sharpshooter" proceeded there, but found no vessels at anchor, and arrived off the Pongas on the 7th December, where she sent up two armed boats to the Mission of Fallangia, and found all quiet.

The Slave Trade seems to be very slack in the North Division.

Bights Division.—Commander Bowden, of the "*Medusa*," the senior officer, left Lagos on the 24th October, under steam, for Aghwey, where she arrived the following day, and found the "*Falcon*." On the 27th Commander Bowden landed, for the purpose of holding a palaver with the Cabooceers, who had broken the Treaty. For your better information I inclose a copy of his report of proceedings on that occasion.

He further states that when on shore at Aghwey a Mr. Maderes refused to let certain Kroomen go who had volunteered for the "*Brune*," stating that he was their master. It appears, from the statement of these men, that they had been landed from the "*Hanover*," but had not engaged to serve Mr. Maderes, who forcibly detained them; and on their insisting to go to the "*Brune*," he got the natives (more than 100 in number), to hunt them, being armed with swords and knives, &c. The greater part of these Kroomen were driven down to the beach, swam out, and were picked up by the boats of the "*Medusa*," and entered for the "*Brune*," having claimed the protection of the English flag, of which Commander Bowden informed Mr. Maderes.

The "*Medusa*" then, on the 29th October, sailed for Whydah, where Commander Bowden received a communication from Mr. Dawson that the Yervogah of Whydah had stopped all supplies of fresh beef, vegetables, fruit, &c., to our men-of-war; but on the 1st December, after having communicated by letter with Mr. Dawson, he received intimation from the Yervogah that, as we were friends, he could receive supplies as usual.

King Docemo having expressed a wish to see Commander Bowden, he went to Lagos for that purpose, when he received a long account from the King of the insults he had received from Kosoko, and the threats held out by him of paying Lagos a visit.

Commander Bowden advised the King to have some system for arming and drilling his people, so as to defend himself, and succeeded in getting him to promise he would do so.

The "*Medusa*" then, on the 15th November, steamed up to Whydah, and left on the 18th for Lagos, falling in with the United States' gun-boat "*Sumpter*" on her way, and reached her destination on the 20th.

Mr. Brand, the English Consul for Lagos, arrived on the 22nd, and was saluted by the "*Medusa*" on his landing next day.

On the 24th Commander Bowden communicated with Captain Armstrong, of the "Sumpter," and pointed out to him the desirability of having an American cruiser in the Bights, there being a great number of vessels, under American colours, expected there, intended for Slave Traffic.

The "Medusa" then sailed for Whydah, and on the 2nd December to the westward, visiting the different ports, and a second time fell in with the "Sumpter" gun-boat. She had returned to the Bights to act as a cruiser, and was informed by her commander (Captain Armstrong) that he was desirous of co-operating with him in every possible way.

The "Medusa" then, on the 8th, returned to Lagos.

The "Falcon," Commander Fitzroy, has been cruising in the Bights Division, between Tella Coffee and Whydah. She was at Aghwey on the 25th October, where she remained until the 28th, and has since been constantly cruising to windward for the suppression of the Slave Trade.

The "Falcon" boarded the Portuguese ship "*Lisbonais*" on the 17th October off Aghwey and found her papers quite correct, but has since had reason to believe that she is employed in the Slave Trade.

The "Spitfire" was at Lagos on the 22nd October.

The "Brune" is still employed in the Lagos Lagoon, being manned by Kroomen; it is my intention to put an European crew on board, and, in accordance with instructions, remove her.

I think her services might be very useful in the Congo.

Kosoko still continues to threaten Docemo, who is in daily fear of being attacked.

Lieutenant Hankinson writes that on the 14th November hearing there was a probability of a disturbance between them at Ikorrodo Market, he proceeded there, accompanied by the Consul, with the intention of preventing it if possible; but the market was quiet, and there was no appearance of hostilities on either side.

The Slave Trade, under American colours, appears to be going forward briskly.

Inclosure in No. 158.

Commander Bowden to Commodore Wise.

(Extract.)

"Medusa," Lagos, November 21, 1859.

I HAVE the honour to report that as I knew some of the slaves on board the prize "*John Harris*," and also part of the cargo of slaves on board the "*Cygnets*," had come from Aghwey, or its immediate neighbourhood, I rendezvoused off that port with the "Falcon," and having previously sent to the Cabooceers that I wished to have an interview, I went on the 27th October to see them.

I first saw the English Cabooceer, who told me he had nothing to do with slaves, and had always acted up to the Treaty; that none of his people were concerned in it; that his part of the town was the smallest and poorest, and that he had no influence in the Portuguese town.

He produced the copy of the original Treaty, and appeared perfectly aware of its contents; and he appealed to some British subjects of colour, that were present, if he had not always acted up to it. I afterwards saw the Portuguese Cabooceer. He said he had heard of a Treaty, but never saw it; that the old Cabooceer was dead, and that he belonged to another family. I therefore read the copy of the Treaty to him, and pointed out the words "for ever," and the signatures. He acknowledged it to be binding on him, and promised to consult his head men. After denying for a long time that slaves had been shipped from Aghwey, he finally admitted that they were gone, but had not shipped from their coast. He told me they had no slaves there; that if I could find any person to point them out, he would give them up. I urged on him that Mr. Swarey, a Portuguese who had bought and shipped the slaves, and was then living with Mr. Maderes in his town, should not be allowed to remain, it being contrary to the Treaty. About this he made a difficulty, but finally promised to send him away, if he found that he was engaged in the Slave Trade. I then warned him of the consequences of breaking the Treaties; talked to him of Lagos and Kosoko, and of our not keeping ships on the coast for nothing; telling him that I should refer the matter to you. He then got very humble, and asked me to have the Treaties read to his people and Chiefs, which I consented to do; and the following day both Cabooceers, with their Chiefs and followers, came to the Mission-house, where the Treaty was read and explained, and they promised to keep it strictly.

I have but little doubt that the Portuguese Cabooceer has been greatly concerned in the Slave Trade, but am of opinion that his people will prevent any gathering of slaves for some time to come.

No. 159.

Lieutenant Simpson to Captain Courtenay.

*"Pluto," at Sea, Lat. 0° 40' N., Long. 6° 23' E.,
January 25, 1860.*

(Extract.)

I HAVE the honour to report I this day boarded the American brigantine "*John R. Rhoades*," of Baltimore, Strutt master. She was last from Corisco, but

unable to say where bound to, though she professes to be looking for guano. Her hatches being off, I observed that her hold was clean, and ready to take in a cargo of slaves at a very short notice; but her register being apparently correct, I did not detain or molest her, nor was any complaint made by the master, or any other person on board.

Inclosure in No. 159.

Boarding Officers' Report.

AT 10 A.M., in latitude 0° 40' north, and longitude 6° 23' east, boarded the American brigantine "*John R. Rhoades*," of Baltimore, Strutt master. Finding her register apparently correct, did not molest or detain her.

No complaint was made by the master, or any other person on board; and no notation was required to be made in her log.

"*Pluto*," January 25, 1860.

(Signed)

C. H. SIMPSON, *Lieutenant and Commander.*
JOHN HAY, *Assistant Paymaster in charge.*

No. 160.

Lieutenant Simpson to Captain Courtenay.

"*Pluto*," at Sea, Lat. 4° 45' S., Long. 9° 56' E.,
December 1, 1859.

(Extract.)

I HAVE the honour to report to you that, at daylight on the morning of the 30th ultimo, being at the time under sail on the starboard tack, with wind from south-west, and in latitude 4° 15' south, longitude 9° 30' east, I observed a barque standing off the land and towards us, with port-topgallant and topgallant studding-sails set. Shortly afterwards, and apparently on her observing Her Majesty's ship under my command, she bore up before the wind. I immediately ordered the steam to be got up, furling sails (the wind being light), and proceeded in chase; upon seeing which the barque again altered course, and stood towards us. On nearing her, she hoisted the American ensign. I passed close under her stern, in order to observe her name, but found it to be completely obliterated. I then hailed, and asked the name of the vessel, and was answered, the "*Orion*." I immediately ordered her to heave-to, as it will be remembered that this was the same vessel that, on a former voyage, had been detained by Her Majesty's ship "*Triton*," and captured and sent across to New York by the United States' loop of war "*Marion*," as being engaged in the Slave Trade; and, on being released there, had again returned to the coast, with the same intention, viz., that of procuring slaves. These facts, together with her suspicious movements, and my knowledge that a few days previously she had had a name on her stern, determined me on boarding her. I accordingly left the ship, accompanied by Mr. Hay, Assistant Paymaster in charge, for that purpose, when, on nearing her, I observed the American ensign to be hauled down and thrown overboard. On boarding, I found the hatches open, and a cargo of 888 slaves on the slave-deck. I immediately made strict search for her papers, but could find none, every sign of her nationality having been destroyed previous to my boarding; and I herewith inclose a copy of a statement made and signed by the master in my and Mr. Pratt's (the Assistant Surgeon) presence, to the effect that the American ensign had been fraudulently assumed to cover the nefarious Traffic in which he was engaged, but that he had had no right or title whatever to it. I therefore captured her as a vessel being without papers and colours, and entitled to the protection of no flag or nation.

I inclose a copy of the Assistant Surgeon's report as to the state of the vessel and slaves, by which it will appear that there is every probability of these arriving at St. Helena without any great loss of life. The slave-deck is the finest I have ever seen, being about eight feet in height, and clear fore and aft the ship, thoroughly well ventilated, having three very large hatchways, besides numerous smaller ones cut in the deck, and large stern-ports. She had provisions and water on board for 1,200 slaves (the number she was intended to have taken) for sixty days.

These facts induced me to alter my original intention, which was to have taken a portion of the slaves on board the "*Pluto*" for passage to St. Helena, as I found

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the accommodation to be infinitely better than they could have been provided with on board here. I therefore dispatched her yesterday to St. Helena for adjudication, in charge of Mr. Lamb, gunner.

I have since obtained the information from the prize-crew that the slaves were shipped on the morning of the 28th instant, at Landano, in latitude 5° 12' south, longitude 12° east.

Inclosure 1 in No. 160.

Mr. Morgan to Lieutenant Simpson.

Sir,

At Sea, Lat. 4° 15' S., Long. 9° 30' E., November 30, 1859.

I DO solemnly declare that the barque captured by Her Majesty's ship "Pluto" on the 30th November, 1859, is not entitled to claim the protection or flag of any country; that I voluntarily destroyed what documents were on board immediately before being boarded, together with an American ensign, which I had fraudulently assumed; and that I had a slave-deck laid, and had on board at the time of capture 888 slaves.

I therefore gave up the vessel of which I was master to Her Britannic Majesty's ship "Pluto," as being a vessel without flag or papers, engaged in the Slave Trade; and as it would not be safe for me to land on the coast, I humbly request you will allow me to proceed to St. Helena in the vessel, and that the prize's crew and passengers, in accordance with their request, may be landed at Cabinda.

I have, &c.

(Signed)

THOMAS MORGAN.

Witnesses:

(Signed)

C. H. SIMPSON, *Lieutenant and Commander.*

ALFD. S. PRATT, *Assistant Surgeon.*

Inclosure 2 in No. 160.

Mr. Pratt to Lieutenant Simpson.

Sir,

"Pluto," November 30, 1859.

IN compliance with your orders I went on board the barque captured this day, and found that she was a fine roomy vessel, with a great height between decks, and well ventilated. I examined the slaves carefully, and found a number of them very emaciated, and suffering from debility, evidently the result of long journeys and little food. I also ascertained that eight deaths had taken place in the last two days.

I believe that by rest and regular diet the deaths will not be numerous, and on the whole the slaves may be said to be in a healthy condition.

I have, &c.

(Signed)

ALFRED S. PRATT, *Assistant Surgeon in charge.*

No. 161.

The Secretary to the Admiralty to Lord Woulehause.—(Received March 16.)

(Extract.)

Admiralty, March 14, 1860.

I AM commanded by my Lords Commissioners of the Admiralty to send you, herewith, for the information of Her Majesty's Secretary of State for Foreign Affairs, a copy of a letter from Commander Bowden, of Her Majesty's ship "Medusa," dated 17th January, with copies of inclosures, reporting the circumstances attending the detention of an American brigantine named the "*Jehossee*," by Commander Fitzroy, of Her Majesty's sloop "Falcon," and subsequent proceedings.

I also inclose a copy of a letter from Commander Bowden to the Secretary of the Admiralty, dated the 24th January, and a copy of a report from their Lordships' hydrographer, relative to the statement made by the Commander that the "*Jehossee*" was in British waters off Adaffie at the time of her detention for being engaged in the Slave Trade.

Inclosure 1 in No. 161.

Commander Fitz Roy to the Secretary to the Admiralty.

Sir,

"Falcon," Fernando Po, January 24, 1860.

I HAVE the honour to report the following proceedings connected with the United States' brig "*Jehossee*."

On the morning of the 12th instant, when at anchor off Quitta, I received information from the Commandant of that fort that a vessel under American colours had made an attempt on the previous evening to ship slaves when in British waters, off Adaffie; but owing to the surf could not succeed.

I immediately proceeded in search, and found the United States' brig "*Jehossee*" at anchor in latitude 6° 4' north, longitude 1° 9' east, Elmina Chica west five miles, village of Adaffie N.E. $\frac{1}{4}$ E. half-a-mile.

I caused her to be searched, and on receiving the boarding-officers' report, determined to detain the vessel,

and communicate with an American cruiser; and for this purpose I placed an officer and crew in charge, and proceeded, with the "*Jehossee*" in company, to Whydah, where I released the "*Jehossee*," in pursuance of an order from Commander Bowden, Senior Officer on the Bights Division.

I have, &c.
(Signed) A. G. FITZ ROY.

Inclosure 2 in No. 161.

Mr. Hunt to Commander Fitz Roy.

Sir, "Falcon," off Adaffie, January 12, 1860.
IN compliance with your orders of this date, I boarded the brigantine "*Jehossee*," under American colours, at anchor off Adaffie, accompanied by Mr. Cheyney, clerk, as a witness. I examined the register of the vessel and crew-list produced by the master, Mr. D. B. Vincent, who stated that he would not allow any other documents to be seen, neither would he inform me what cargo he expected. I then told him that he was in British waters, and, in consequence, my orders were to search the vessel, which I did, under a protest from him that he was an American, and would not admit of the right of search.

On lifting the hatches, I found a slave-deck laid at least two-thirds of the entire length of the vessel, irons, a large quantity of water, and casks underneath, rice, and other provisions, evidently intended for slaves.

I then detained the vessel, and reported my proceedings to you, through Mr. Cheyney, remaining on board till I was relieved by the guard that took charge of the brigantine "*Jehossee*," the master of said vessel accompanying me on board the "*Falcon*."

Witness: I have, &c.
(Signed) GEO. F. CHEYNEY, Clerk. (Signed) H. B. HUNT, Master.

Inclosure 3 in No. 161.

Commander Bowden to the Secretary to the Admiralty.

Sir, "Medusa," Whydah, January 17, 1860.
IN compliance with section 6 of the Slave Trade Instructions, I have the honour to make the following report:—

1. On the evening of the 14th January, Her Majesty's ship "*Falcon*" arrived at her appointed rendezvous off Whydah, in company with a brigantine under American colours, in charge of "*Falcon's*" crew.

2. On hearing Commander Fitzroy's statement, I did not deem him justified either in detaining her, or taking her down to an American man-of-war; and as he brought her down to me, I considered it my duty, as Senior Officer of the Bights Division, to interfere.

3. After a correspondence (a copy of which I inclose) had taken place, Commander Fitzroy reported to me that he had released the brigantine, against the wishes of her captain, who had written a letter of remonstrance. The "*Falcon*" sailed on the 16th for the South Coast, pursuant to orders.

4. On the 17th, as the brigantine was still at anchor, I sent a lieutenant on board to inform the captain that I wished to see him if he had any complaint. He refused to come, stating that he should remain where the "*Falcon*" anchored him, and not take charge of his vessel till he had seen an American man-of-war; also stating that the "*Falcon*" had taken the ship's papers.

5. As I did not believe that his papers were taken, and thought that in all probability he would go for his cargo of slaves when I was out of sight, I weighed, and intend cruising in the offing until obliged to go to Lagos, or until the "*Jehossee*" comes out.

(Signed) W. BOWDEN.

"Medusa," February 10, 1860.
On the 31st January, the "*Jehossee*" was still at anchor off Whydah. As I had heard that his papers had been returned, I sent a lieutenant to ask the question, and to request him to see me. He refused to leave his vessel, but produced a small box tied with tape and sealed, which seals he said he did not intend to break except in the presence of the captain of an American ship of war.

(Signed) W. BOWDEN.

Inclosure 4 in No. 161.

Commander Fitz Roy to Commander Bowden.

Sir, "Falcon," Whydah, January 14, 1860.
IN consequence of information received from the Commandant of the Fort at Quitta, admitting of no reasonable doubt whatever, that the "*Jehossee*," American brigantine, was a slaver, and, further, that she had made an attempt on the evening of the 11th instant, while in British waters off Adaffie, to ship her slaves, and was only prevented by the surf, on the morning of the 12th instant I took up a position abreast of the "*Jehossee*," and directed Mr. Hunt, Master (with Mr. Cheyney, Clerk, as a witness), to board the vessel, and examine her papers and hold.

On receiving the boarding officers' report, I determined to detain the vessel and institute a stricter examination of her slave-deck and fittings; and, to carry out these steps, I deemed it my duty, as a precautionary measure, to remove the supercargo and crew of the vessel, leaving the master on board as a witness, and placed a guard on board of her. On the morning of the 13th instant I placed a crew on board of her, and in the afternoon sent the master, supercargo, and second master on board, and gave the officer in charge orders (a copy of which I also inclose). On the master of the vessel being told that his ship was to be searched

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he stated that if that was done, he would have nothing more to do with her, and requested he might be taken to the American Commodore. Finding nothing in the Instructions telling me how to dispose of an American vessel engaged in the Slave Trade in British waters, I determined to hand her over to the American authorities; and with this view I made her keep company, expecting that you would be enabled to make me acquainted with the position of the nearest American cruiser.

I have, &c.
(Signed) A. G. FITZ ROY.

Inclosure 5 in No. 161.

Commander Fitz Roy to Lieutenant Bagge.

Sir, *"Falcon," off Adaffie, January 13, 1860.*
HAVING placed you in charge of the United States' brigantine "*Jehossee*," it is my direction that you keep company with the "*Falcon*," obeying such instructions and signals as you may from time to time receive from me. You must be very careful to keep a correct log of your proceedings, and on no account to allow any of the cargo or fittings of the ship to be removed or displaced. You will feel the necessity of checking in every way intemperate habits, both on the part of your men, the officers, and crew of the said vessel, reporting immediately to me every instance of the same. You will adopt the same means of discipline as are now carried out on board the "*Falcon*" with regard to lights, mustering your crew, &c. You will have as little intercourse as possible with the officers of the vessel, and always keep a man on deck armed as a precautionary measure. In the event of your parting company you will rendezvous at Whydah. Given under my hand, this 13th day of January, 1860.

(Signed) A. G. FITZ ROY.

P.S.—In the event of your parting company and falling in with the American man-of-war "*Sumpter*," Captain Armstrong, you will report proceedings to him.

A. G. F.

Inclosure 6 in No. 161.

Commander Bowden to Commander Fitz Roy.

Sir, *"Medusa," Whydah, January 15, 1860.*
IN reply to your letter, dated the 14th of January, and received this morning by me, relative to the detention of the American brigantine "*Jehossee*" by Her Majesty's ship "*Falcon*," it is my direction you inform me of the position of the "*Jehossee*" at the time she was searched and detained by your orders, and your reasons for inferring she was in British waters.

I have, &c.
(Signed) W. BOWDEN.

Inclosure 7 in No. 161.

Commander Fitz Roy to Commander Bowden.

Sir, *"Falcon," Whydah, January 15, 1860.*
IN compliance with your orders of this date, I have the honour to inform you that the "*Jehossee*" was boarded when at anchor in the following position:—Elmina Chica, west five miles; village of Adaffie at $\frac{1}{2}$ E. half mile; latitude $6^{\circ} 4'$ north, longitude $1^{\circ} 9'$ east; and I was informed by the Commandant at Quitta that British waters extended beyond Flowhow.

I have, &c.
(Signed) A. G. FITZ ROY.

Inclosure 8 in No. 161.

Messrs. Vincent and Bonneau to Commander Fitz Roy.

Sir, *On board Brig (American) "Jehossee," off Whydah, January 15, 1860.*
HAVING been verbally informed by Lieutenant Bagge, in charge of this vessel (by your order), that we are released, we hereby protest against such release, and notify to you that I will not assume the command of this vessel, and demand, as American citizens, to be delivered to our American Commodore on this station, or any other American man-of-war on this coast, and hold you responsible for all damage.

(Signed) D. B. VINCENT.
F. N. BONNEAU.

EAST COAST OF AFRICA STATION.

No. 162.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

(Extract.)

“*Boscawen*,” in *Simon’s Bay*, August 19, 1859.

I HAVE the honour to forward, for the information of the Lords Commissioners of the Admiralty, the accompanying extract of a report from Commander Oldfield, of his proceedings in the Mozambique Channel, from the time of his leaving Simon’s Bay on the 20th of February to his return to Natal on the 29th of June.

Their Lordships will learn from those documents that the export of negroes to Bourbon, under the name of free labourers, has been carried on to an unprecedented extent, accompanied by all the evils of Slave Trade, from which it is in no way distinguished, as far as the means of procuring the negroes are concerned.

Since, however, this trade is now prohibited, it is unnecessary for me to enter further into this part of the subject.

That several cargoes have been shipped for Cuba from the East Coast during the last two years is rendered almost certain by the information obtained both by Commander Oldfield and by Her Majesty’s Commissioner at Havana; and it is equally certain that the force we have had in the Mozambique Channel has been quite unequal to the task of preventing the export.

By the arrival of the “*Brisk*” on the station I hope to be able to station the cruizers under Captain De Horsey’s orders in such a manner as to make it probable that some check may be put on the Trade; but until the “*Persian*” arrives (daily expected) from Natal, I cannot make any definite arrangements.

Inclosure 1 in No. 162.

Commander Oldfield to Rear-Admiral Sir F. Grey.

(Extract.)

“*Lyra*,” Natal, July 8, 1859.

I HAVE the honour to report my proceedings since departing from your flag on the evening of February 20th.

Monday, March 7th.—Arrived in St. Augustine’s Bay. Found lying here a French engagé ship.

Wednesday, 9th.—Proceeded for Johanna, intending to visit Boyanna *en route*.

From the natives of St. Augustine’s Bay I gained the following information; viz., that the French engagé ships obtain cargoes there without much difficulty, and that they are natives of Madagascar. Being obtained from the interior and not the sea-coast, I believe them to be slaves, and not engagés, and if not, prisoners of war are kidnapped for the purpose of shipment.

In the obtaining of their cargoes, the French make but little use of money: powder, muskets, cotton, knives, &c., being exchanged away instead. The cargoes obtained here by the engagé vessels at present are exclusively Malagash. No Arab or East Coast of Africa dhows have visited St. Augustine’s Bay this last monsoon, nor have they, as far as I can gather, for some time past.

The engagé vessel at anchor in the Bay would commence her shipment some three or four days after our departure.

Some three weeks prior to my arrival, three French ships (I believe engagé) were wrecked in the bay, the hulls of which vessels I saw on the beach. No lives were, I believe, lost.

Wednesday, 16th.—Anchored in the entrance of Boyanna Bay.

Thursday, 17th.—Moved further up the bay. On communicating with the shore, I found that the village of Bally (as had likewise another small one some quarter of a mile inland) been completely destroyed by fire by the French, after an attack on their inhabitants, in which attack fifteen of the French are said to have been killed.

Friday, 18th.—Anchored off Majunga.

Saturday, 19th.—Visited the Governor, and by him was very amicably received. He informed me that a dhow with slaves in, from Angoxa, had called there three weeks previously. In consequence of the slaves having small-pox amongst them, they were not allowed to land and recruit, as they generally are. He also informed me that at Nareenda Bay the French obtained slaves.

Sunday, 20th.—Proceeded for Nareenda Bay.

Monday, 21st.—Anchored off the west side of Nos Seneasse (the east side is the best, and the anchorage

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always resorted to). On communicating with the shore, I ascertained that a French ship had left there three weeks since, and without doubt with engagés or slaves on board,—the latter, I firmly believe, and mostly children. Besides selling their own offspring, the natives, being at war with the Ooas, who reside on the mainland, constantly succeed in making prisoners, and they are invariably disposed of to the French. Cottons, powder, knives, &c. are wares received in payment in preference to money.

Whether the shipments at any one time are sufficiently large to load a ship, as at St. Augustine's Bay, I could not ascertain; but that shipments are constantly made, is a fact established beyond doubt.

Left, after dark, for Rafalla Bay. The distance being only sixty miles, I therefore thought it as well to visit that bay while on this part of the station.

Wednesday, 23rd.—At sunset anchored off the town of Moransunga (Rafalla Bay), having, in the forenoon, chased two dhows, which were boarded and released.

Thursday, 24th.—Proceeded at daylight (the weather having prevented my doing so the previous afternoon, as I had intended) for Johanna, intending to visit the vicinity of Nos Bey, should the wind favour me, as I hear that it is not at Nos Bey the transshipment of the slaves from the Arab dhows to the French ships takes place, but at an island a little to the northward (?), the truth of which report I am desirous of ascertaining.

Noon.—Wind being unfavourable for the visit above referred to, shaped course for Johanna. Chased, boarded, and released a dhow.

Saturday, 26th.—Chased, boarded, and released a dhow.

Monday, 28th.—Moored in Pomony Harbour (Johanna); found lying here Her Majesty's brig "Persian."

Tuesday, 29th.—Proceeded for Mozambique, having on the preceding afternoon supplied the "Persian" with a month's provisions; likewise landed the stores belonging to the "Lynx."

Wednesday, 30th.—Chased, boarded, and released a dhow from Zanzibar and Comoro.

Friday, 1st April.—Arrived off Pomony Harbour (Johanna), and on communicating with the Consulate, ascertained that the despatches from Captain Rigby contained a requisition for the immediate presence for one, if not more men-of-war, in consequence of the Sultan of Muscat being about to make an attack on Zanzibar.

After well weighing the matter, I resolved to proceed to Zanzibar, which I did at noon.

Since my return to the station, I have gathered such information as leads me to suppose that the Slave Trade is at this moment, and has been during this last monsoon, carried on briskly at Angoxa, or else in its immediate vicinity; a French brig having obtained 200 slaves there not long since, and within the last fourteen days two dhows have arrived at Comoro from thence: on their arrival a French vessel there shipped them, together with others from the neighbourhood of Quiloa. I have also heard of two or three dhows having arrived on the coast of Madagascar from Angoxa, since my visit there in October last.

Wednesday, 13th.—Moored in Zanzibar Harbour.

Found lying here Her Majesty's big "Persian," Her Majesty's steam-ship "Assaye" (10, steamer), Commander Adams, "Clive," 14, Lieutenant Sedley, the French frigate "La Cordelière, Commodore Vicomte de Langle, and schooner "Estafette."

Monday, 18th.—Proceeded for sea.

Saturday, 28th.—Moored in Mozambique Harbour. When off the port dispatched the cutter, in charge of Mr. C. J. Vidal (acting mate), to proceed off of and watch the River Angoxa, visiting St. Antonio river *en route*.

I have learnt that since October last year, two, if not more, vessels have obtained cargoes of slaves, or, as termed by some, engagés, off the mouth of the River Angoxa;—450 and 350 were, I believe, the respective numbers shipped. In one of the cases His Highness himself shipped slaves (80), and on a large portion of the remaining number of slaves shipped he received head-money (viz., at the rate of 4 dollars a-head)—44 dollars being the price paid by the receivers (Frenchmen).

One of the vessels, the "Eléonore," is the vessel that was falsely reported as forcibly boarded by an officer of Her Majesty's ship under my command, in August last, when off that river. Of these two shipments I am certain, and I believe that one, if not two, more have been made.

Besides the shipments above referred to as having taken place off the River Angoxa, four, if not more, dhows (I believe nine), have run cargoes of slaves either to or off the bays, on the North-west Coast of Madagascar, or to Comoro, for shipment on board French engagé ships; one of the four dhows (of which I am certain) being the personal property of His Highness, as likewise the cargo.

Tuesday, 7th.—Lieutenant Brown returned, having succeeded in communicating with His Highness the Sultan, through the Prime Minister, His Highness being reported ill (?)

The knowledge of the "Persian" being about to visit Angoxa alone prevented my permitting Lieutenant Brown to search more than one of the seven dhows of which I had information as fitted for the shipment of slaves; and she, although fitted and ready for her shipment on Lieutenant Browne's first visit up the river (forty-eight hours previously), was at the time of being visited, in course of, and nearly dismantled, and in consequence thereof was not further interfered with.

The presence of the "Persian" and her pinnacle off the entrance of these rivers on this part of the station will, I trust, either so intimidate the slave-dealers as to prevent their making shipments, or, if made, lead to the capture of the greater portion of, if not the whole seven dhows at this time fitting for and about to run cargoes of slaves (viz., within the next two months).

The absence of a cruiser from this part of the station has, I grieve to say, admitted of the exporting of 2,000 (if not more) slaves since October last. Nine dhows and two ships have, to my certain knowledge, obtained cargoes from the Rivers Angoxa, St. Antonio, Tejungo, Quizunga, and Moma. Those from the last-named places are generally transshipped to Angoxa for ulterior shipment.

Noon.—Despatched the gig in charge of Mr. C. I. Vidal, Acting Mate, to watch, during my absence, an entrance of the river south of Angoxa Point, having intelligence of a dhow, with slaves on board, coming up from the River Tejungo. Afternoon proceeded for the entrance of the River St. Antonio, or, as termed by the natives, Changasi. Anchored off of it after dark.

Wednesday, 8th.—Lieutenant Brown visited the river in the cutter, returning at noon, reporting that the slave-dhow of which he was in search had sailed two days since for Madagascar with slaves on board. Immediately on his return, proceeded for Hard Island, viz., the rendezvous for the gig.

Saturday, 11th.—Gig returned, having, during her cruise, chased a fore-and-aft schooner, but without avail. No colours were shown, although a musket was fired to enforce the showing of them. Anchored after dark, off the River Moma.

Sunday, 12th.—Weighed at daylight, and anchored off of the River Tejungo after dark.

Monday, 13th.—Despatched Mr. Vidal, Acting Mate, to visit the river for a dhow, by name the "Bedeni," known to be there and ready for the shipment of her slaves, which slaves are coming up to Angoxa for transshipment on board of one of the seven dhows already referred to.

Mr. Vidal returned at 4 P.M., reporting the bar very bad and impassable. From the strong southerly winds and heavy swell that I have experienced within the last week, I think that the Quillimane and all other bars on this part of the coast open to the southward are bad and impassable.

Departed after dark for Quillimane, for the purpose of obtaining the latest intelligence of Dr. Livingstone.

Tuesday, 14th, noon.—On making the land about Quillimane, observed a brig at anchor a long way off the land, and as, on our approaching she hoisted her topsail-yard, and gave evident signs of preparation for a start, steamed ahead in chase; immediately on which the chase made sail, and ran in for the bar, which she succeeded in crossing.

Dispatched Mr. Vidal (Acting Mate) in cutter to communicate with the Governor, making known to him the circumstances of our chase, when, having done so, to take no other steps, however suspicious the chase might appear to be, without his sanction; also to seek for and obtain intelligence of Dr. Livingstone.

After dark proceeded for Quillimane.

No. 163.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

Sir,

"Boscawen," in Simon's Bay, January 19, 1860.

I FORWARD herewith, for the information of the Lords Commissioners of the Admiralty, an abstract of the proceedings of Her Majesty's ships in the Mozambique Channel.

The capture of a slaver from the Havana, fully equipped, and about to ship slaves in the immediate neighbourhood of Ibo, confirming the statements made to Captain Rigby of the activity of the Slave Trade in that quarter; and the capture, by Lieutenant Berkeley, of the dhow at Angoxa, proves the renewal of the attempt to export slaves from that river.

There can, therefore, be no longer any doubt that my anticipations of a revival of the Slave Trade in the Mozambique Channel have already been realized, and unless active measures for its suppression are taken, it is equally certain that the export of slaves in vessels driven off the West Coast will rapidly increase.

I have, &c.

(Signed) FRED. WM. GREY.

Inclosure in No. 163.

Abstract of the Proceedings of Her Majesty's Cruizers on the East Coast of Africa.

HER MAJESTY'S ship "Brisk" having left Simon's Bay on the 15th September proceeded to Inhambane, but not being able to communicate went on to the Kongone, and on the 3rd October Captain De Horsey entered and went about five miles up that river; seeing no one, he left a paper in a bottle, informing Dr. Livingstone that his supplies and letters would be sent to the rendezvous at the appointed time (about 24th November).

Great difficulty was experienced by the boats both in entering and returning.

On the 5th October anchored off Quillimane, and on the following day Captain De Horsey communicated with the Governor.

On the 8th October weighed for and on the 15th October arrived at Mozambique, meeting the "Lyra," which was supplied with stores and provisions.

On the 20th October proceeded for Johanna, arriving on the 22nd at Pomony Harbour, where the "Persian" joined from Mauritius on the 29th, and the "Lyra," from the coast of Madagascar, on the 31st.

On the 4th November the "Persian" having been completed was dispatched to cruise on the southern division of the station.

A French barque was lying at Johanna, laden with bullocks, and forty-five engagés from Comoro bound to Mayotta, having put in for water; she was said to have a Government officer on board for the purchase of bullocks.

On the 8th the "Brisk" returned to Pomony, finding there the "Lynx," which had arrived on the previous evening.

On the 9th November information was received of the wreck, on the 25th October, on the reef of Mayotta, of the English barque "Barretto Junior," with the loss of eleven out of eighteen persons on board, and the "Brisk" proceeded on the following morning for the scene of the disaster, conveying Mr. Consul Sunley.

The vessel proved to be totally lost, having slipped off the reef and sunk in deep water; she had on board a cargo of 750 tons of coals for the French Government of Mayotta.

Captain De Horsey expressed to the French Government his thanks for the hospitable treatment of the survivors of the crews, who were received on board the "Brisk," and eventually brought to the Cape with the "Lynx," as also for the civility experienced by himself and Her Majesty's Consul.

The "Brisk" returned to Pomony on the 13th November, and on the 14th November put to sea with the "Lyra" and "Lynx," despatching the latter vessel, on the 18th November, to communicate with Dr. Livingstone and proceed to the Cape.

By a report from Commander Oldfield subsequent to the date of Captain De Horsey's letter, I learn that the "Brisk" and "Lyra" anchored off the Angoxa river on the 20th November, and that on the following day the pinnaces and cutters of both ships proceeded to the town, and the Captain had an interview with the Sultan, who was acquainted by the senior officer that no further excuses would be entertained for his not putting an immediate stop to the Slave Trade from his dominions, and was warned of the consequences which would follow the continued violation of his Treaty engagements.

On the 29th November the "Brisk" and "Lyra" parted company, the latter for the northern part of the station.

After parting company on the 29th November the "Lyra" proceeded northward, and on the 2nd December made the Island of Ibo, where a suspicious-looking brig was discovered at anchor off the town; and on the following day the brig, endeavouring to escape, was chased, captured, and sent for adjudication to Simon's Bay, where she arrived on the 10th instant.

This brig proved to be the "*Echo*," formerly the "*Rubens*," of Antwerp.

Her Majesty's ship "Lynx" left Mauritius on the 3rd August, and, calling at Johanna, reached Majunga, in Bemalooka Bay, on the 17th August.

Lieutenant Berkeley's proceedings at Madagascar form the subject of a separate letter (Treaty of Baly).

From Madagascar the "Lynx" proceeded to Mozambique; and leaving it on the 29th August, reached Quillimane on the 1st September, Lieutenant Berkeley visiting the town and arranging with the Governor the mode of communication with Dr. Livingstone.

Left Quillimane on the 4th September; and after a very long and stormy passage arrived off the River Angoxa on the 18th, and on the 19th captured and destroyed a dhow fully equipped for and engaged in the Slave Trade.

On the 22nd arrived at Mozambique, whence, on the 26th September, she proceeded to Johanna, arriving on the 29th.

From Johanna the "Lynx" proceeded, on the 2nd October, to Cape Delgado, and thence into Rovooma Bay, examining the mouth of the Moyamba river, but without gaining any intelligence. On the 9th October entered Kiswara Bay, and captured a dhow with sixty-eight slaves on board.

The dhow being unseaworthy was destroyed; the slaves were brought to this place in the "Lynx."

On the 11th, communicated with Quiloa, and on the 18th arrived at Zanzibar.

SOUTH-EAST COAST OF AMERICA STATION.

No. 164.

Rear-Admiral Sir S. Lushington to the Secretary to the Admiralty.

Sir, "Cumberland," Stanley Harbour, January 22, 1859.
WITH reference to my letter of the 25th October last, I beg you will acquaint the Lords Commissioners of the Admiralty that, in consequence of further information received by Commander Annesley, the senior officer in the River Plate, from Her Majesty's Consul at Buenos Ayres, respecting the suspicious character of the Brazilian ship "*Santo*," that officer ordered the "*Oberon*" to proceed to Ensanado and examine her; and I inclose herewith Lieutenant Paget's report, by which their Lordships will perceive that nothing was found to lead to the supposition that she was intended for the Slave Trade, although Lieutenant Paget considered her well adapted for it.

I have, &c.
(Signed) STEPHEN LUSHINGTON.

Inclosure in No. 164.

Lieutenant Paget to Rear-Admiral Sir S. Lushington.

Sir, "Oberon," Maldonado, December 24, 1858.
I HAVE the honour to report that in pursuance of instructions from Commander William Annesley, I left Monte Video on the 1st instant, and proceeded to examine the Brazilian ship "*Santo*," strongly suspected by Her Majesty's Consul at Buenos Ayres of being engaged in the Slave Trade.

I found her at anchor off Ensanado, and sent Mr. Browne, Second Master, on board to make a strict examination, and also went myself. We found she was fitted for carrying horses, and bound for Calcutta; but nothing could lead me to suppose she was engaged in Slave Trade, although I considered her well adapted for that service.

I returned immediately to Monte Video.

I have, &c.
(Signed) FREDERICK G. C. PAGET.

No. 165.

Rear-Admiral Sir S. Lushington to the Secretary to the Admiralty.

Sir, "Leopard," off Rio de Janeiro, September 20, 1859.

I HAVE the honour to inclose herewith, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from the Honourable William Stuart, Her Majesty's Chargé d'Affaires at Rio de Janeiro, respecting the French ship "Splendide," which arrived at that port about a fortnight since, and is reported to be employed, under a contract with the French Government, for the reception of 800 Africans, whom she purposes obtaining on the Congo coast, and conveying to one of the French West Indian Colonies.

It is also reported that the "Splendide" has on board two Government Commissioners and two Medical Officers of the French navy, and that she is to meet on the West Coast of Africa two American vessels which have been engaged under the same contract and for the same purpose.

I have communicated privately with Rear-Admiral de Chabannes, the Commander-in-chief of the French naval forces on this station, who informed me that the particulars were correct and perfectly legal, as it was the intention of his Government to obtain free African labour, and not slaves.

I have, &c.

(Signed) STEPHEN LUSHINGTON.

Inclosure in No. 165.

Mr. Stuart to Rear-Admiral Sir S. Lushington.

Sir, Rio de Janeiro, September 8, 1859.

I THINK it right to acquaint you that a French vessel named the "Splendide" now in the harbour, has been reported to me as fitting out for the reception of 800 Africans, whom she purposes to take on board off the Congo coast.

It appears that the "Splendide" lately arrived here from the Mediterranean with a cargo of Arab horses, after landing at Ceará some camels with which she had also been laden, and that she professes to be employed under a contract with the French Government for the purpose of conveying African labourers to some of the French West Indian Colonies. She is said to have slave-decks, and to be receiving a large supply of farinha and water.

It is further stated she has on board two medical officers of the French navy as passengers, and she is likely to sail hence in four or five days.

I have, &c.

(Signed) WILLIAM STUART.

No. 166.

Rear-Admiral Sir S. Lushington to the Secretary to the Admiralty.

Sir, "Leopard," at Buenos Ayres, November 16, 1859.

I TRANSMIT, to be laid before my Lords Commissioners of the Admiralty, the copy of a letter and its inclosures which I have received from the Honourable W. Stuart, Her Majesty's Chargé d'Affaires at Rio de Janeiro, relative to the disembarkation of two white men and three Africans from an open launch at Itaipu, about fifteen miles north of Rio de Janeiro; and I beg you will inform their Lordships that, as the Brazilian Government has taken such prompt and energetic measures in this case, I have not deemed it necessary to send a vessel to that part of my station at present; but the "Siren" will be directed to call, on her homeward voyage, at Bahia and Pernambuco, and to keep a sharp look-out along the coast to see if there are any signs of the Traffic in Slaves being carried on.

I have, &c.

(Signed) STEPHEN LUSHINGTON.

10/11/59

Class A.

CORRESPONDENCE

WITH THE

BRITISH COMMISSIONERS



SIERRA LEONE, HAVANA, THE CAPE OF
GOOD HOPE, AND LOANDA;

AND

REPORTS FROM

BRITISH VICE-ADMIRALTY COURTS,

AND FROM

BRITISH NAVAL OFFICERS,

RELATING TO

THE SLAVE TRADE

From April 1, 1859, to March 31, 1860.

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