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Political No. 49 of 1873, Forwarding Papers Reporting the Payment of Compensation of a Dhow Captured by HMS

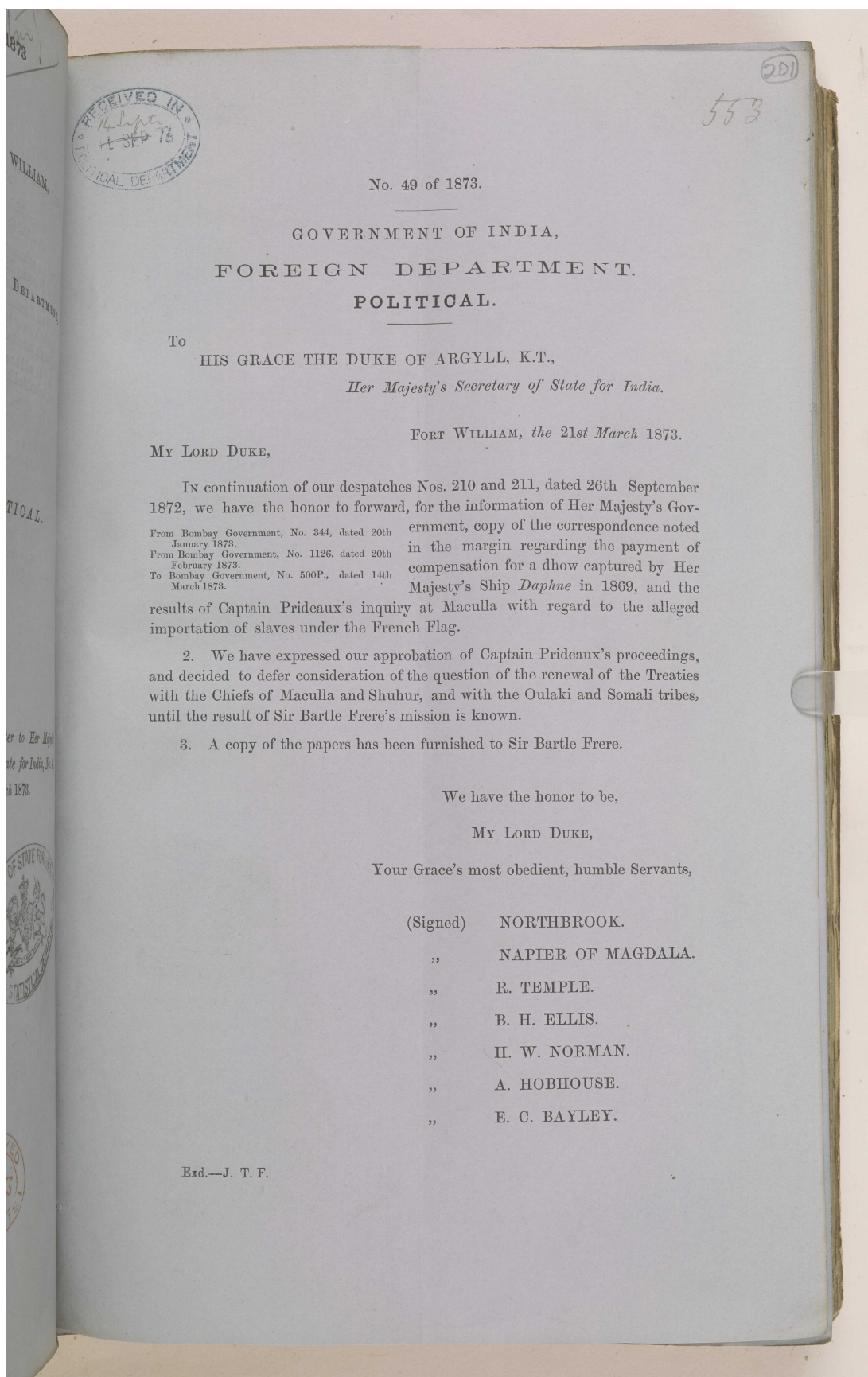
Holding Institution	British Library: India Office Records and Private Papers
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About this record

This item consists of copies of a Political Despatch from the Government of India Foreign Department to the Secretary of State for India, dated 21 March 1873, forwarding papers reporting the payment of compensation for a dhow captured by HMS *Daphne* in 1869, and Captain Prideaux's Mission to Maculla and Shuhur [Makalla and Shihr]; and deferring the renewal of treaties with those places until the result of Sir Bartle (Compton Arthur) Frere's mission is known.

Political No. 49 of 1873, Forwarding Papers Reporting the Payment of Compensation of a Dhow Captured by HMS Daphne in 1869, and Captain Prideaux's Mission to Maculla and Shuhur; and Deferring the Renewal of Treaties with those Places [201r] (1/12)



No. 49 of 1873.

GOVERNMENT OF INDIA,
FOREIGN DEPARTMENT.
POLITICAL.

To
HIS GRACE THE DUKE OF ARGYLL, K.T.,
Her Majesty's Secretary of State for India.

FORT WILLIAM, the 21st March 1873.

MY LORD DUKE,

IN continuation of our despatches Nos. 210 and 211, dated 26th September 1872, we have the honor to forward, for the information of Her Majesty's Government, copy of the correspondence noted in the margin regarding the payment of compensation for a dhow captured by Her Majesty's Ship *Daphne* in 1869, and the results of Captain Prideaux's inquiry at Maculla with regard to the alleged importation of slaves under the French flag.

2. We have expressed our approbation of Captain Prideaux's proceedings, and decided to defer consideration of the question of the renewal of the Treaties with the Chiefs of Maculla and Shuhur, and with the Oulaki and Somali tribes, until the result of Sir Bartle Frere's mission is known.

3. A copy of the papers has been furnished to Sir Bartle Frere.

We have the honor to be,

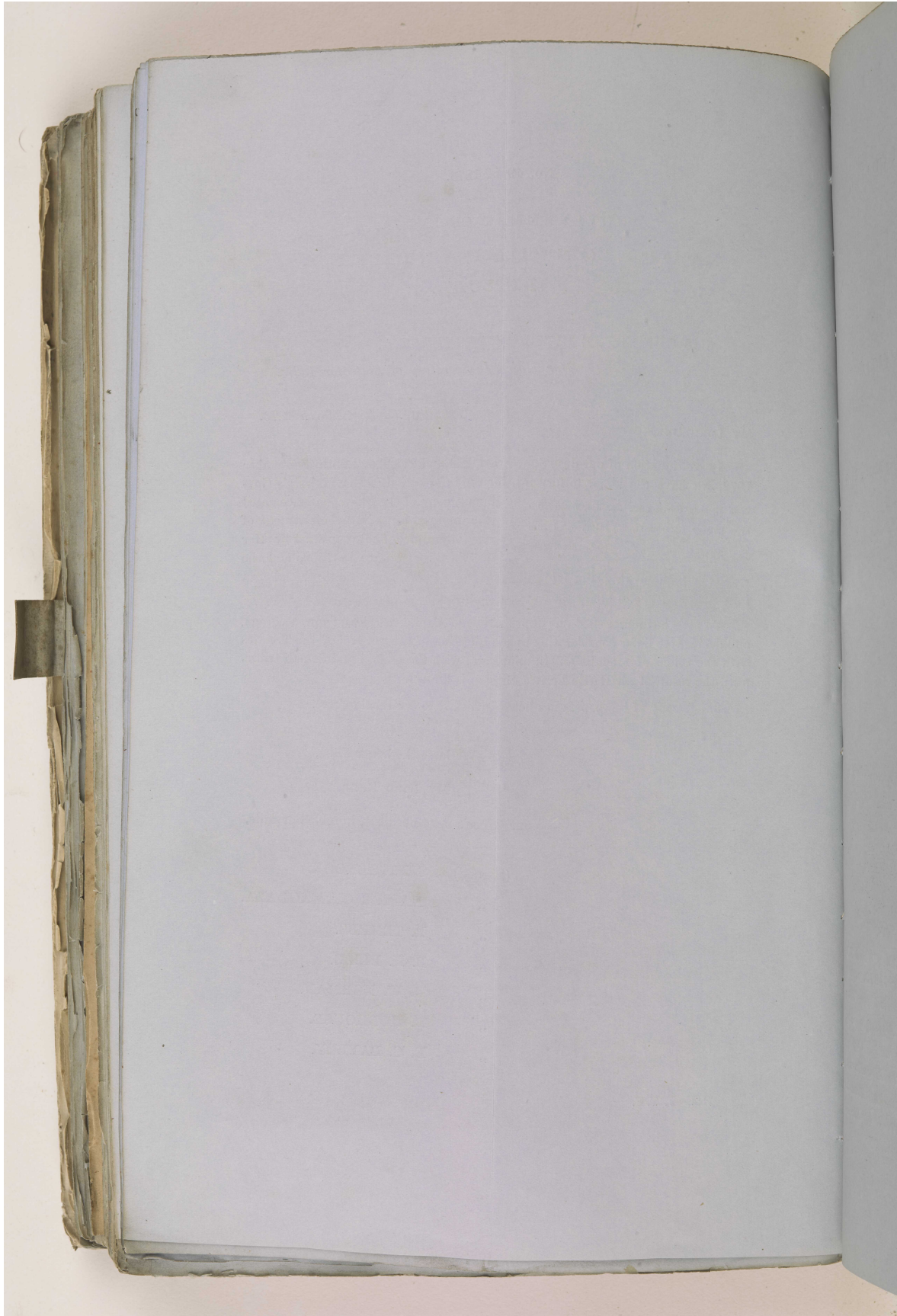
MY LORD DUKE,

Your Grace's most obedient, humble Servants,

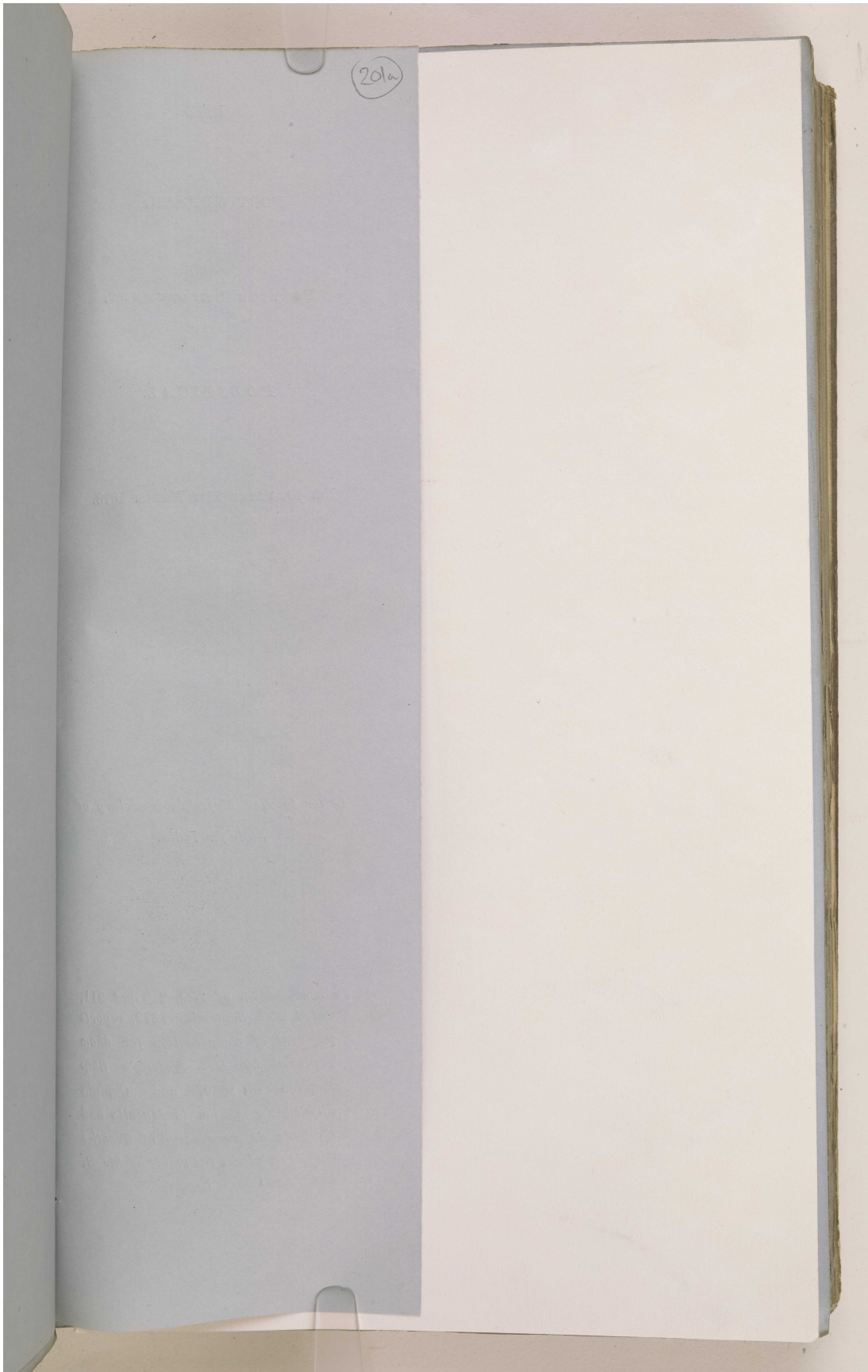
(Signed) NORTHBROOK.
" NAPIER OF MAGDALA.
" R. TEMPLE.
" B. H. ELLIS.
" H. W. NORMAN.
" A. HOBHOUSE.
" E. C. BAYLEY.

Exd.—J. T. F.

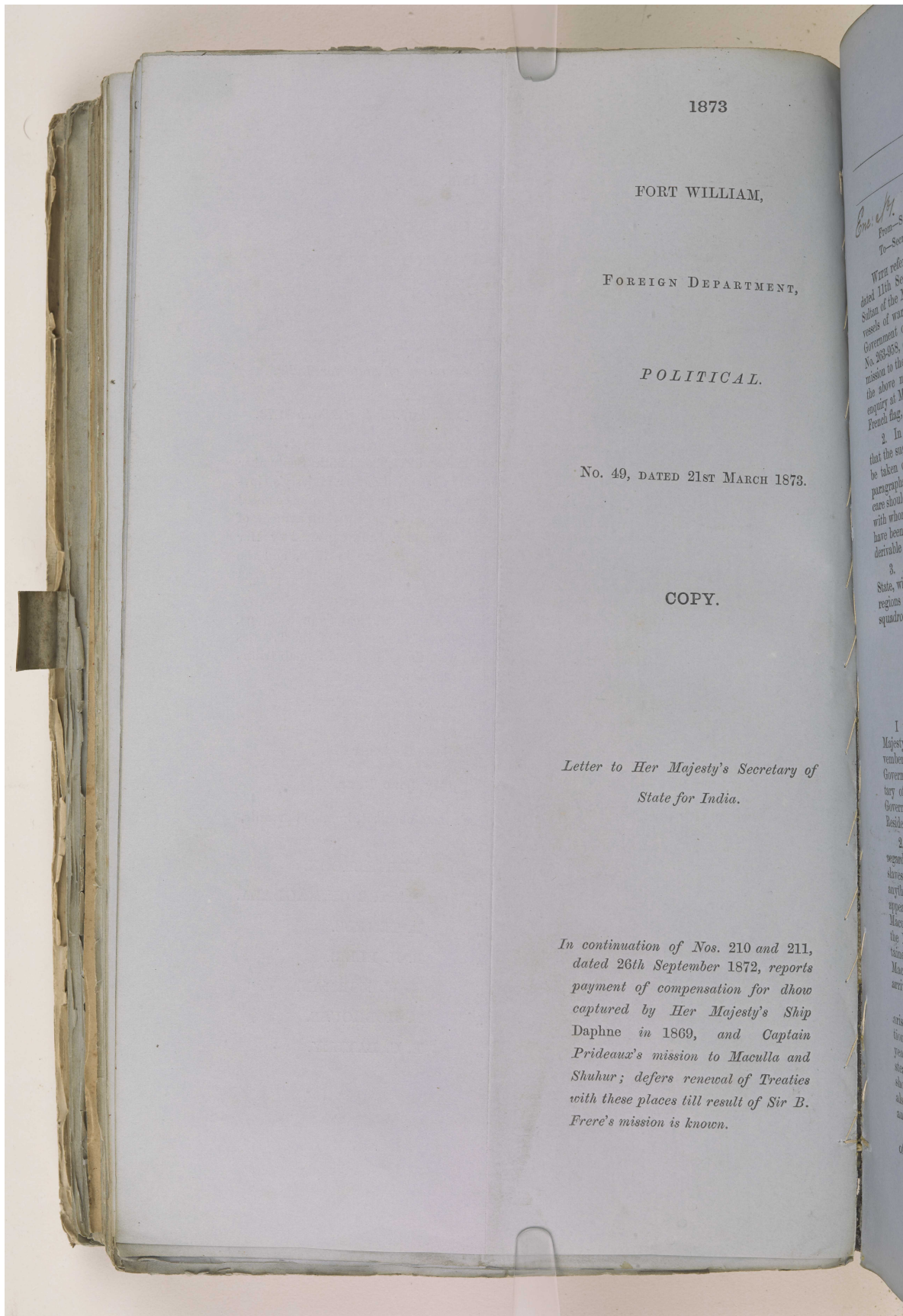
Political No. 49 of 1873, Forwarding Papers Reporting the Payment of Compensation of a Dhow Captured by HMS Daphnein 1869, and Captain Prideaux's Mission to Maculla and Shuhur; and Deferring the Renewal of Treaties with those Places [201v] (2/12)



Political No. 49 of 1873, Forwarding Papers Reporting the Payment of Compensation of a Dhow Captured by HMS Daphnein 1869, and Captain Prideaux's Mission to Maculla and Shuhur; and Deferring the Renewal of Treaties with those Places [201ar] (3/12)



Political No. 49 of 1873, Forwarding Papers Reporting the Payment of Compensation of a Dhow Captured by HMS Daphne 1869, and Captain Prideaux's Mission to Maculla and Shuhur; and Deferring the Renewal of Treaties with those Places [201av] (4/12)



Political No. 49 of 1873, Forwarding Papers Reporting the Payment of Compensation of a Dhow Captured by HMS Daphne 1869, and Captain Prideaux's Mission to Maculla and Shuhur; and Deferring the Renewal of Treaties with those Places [202r] (5/12)

Captain Prideaux's Mission to the Somali Coast.

Enc: 4/1 No. 344, dated Bombay Castle, 20th January 1873.

From—Secretary to the Government of Bombay,

To—Secretary to the Government of India, Foreign Department.

WITH reference to the correspondence ending with my letter No. 5371, dated 11th September last, regarding the payment of compensation to the Sultan of the Mijjerteyn Somalis for a dhow captured by one of Her Majesty's vessels of war in 1869, I am now directed to forward, for submission to the Government of India, copy of a letter from the Political Resident at Aden, No. 263-958, dated the 7th ultimo, reporting the results of Captain Prideaux's mission to the Somali Coast to carry out the orders of the Secretary of State in the above matter. Captain Prideaux's Report also contains the results of his enquiry at Maculla with regard to the alleged importation of slaves under the French flag, referred to in my letter No. 5260, dated the 6th September last.

2. In submitting these papers to the Government of India I am to state that the suggestion of the Political Resident, that an early opportunity should be taken of renewing Treaties with the Chiefs referred to in his 4th and 5th paragraphs, has the support of His Excellency in Council, who is of opinion that care should be taken that the new Treaties should bind the succession of the Chiefs with whom they are made, as well as themselves, and that after the Treaties have been obtained steps should be taken to confer the jurisdiction therefrom derivable on the Vice-Admiralty Court at Aden.

3. A copy of the papers will be forwarded to Her Majesty's Secretary of State, with an expression of opinion that the negotiation of Treaties in all these regions will be perfectly valueless unless enforced by the presence of an efficient squadron.

No. 263-958, dated Aden, 7th December 1872.

From—Political Resident at Aden,

To—Secretary to the Government of Bombay.

I HAVE the honor to state that I despatched Captain Prideaux in Her Majesty's *Kwangtung* to Maculla and Bunder Murayah on the 23rd November 1872 for the purpose of carrying out the instructions contained in Government Resolution No. 5259, of the 6th September last, and in the Secretary of State's despatch No. 127, of 18th October 1871, to the address of the Governor-General of India in Council, copy of which was forwarded to this Residency with Government Resolution No. 112, of the 9th January 1872.

2. Captain Prideaux reached Maculla on the 25th November, and as regards the rumour that the buggalow *Futteh Rahman* had landed a cargo of slaves at that port under the French flag, he reports he was unable to elicit anything on the subject, but from the enquiries he instituted, there would appear to be little doubt that a brisk trade in slaves is carried on between Maculla and the Sowahil, notwithstanding the engagement entered into with the Nukeeb by Brigadier Coghlan in 1863. Captain Prideaux further ascertained that a cargo of Abyssinian or Galla slaves had recently been landed at Maculla which tended to prove that the traffic is on the increase there, as arrivals were formerly confined from the north-east corner of Africa.

3. The increase in this traffic is susceptible of easy explanation, and has arisen from the absence of cruizers in these parts, not a vessel of this description having been stationed between Ras-el-Hadd and Bab-el-Mandeb for some years past. The Political Resident has also at intervals been left without a steamer, so that it has been impossible to keep up a friendly communication or show of interest with Maculla or Shuhur with whose Ruler an engagement was also concluded in 1863 by Brigadier Coghlan for the abolition of the export and import of slaves.

4. A reference to these engagements, which will be found at pages 308-309 of Volume VII. of *Aitchison's Treaties and Engagements*, will show that the

Political No. 49 of 1873, Forwarding Papers Reporting the Payment of Compensation of a Dhow Captured by HMS Daphne 1869, and Captain Prideaux's Mission to Maculla and Shuhur; and Deferring the Renewal of Treaties with those Places [202v] (6/12)

Captain Prideaux's Mission to the Somali Coast.

obligations contracted in 1863 by the Nukeeb of Maculla and Shuhur are of a personal character, and it is doubtful if the first one can be considered binding on the heirs and successors of the Nukeeb of Maculla; the second engagement entered into with the latter must certainly, I think, be held to have lapsed according to Arab ideas, since a Ruler of another dynasty is now in power there. I would therefore recommend, in connection with the proceedings about to be undertaken for the suppression of slavery on the East Coast of Africa, that a convenient opportunity should be taken of concluding fresh Treaties with the Rulers of Maculla and Shuhur; and it seems proper I should here notice that under neither of the Royal Letters Patent constituting a Vice-Admiralty Court at Aden has the Political Resident any jurisdiction to enforce the provisions of the Treaties under review by the condemnation of slave dhows and their cargo belonging to the subjects of the above Chieftains.

5. The remarks made in the 4th paragraph are equally applicable to the engagements concluded in 1855 with the Chiefs of the Oulaki and Somali tribes, to be found at pages 291-292, Volume VII. of *Aitchison's Treaties and Engagements*.

6. Captain Prideaux after paying a visit of courtesy to Shuhur on the 27th November proceeded to Bunder Murayah, where he arrived on the 28th idem. He reports the youthful Sultan, now about 14 years old, was not found, but that he was represented by his uncle, Moosa Yoosuf, the Regent of the Mijjerteyn country. The sum of \$873 was paid to him in accordance with the Secretary of State's instructions adverted to in paragraph 1 of this letter on account of compensation for a dhow and its cargo which had been illegally condemned in the Vice-Admiralty Court at Aden. The cause of the delay that had occurred in making this restitution was duly explained to the Regent by Captain Prideaux and was received with satisfaction.

7. Captain Prideaux brings to notice an expenditure of \$ 360 incurred at Maculla, Shuhur, and Bunder Murayah, to which I now solicit the sanction of Government, *viz.*—

(a)—Presents to the chief officers and attendants of the Nukeeb of Maculla and to the poor of the place	\$ 110
(b)—Donations at Shuhur to a Robilla Gunner whose arm was blown off when returning the salute of the <i>Kwangtung</i> ...	\$ 50
(c)—Presents to the attendants of the Jemadar of Shuhur	\$ 50
(d)—Presents to the Elders of the Mijjerteyn tribe	\$ 150
	Total \$ 360

8. As Captain Prideaux's letter contains matter of interest irrespective of a report on the duty he was deputed to perform, I place it before Government for perusal.

Dated Aden, 2nd December 1872.

From—First Assistant Resident at Aden,
To—Political Resident at Aden.

In compliance with your instructions I left Aden in Her Majesty's *Kwangtung*, B.M., on the evening of the 23rd November, and proceeded to Maculla where we arrived late in the afternoon of the 25th.

2. The next morning I waited on the Nukeeb in company with Doctor Hay and Captain Elton, and handed him your letter and the articles I had brought with me for presentation. As I had heard on the previous evening that the Nukeeb was apprehensive that our visit had some connexion with the suppression of the slave trade, I assured His Excellency that I had merely come for the purpose of paying him a friendly visit, as no officer attached to the Aden Residency had had personal communication with the place since 1864, and that I had no other political object in view save the strengthening of the bonds of friendship which existed between the two Governments.

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Captain Prideaux's Mission to the Somali Coast.

3. I did not of course fail to obey the instructions conveyed in Government Resolution No. 5259, of the 6th September last, to make enquiries respecting the alleged importation of slaves under the French flag; but as I knew that it was hopeless to expect a satisfactory answer to an open question in a place where it was the interest of everybody to keep the secret, I directed the Subadar, Mahomed Mahmood, to endeavour to find out quietly from his acquaintances in the place whether the report was true or not. The buggalow *Futteh Rahman* was well known at Maculla; she had arrived from the Sowahil during last season, and had sailed from Maculla to Shuhur and thence to Muscat, whence, it was said, it was the intention of the Nakhoda, Salih-bin-Tahir, to proceed to Bombay, but nothing could be elicited as to the fact of her having hoisted the French flag on having landed slaves at Maculla. At the same time there is no doubt that, notwithstanding the Treaty concluded by Brigadier Coghlan with the Nukeeb in May 1863, a brisk trade in slaves is carried on between Maculla and the Sowahil, and at the time of my visit there was a buggalow in harbour on board of which was a son of Abu-Bekr-Ibrahim, the Ameer of Zaila, which had, I was informed, landed a cargo of Abyssinian or Galla slaves. If this is true, it proves that the traffic is increasing, as formerly the importations were confined to arrivals from the north-east coast of Africa. From Maculla as many as are required for service in the towns of Hadramant are drafted off into the interior, the remainder are transhipped into buggalows trading to Hodeida and Jedda, the voyage to which is conducted without difficulty, as there has not been a single cruizer between Ras-el-Hadd and Bab-el-Mandeb for years past, and the Red Sea having become since the abolition of the Indian Navy a free trading ground for slavers.

4. Not having received any authority to make any formal enquiry into the subject, and as to have done so would have necessitated a stay of several days, I contented myself with ascertaining that the trade was in a flourishing condition, and that its operations were growing in extent in the manner foreseen by Brigadier Coghlan, who thus addressed Government on the conclusion of the Treaties in 1863—"Thus these two noted independent slave depôts (Maculla and Shuhur) are brought legally under the control of Her Majesty's Government, with whom it now rests to give effect to the compact made with each; at present we are without any means to that end. Slaves may be and are carried by thousands to the Turkish ports and the Persian Gulf, and we have not a single vessel available to interrupt the traffic; the scale on which that traffic is conducted is enormous. So long as I had two or three vessels of the Indian Navy at my disposal I was able to give a very material check to the export from the Somali Coasts; and if I could not wholly prevent it, I at least rendered it exceedingly hazardous, but the withdrawal of those vessels leaves the coasts clear of every obstruction, and as long impunity will assuredly beget confidence, it is to be feared that, if vigorous measures be not adopted to enforce our Treaty obligations, the traffic will revive and the Treaties might as well never have been made." In point of fact, I am doubtful if any vessel of war has been near those ports since Her Majesty's *Highflyer* visited Maculla in November 1866; and in the absence of any repressive measures, it is idle to expect that a Treaty, which from Brigadier Coghlan's report appears to have been negotiated in the course of an afternoon, can have any weight against a time-honoured institution which is intimately, and I fear indissolubly, bound up with the religion and feelings of every Mahomedan, and which has been one of the normal conditions of Arab society from the earliest ages.

5. At the present juncture I trust it will not be considered unbecoming in me to have touched upon this subject, which it is impossible to pass over when treating of Maculla, for we may rest assured that so long as one outlet for this traffic remain unstopped, so long will the trade gravitate thither with augmented force. And whilst on the subject of the Treaties, I may be permitted to mention that having been drafted in Arabic the procedure to be followed is very vaguely defined; that the enforcement of them is by the Letters Patent constituting the Vice-Admiralty Court at Aden beyond the jurisdiction of that

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Court, and that the Treaty with Shuhur is held by the Arabs to have been determined on the change of Government at the port in 1866, which was effected partly by the aid of this Residency. It will be seen that the document is simply a personal agreement with the Nukeeb Ali bin Najee, and cannot be considered binding on a Prince of another dynasty.

6. The material prosperity of Maculla has probably derived advantage from the limited intercourse the port has enjoyed with Aden of late years. It is a picturesque town situated at the base of a range of hills, but from most of the houses being constructed of stone or sun-dried bricks plastered with mud has a somewhat sombre air. Many of the houses are six or seven stories high, and the greater number are in good repair; the temporary huts, which are few in number, are kept well outside the walls of the town; and the bazaar, though filthy in the extreme, appears well supplied with grain and other native produce. A cemetery and large open space beyond divide the town into two parts; the easterly half is situated on a spit of land and protects the anchorage, which, though small, is secure against either monsoon.

7. As I was desirous of reaching Shuhur early the next morning, we started from Maculla at 1 A.M. and arrived at our destination at sun rise. I found that all the members of the reigning family were absent, but was received on landing at 11 A.M. by the Kaim-Makam, Omar bin Awadh, to whom I delivered the letter addressed to the Jemadar, Abdulla bin Omar, and the presents I had brought. As the visit was merely one of courtesy I did not prolong my stay, but left for Bunder Murayah the same afternoon.

8. Shuhur is a large straggling town contained within a periphery about four miles square, on three sides of which are walls with towers at intervals, and on the fourth the sea. The walls are kept in good repair, and as the port (if such it can be called) is only an open roadstead, it is almost impossible to effect a landing in blowy weather. Colonel Merewether in 1864 was unable to do, and on the occasion of my visit, we could only get through the surf in a native boat. It would have been out of the question for the ship's boats to have attempted it. The port was almost deserted; the only craft of any size at anchor being a buggalow just arrived and twelve days out from Bombay.

9. The manner in which Shuhur came into the hands of its present possessors, the Kayattee family, is a curious episode in modern Arabian history, and as this Residency was to some extent instrumental in ousting the former Nukeeb, a Chief whose family had been in possession of the fort for at least 200 years, who had ever been our consistent friend, and who three years previously had entered into Treaty obligations with us, I venture to lay the story in a connected shape before you.

10. Amongst the numerous tribes which inhabit the province of Hadramant, the most powerful are considered to be the Katheerees and the Yafaees, who are distinct from, though probably akin to, the tribe of that name in the neighbourhood of Aden. Two of the subdivisions of the latter, the Kasadees and the Ahl Baraik, have for many generations held possession of the sea-coast; their head quarters being respectively at Maculla and Shuhur, which the Chiefs governed under the title of Nukeeb. A third subdivision of the Yafaees was the Kayattee clan, whose Chief was in possession of the ancient town of Shibam. Towards the end of 1866 the Chief of Tereem, another inland town, Sultan Ghalib bin Mahsin, the Katheeree suddenly attacked Shuhur with a force of about 600 men, ousted the Nukeeb, Ali-bin-Najee-bin-Ali of the Ahl Baraik, and took possession of the port. The Nukeeb fled to Maculla, whence the Chief, Nukeeb Sullah-bin-Mahomed. Abdul-Habeeb-bin-Sullah, the Kasadee, apprehensive of similar treatment at the hands of the Katheeree, persuaded him to go on to Aden, where he stayed a short time, and at length repaired to Howr, the chief sea-port of the Oulaki country.

11. The Kayattee family at this time consisted of five brothers, the sons of Awadh-bin-Omar. The eldest of whom, Abdullah, governed the town of Shibam in Hadramant, whilst the remainder were in the service of His Highness the Nizam. On hearing of the reverses which had happened at Shuhur,

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Captain Prideaux's Mission to the Somali Coast.

the Kayattees affected great concern for the safety of the town of Shibam and for their communications with the sea-coast, and under cover of proceeding to the assistance of the ousted Nukeeb, one of the Hyderabad brothers, the Jemadar, Awadh-bin Omar, better known by the designation of Sultan Nuwaz Jung, which had been conferred upon him by the Nizam, received permission from the Bombay Government to leave the Presidency with a force of about 200 Arabs and Rohillas. The Jemadar himself proceeded first to Aden, where he was supplied from the Arsenal with a large amount of ammunition both for musketry and ordnance and some tents for his own use. After establishing a blockade on the sea-coast he landed near Shuhur, attacked the troops of the Sultan Ghalib-bin-Mahsin outside the walls on the 29th April 1867, and on the following day profited by the flight of the Katheeree Chief to take possession of the town. A vigorous attempt to retake the place, which was made by the Katheeree in December of the same year, was successfully repulsed by the Kayattee Jemadar, and since that time he and his brother have remained in unmolested possession of the port and the neighbouring districts.

12. The former Nukeeb, Ali-bin-Najee, whose misfortune had formed the colourable pretext from what was little more or less than a filibustering expedition from "Hyderabad" returned to Shuhur as soon as things were quiet, and was permitted to reside in his former house, a large and half ruined building in the centre of the town, where he lives on a scanty income derived from the produce of his date-trees, and petty monthly stipend granted to him by the conqueror. He is old and infirm, and possesses none of the force of character for which his neighbour, the Nukeeb Sallah of Maculla, is distinguished. Although the means by which the Kayattee family have risen to power may be condemned, there is little doubt that under their rule the greater part of Hadramant has attained to a state of peace and security to which it could lay no claim for many years previously. The death of the Katheeree, Sultan Ghalib-bin-Mahsin, in November 1870, who was succeeded by his son, a young lad, removed another source of disquietude, and it is probable that under the protection of the Jemadar of Shuhur, there would be little difficulty in penetrating into the interior of this interesting country, which has been visited by no European traveller since the journey of the Baron Von Wrede in 1843.

13. The Kaim-Makam informed me that he had received a letter from Hyderabad by the buggalow, of which I have spoken above, that one of the Kayattee brothers was proceeding to Bombay in the suite of His Highness Sir Salar Jung, and that he would probably visit Aden shortly.

14. We arrived at Bunder Murayah on the night of the 28th November. The young Sultan, Osman Mahanood, a lad about fourteen years of age, was absent in the hills, but was represented by his uncle, Moosa Yoosuf, who is the virtual Regent of the country. I paid this Chief a visit on the afternoon of the

* The actual sum authorized was \$ 872 $\frac{1}{2}$ and $\frac{1}{2}$; 29th, and handed to him the sum of \$ 873* under the instructions conveyed in His Grace the Duke of Argyll's letter to His Excellency the Governor-General of India in Council, No. 127, of the 18th October 1871, on account of compensation for a dhow and its cargo which were captured by Her Majesty's *Daphne* in 1869, and the condemnation of which in the Vice-Admiralty Court at Aden was reversed on the opinion of the Solicitor to the Treasury. In accordance with the orders of the Secretary of State, I explained to the best of my ability the cause of the delay in coming to a decision on the subject, although it is of course difficult to convey to an uncivilized mind the idea of the functions of State being divided into various departments. The Chief was satisfied with my explanations, but immediately afterwards preferred a request for compensation for the trouble he had taken in guarding the cargo, &c., of the wrecked Steam-Ship *Parnassus*. As nothing had been saved from this ill-fated vessel, and as there is a strong presumption that salvage of a considerable portion of the tea on board might have been effected, but for the wanton destruction of the boxes by the Somalis for the sake of the lead-foil, I intimated to the Chief that such a request could not be listened to for one moment; as the British Government, though inclined

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to reward liberally any instance which might be brought to its notice of a sincere desire to save lives or property, could only do so when such a desire was proved by subsequent acts and on clear evidence, and in the present case, though the Chiefs of the tribe were acquitted of any participation in the misconduct of their subjects, some loss had resulted which there was reason to believe might have been prevented. The subject then dropped.

15. We left Bunder Murayah (which has recently been so fully and accurately described by Captain Miles that I have nothing to add to his account of it) at 8-30 A.M. on the 30th November and arrived at Aden harbour about 9-30 P.M. on the 1st instant.

16. During my tour I incurred the following expenditure, which I trust will receive the sanction of Government.

At Maculla I distributed \$ 110 in presents to the-chief Officers and attendants of the Nukeeb and to the poor of the place.

At Shuhur whilst a salute was being fired in return to the compliment paid by the ship, a cartridge burst while one of the guns was being loaded and blew away the arm of a Rohilla Gunner in the service of the Jemadar, in addition to inflicting other considerable injuries. Doctor Hay, who saw the man, stated his opinion that the case was a hopeless one, and, although the sufferer was not dead at the time of our departure, I thought I should be only acting in accordance with the wishes of Government if I administered some relief to his family, and I handed over \$ 50 for this purpose. I also distributed \$ 50 amongst the attendants of the Jemadar.

At Bunder Murayah, there being no suitable presents in the Aden Toshakhana, I distributed \$ 150 amongst the eldest of the Mijjerteyn tribe, and also gave a bag of rice and a little powder from the ship's stores to the Chief.

The Nukeeb of Maculla presented me with two cows, a bullock, and ten sheep; the Kaim-Makam at Shuhur with a bullock and four sheep; and the Chief at Bunder Murayah with five goats. The bullocks, sheep, and goats were, according to the usual custom, handed over for the use of the ship, the two cows were reserved for sale at Aden on behalf of Government.

In the hope that my proceedings will meet with the approbation of Government, &c.

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Enclosure No. 2.

No. 1126, dated Bombay Castle, 20th February 1873.

From—Secretary to the Government of Bombay,

To—Secretary to the Government of India, Foreign Department.

IN continuation of my letter No. 344, dated the 20th January last, I am directed to forward, for submission to the Government of India, the enclosed copy of a letter, dated the 31st December 1872, No. 108-416, from the Acting Political Agent at Zanzibar, reporting the result of his enquiry with reference to the belief that slaves had been landed at Makulla and near Muscat by a bugla under French colors.

No. 108-416, dated Zanzibar, 31st December 1872.

From—Acting Political Agent and Her Majesty's Consul, Zanzibar,

To—Secretary to the Government of Bombay.

I HAVE the honor to acknowledge receipt of Government Resolution, Political Department, No. 5259 of the 6th September 1872, forwarding a Report from the Political Agent, Muscat, to the effect that it was generally believed that slaves had been landed this season from a French bugla at Makulla and near Muscat.

2. I have made enquiry on this subject, and beg to report that the vessel in question was a large bugla, built about three years ago at Soor, of about 280 tons burden. Register so far as I could judge by the eye; on being launched she made one voyage up the Gulf, came to Zanzibar where her owner, Abdulla bin Salim-el-Khemey, dwells; at this time she was under the Arab flag, but was sent at once to the French possessions of Mayotta to get the French flag with which she returned the same year.

3. The cost of the vessel was, I think, \$5,000, and the vessel far too valuable to be used in the slave trade; under the Arab flag she was called the Fathr Rahman, Nakoda Saleh bin Tahir on her last voyage.

4. Coming to Zanzibar after the hurricane this vessel took on board a great many shipwrecked Arab seamen, perhaps 200, and being under French colors these must all have been entered on the papers; but it is more than probable that she also shipped slaves, and it is said, with what truth I do not know, but commonly believed in town, that each sailor and passenger in a French dhow is allowed one domestic; anyhow it is notorious that the French papers are abused, and although I have no reason to think that French dhows carry regular slave cargoes, still I believe few French dhows go to Arabia without a few slaves who are sold. There are no French cruisers on the station, and no French authority near Muscat, and the operation is without risk.

5. His Highness Syud Burgash tells me that a French dhow landed slaves this year at Pemba, and these slaves were seized by his order.

Enclosure No. 3.

No. 500P., dated Fort William, 14th March 1873.

From—Secretary to the Government of India, Foreign Department.

To—Secretary to the Government of Bombay.

I AM directed to acknowledge the receipt of your letters noted in the margin, and to inform you that His Excellency the Viceroy and Governor-General in Council approves of Captain Prideaux's proceedings on the Somali Coast.

2. His Excellency in Council desires that a copy of your letters under reply may be furnished to Her Majesty's Envoy to Zanzibar and Muscat, if this has not already been done. Pending the result of Sir B. Frere's Mission, the question of renewal of the treaties will be deferred for consideration.

Exd.—J. D. G.

Political No. 49 of 1873, Forwarding Papers Reporting the Payment of
Compensation of a Dhow Captured by HMS Daphne in 1869, and Captain Prideaux's
Mission to Maculla and Shuhur; and Deferring the Renewal of Treaties with those
Places [205v] (12/12)

