

CORRESPONDENCE

RESPECTING

THE MACAO COOLIE TRADE,

AND THE

STEAMER “FATCHOY.”

*Presented to the House of Commons by Command of Her Majesty, in pursuance of their
Address of June 16, 1873.*



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for—

“Copies or Extracts of Correspondence between the Foreign Office and Her Majesty’s Representatives at Lisbon and Peking, Her Majesty’s Consuls in China, and the Colonial Office, relative to the Macao Coolie Trade (in continuation of Parliamentary Paper, C. 504, of Session 1872):

“Of the Despatch of the Foreign Office to Her Majesty’s Ambassador at Berlin regarding the steamer ‘Fatchoy’ (the property of German owners at Hong Kong), engaged in the said traffic:

“And, of the Letter of Her Majesty’s Consul-General at the Havana, dated the 24th day of December, 1872, and its inclosures.”

No. 1.

Mr. Holland to Mr. Hammond.—(Received November 11.)

Sir,

Downing Street, November 9, 1872.

I AM desired to transmit to you a copy of a despatch which Lord Kimberley proposes, with the concurrence of Lord Granville, to address to the Governor of Hong Kong, bringing to Sir Arthur Kennedy’s notice the reports that foreign vessels engaged in the shipment of coolies from Macao are equipped in the port of Hong Kong.

I am, &c.

(Signed) H. T. HOLLAND.

Inclosure 1 in No. 1.

The Earl of Kimberley to Governor Sir A. Kennedy.

Sir,

Downing Street, November 9, 1872.

IT has at different times been represented to me that foreign vessels engaged in the shipment of coolies from Macao are equipped in the port of Hong Kong, or furnished with supplies or stores from that Colony, and my attention has recently been directed to the following paragraph extracted from a Hong Kong newspaper:—

“The Spanish steamer ‘Bueno Ventura,’ a sister to, and belonging to the same owner as the steamship ‘Yrurac Bat,’ which vessel fitted up here and left a few days back for Macao, for a cargo of coolies, has arrived here to fit up for the same purpose.”

2. You are probably aware that during the late Session of Parliament an Act (three copies of which I inclose) was passed for the purpose of repressing the abuses connected with the movement of natives from their islands in the Pacific Ocean to labour on plantations.

3. Although great cruelties have been perpetrated in connection with this traffic in South Sea islanders, they can hardly have been greater than those which have led to the disgraceful and horrible occurrences from time to time reported as having place on board ships conveying Chinese coolies from Macao.

4. Her Majesty’s Government, which has been under the necessity of making repeated remonstrances to the Portuguese Government on the subject of the Macao coolie trade, cannot permit that there should be even the shadow of a justification for any such imputation as that British subjects in Hong Kong partake in, and profit by, a traffic which the Queen’s Government deplores and protests against. And I see no reason why British subjects resident in Hong Kong should not as well as those in Australasia be subjected to the punishment prescribed in Section 9 of the “Kidnapping Act, 1872,” for the offences specified in that section, if committed within the territorial jurisdiction of the Colony.

5. I request you to give particular attention to the “Kidnapping Act, 1872,” and to consider whether some of its provisions might not with the necessary alterations be made applicable to Hong Kong. If you are of opinion that they might be, I request you to transmit to me, as soon as possible, the draft of an Ordinance for that purpose.

As Chief Justice Smale has given much attention to this question I request you to give him a copy of this despatch, and of the Act inclosed in it, and to intimate to him that I shall be glad to receive from him, through you, any observations or suggestions which he may wish to offer either in conjunction or after consultation with the Attorney-General and yourself, or separately.

You will also lay this despatch before the Legislative Council.

I have, &c.
(Signed) KIMBERLEY.

Inclosure 2 in No. 1.

35 & 36 VICT.—CHAPTER 19.

An Act for the Prevention and Punishment of Criminal Outrages upon Natives of the Islands in the Pacific Ocean.—[27th June, 1872.]

No. 2.

Viscount Enfield to Mr. Holland.

Sir,

Foreign Office, November 16, 1872.

I AM directed by Earl Granville to request that you will inform the Earl of Kimberley that Earl Granville concurs in the proposed instruction to the Governor of Hong Kong, which was inclosed in your letter of the 9th instant, relative to the reported equipment at Hong Kong of foreign vessels engaged in the shipment of coolies from Macao.

I am, &c.
(Signed) ENFIELD.

No. 3.

Mr. Wade to Earl Granville.—(Received January 11, 1873.)

My Lord,

Peking, November 2, 1872.

I HAVE the honour to inclose an extract from an interesting note I have received from Sir Brooke Robertson. The Chinese Government is doing something to stop the Slave Trade at Macao, but as usual its action for good is greatly hindered by its incurable corruptions.

I have, &c.
(Signed) THOMAS FRANCIS WADE.

Inclosure in No. 3.

Consul Sir D. Robertson to Mr. Wade.

(Extract.)

Hong Kong, October 5, 1872.

I FOUND the Macao barracoons were supplied chiefly from Canton and the kidnapped were shipped as passengers by the daily steamers, so, in communication with the Viceroy, Wiyunes or Weiyuens were appointed to board these vessels every morning and pick out the prisoners, for such they really are. I wrote to the Secretary of the Company at Hong Kong that this would be done, and to instruct the masters not to make any opposition. I have had some trouble with these gentlemen (the masters), but a great many have been removed.

Consul Dunlop to Earl Granville.—(Received January 20, 1873.)

My Lord,

Havana, December 24, 1872.

I HAVE the honour to transmit herewith to your Lordship, the copy of a statement made to the American Consul-General here, regarding a recent voyage of a steamer nominally under the Spanish flag, called the "Fatchoy," employed in bringing Chinese coolies from Macao to Cuba.

This declaration was made by one of the men employed in the engine-room of the steamer, who has now left her.

The American Consul-General gives implicit credence to the statement, which he has officially reported to his Government.

It would appear from this evidence that the "Fatchoy" is really engaged in slave trading, with the knowledge and concurrence of her German owners at Hong Kong.

The Chinese, on arrival here, are immediately "contracted" or sold to the planters (as I have already explained to your Lordship), and are as much "slaves" as the negro bondmen throughout Cuba. This will be their real condition, so long as negro-slavery in any shape, exists here.

I ask leave to subjoin a notice of the voyage of the "Fatchoy," lately published in an American paper.

I have, &c.

(Signed) A. GRAHAM DUNLOP.

Inclosure 1 in No. 4.

Extract from an American Newspaper.

CHINESE labourers continue to arrive. The steamer "Fatchoy" brought over 900 of this unfortunate people, and official notice has been published of the expected arrival of the "Iruac Bat" with the same number. Other vessels now in China are engaged in the same traffic, which yields an immense profit to shipowners and all engaged in it. A passenger of the "Fatchoy" has informed your correspondent that the vessel went from point to point kidnapping Chinese; others were inveigled on board by speculators or "vagabonds," as they are called there, who received 30 dollars for each one of their victims. As soon as they arrive on board they are stowed away below in irons until the full complement was received, which was ten times the number the capacity of the vessel allowed. The horrors of the traffic and the voyage of the "Fatchoy" can easily be imagined.

Three mutinies and an attempt to burn the steamer took place during the voyage. The crew and all hands on such occasions fired into the Chinese and adopted other severe measures, such as hard knocks and scalding water, until the tumults were quelled.

The loss on the voyage of the "Fatchoy" on this account and deaths from sickness and suffering was over eighty Chinese.

Inclosure 2 in No. 4.

Declaration.

(Extract.)

THE steamer "Fatchoy," formerly "Vixen" (British), was sold at Hong Kong in July 1872, and placed under the German flag. The purchasers, Messrs. Paul Eblers and Co., had her then put under the Spanish flag by nominal transfer to a Spaniard. She was then fitted-out at Hong Kong with iron grating on the hatches, and round the hatches, and in the between decks, and at the side ports, iron barricades were also fitted out in deck. After this work had been done, she took in water and coal and proceeded, on the 1st of last August, to Macao.

On or about the 15th of August she commenced loading coolies; they were sent off in lots, three times a week, generally on Tuesdays, Thursdays, and Saturdays, sometimes from 40 to 100 in a lot, but seldom above 50. The coolies are never considered to be finally secured until they are once on board, then their case becomes one of desolation and despair.

While "Fatchoy" was lying at Macao, the steamer "Roseta d'Nina," which had been dispatched some six weeks previously, returned to Macao in distress, and her cargo

of 700 coolies was transferred to the "Fatchoy;" these coolies were in a sad state, many of them had been cruelly flogged and otherwise ill-used on board the "Roseta d'Nina." With this large accession, the cargo was soon completed to the number of 1,005 coolies.

Every one of these men gave indications that the vilest deception had been practised upon them, and once having "realized" the utter hopelessness of their situation, gave themselves up to frantic despair. Some would throw themselves overboard whenever an opportunity offered, but two boats were constantly alongside to pick them up and return them on board.

The price paid the "coolie-catchers," as they are called, is 50 dollars per head (delivered at the barracoons), but the amount is not paid over until the coolie is on board ship. Thus the "catcher" or "kidnapper," insures the delivery of the coolie, although he is sent off in the ship's boats.

The "Fatchoy" left Macao on the 26th August, with the 1,005 coolies on board; all went well until the fourth day out. On this day, at about 3 P.M., a cry of "Mutiny forward" was raised. The coolies had attacked the guards; one of the guards went overboard, probably thrown over by the coolies; the other guard took to the rigging. The coolies had made a rush to the Chinese "galley" (for cooking), probably to try to get knives or weapons. The mate and second mate, from the bridge, shot into the crowd and wounded three of the coolies. This checked the mutiny. The officers then rallied, and succeeded in catching a number of the coolies and tying them by their long hair to the iron "barricade," or to the iron gratings, and driving the rest below. About 150 were put in irons.

The next morning the Spanish captain had them brought up. Some bags of rice were placed on deck and the prisoners were laid across the bags, then unmercifully flogged and beaten by two men keeping time with their whips or sticks. In a short time the deck was covered with blood. As each coolie was flogged, he was washed with salt and water and sent below.

We arrived at Anger, Batavia, on the 9th September, remained there two days, and thence proceeded to the Mauritius, and there took in water and coal, the ship remaining in quarantine. From the Mauritius we went to the Cape of Good Hope. In all these ports the coolies were kept below; and while coaling was going on, the hatches were put on, and the "hospital" bulkheads for the sick were closed. The heat was intolerable even in the open air.

The voyage for the coolies was one of the most unimaginable sufferings: they were struck, kicked, flogged, and otherwise treated with the greatest brutality. The filth and stench was something horrible. The hospitals were not cleaned during the whole voyage. I often turned away my eyes when I witnessed such dreadful scenes. I venture to say that in the annals of the African Slave Trade all the horrors of the "middle passage" never surpassed those of this China slave-ship.

The deaths on this direful and murderous voyage reached eighty, or about 8 per cent. of the number taken on board at Macao. Their deaths were, doubtless, caused by the blows they received, by general ill-usage, and by the filthy condition of the ship.

We reached Havana in due time, and were not put into quarantine, but proceeded at once to discharge our cargo of live freight.

The steamer "Fatchoy" is, to all intents and purposes, German property. She has been in some way chartered to the Havana Coolie Importing Society for two trips, one of which is now fulfilled.

There was on board a man styled, in sailor parlance, a "paper captain." He appeared to be the agent of the owners of the coolies, or something like a supercargo. He had full control of the coolies, superintending the beatings and other punishments inflicted on the coolies throughout the voyage. A more merciless ruffian never lived.

The other "captain" is a German. On the ship's papers he is styled "sailing-master." The first, second, and third mates, and the carpenter, are all Germans. The chief engineer is an American; the others English, Scotch, and Irish. The crew comprised of several nations, but all of them understanding English. There were only two or three on board who spoke Spanish.

The officers always spoke English or German.

Havana, December 18, 1872.

No. 5.

Mr. Hammond to Mr. Holland.

Sir,

Foreign Office, January 24, 1873.

I AM directed by Her Majesty's Secretary of State to transmit to you, to be laid before the Earl of Kimberley, a copy of a despatch from Mr. Wade, inclosing an extract of a letter from Sir B. Robertson respecting the emigration of coolies from Macao.*

I am, &c.

(Signed) E. HAMMOND.

No. 6.

Earl Granville to Lord Odo Russell.

My Lord,

Foreign Office, January 30, 1873.

I TRANSMIT herewith copies of a despatch and of its inclosure from Her Majesty's Consul-General at Havana relative to the proceedings of a steamer named the "Fatchoy," said to be a German vessel;† and I have to request that your Excellency will bring this matter to the knowledge of the German Government.

I am, &c.

(Signed) GRANVILLE.

No. 7.

Mr. Hammond to Mr. Holland.

Sir,

Foreign Office, January 30, 1873.

I AM directed by Earl Granville to transmit to you, for the information of the Earl of Kimberley, copies of a despatch and of its inclosures from Her Majesty's Consul-General at Havana, relative to the proceedings of a vessel named the "Fatchoy," said to be German, in kidnapping Chinese coolies for sale in Cuba.†

Her Majesty's Ambassador at Berlin has been requested to bring the matter to the notice of the German Government.

I am, &c.

(Signed) E. HAMMOND.

No. 8.

Mr. Herbert to Mr. Hammond.—(Received February 15.)

Sir,

Downing Street, February 14, 1873.

I AM directed by the Earl of Kimberley to acknowledge your letter of the 30th ultimo, relative to the proceedings of a vessel named the "Fatchoy," said to be German, in kidnapping Chinese coolies for sale in Cuba.

As this ship is stated to have sailed from Macao, Lord Kimberley presumes that Lord Granville will bring the substance of Mr. Dunlop's despatch to the notice of the Portuguese Government as well as to the notice of the German Government.

Lord Kimberley has already instructed the Governor of Hong Kong, in a despatch, a copy of which was transmitted in my letter to you of the 9th of November, to pass an Ordinance to prevent any ships being fitted out in that Colony, as it appears was the case with the "Fatchoy," to carry coolies from China to any port not in Her Majesty's dominions. But unless the Chinese authorities enforce a similar prohibition at Whampoa, Lord Kimberley fears that it is not probable that any serious impediment will be put in the way of the dispatch of these ships.

I am, &c.

(Signed) ROBERT G. W. HERBERT.

No. 9.

Earl Granville to Sir C. Murray.

Sir,

Foreign Office, February 27, 1873.

WITH reference to my despatch to Mr. Doria, of the 22nd August last, and to previous correspondence respecting the shipment of Chinese coolies at Macao, I transmit to you herewith a copy of a despatch from Her Majesty's Consul-General at the Havana, inclosing a statement relative to the voyage of the steamer "Fatchoy" with coolies from Macao to the Havana.*

In communicating this despatch to the Portuguese Minister for Foreign Affairs, you will inform his Excellency that the Governor of Hong Kong has been instructed to pass an Ordinance to prevent any ships being fitted out in that Colony to carry coolies from China to any port not in Her Majesty's dominions; and also that Her Majesty's Ambassador at Berlin has been instructed to bring the case of the "Fatchoy" to the notice of the German Government.

I am, &c.

(Signed) GRANVILLE.

No. 10.

Lord Odo Russell to Earl Granville.—(Received March 10.)

My Lord,

Berlin, March 6, 1873.

I HAVE brought the facts relative to the proceedings of a steamer named the "Fatchoy," said to be a German vessel, to the knowledge of Herr von Balan, in obedience to your Lordship's instructions of the 30th January.

I have, &c.

(Signed) ODO RUSSELL.

No. 11.

Mr. Holland to Mr. Hammond.—(Received June 23.)

Sir,

Downing Street, June 21, 1873.

WITH reference to the letter from this Department of the 16th February, I am directed by the Earl of Kimberley to transmit to you, for the information of Earl Granville, copies of the accompanying despatches respecting the vessel "Fatchoy," which is engaged in the Macao coolie trade. Lord Kimberley presumes that these papers will be added to those about to be laid before Parliament in compliance with Sir C. Wingfield's motion of the 16th of June.

I am, &c.

(Signed) H. T. HOLLAND.

Inclosure 1 in No. 11.

The Earl of Kimberley to Sir A. Kennedy.

Sir,

Downing Street, February 13, 1873.

I TRANSMIT to you a copy of a letter from the Foreign Office, inclosing a despatch from Her Majesty's Consul-General at Havana relative to the proceedings of a vessel named the "Fatchoy," and which is said to be German, in kidnapping Chinese coolies for sale in Cuba.

This vessel is stated to have been sold in July last, in Hong Kong, to Messrs. Paul, Ehlers and Co., and to have been fitted out there with "iron gratings on the hatches, and round the hatches in the between decks, and at the side ports," and also to have had iron barricades fitted on the deck.

I greatly regret to receive this official corroboration of the allegation which has been repeatedly made, that persons residing in Hong Kong are profitably connected with a traffic

which has been productive of the most disgraceful abuses, and which Her Majesty's Government have been most desirous to see abolished; and I wish to be informed whether those who fitted out this vessel were British subjects, and whether the fittings out were approved by the Harbour Master, under section 27 of the Ordinance No. 1 of 1862.

I have, &c.

(Signed) KIMBERLEY.

Inclosure 2 in No. 11.

Governor Sir A. Kennedy to the Earl of Kimberley.

My Lord,

Government House, Hong Kong, April 25, 1873.

I HAVE the honour to acknowledge your Lordship's despatch of the 13th February, regarding the emigrant ship "Fatchoy," which left Macao with a large number of coolies for Havana after partly fitting out in this harbour.

2. The statements which formed inclosures to this despatch are fully corroborated by sworn testimony taken in this Colony. As, however, the documents already in the Colonial Office contain the same information which I have gathered here, I do not think it necessary at present to transmit it to your Lordship.

3. I have, however, to report in reply to the inquiries which the despatch contains that, although the "Fatchoy" was purchased by a German firm, Messrs. Paul Ehlers and Co., she was prior to her leaving this harbour sold to Mr. Abella, a Spanish subject, and she wore the Spanish colours.

4. Nevertheless, it is quite certain Messrs. Paul, Ehlers and Co. did not give up entirely their interest in the vessel, inasmuch as one of the partners of that firm, Mr. C. R. Menser, sailed in her as supercargo, and played a very prominent part, according to the information at hand, in what went on during the voyage.

5. Of this firm I am unable to give your Lordship many particulars. Mr. Paul Ehlers is the resident head of the business, and he signs himself as attorney for Mr. Abella. There can, I think, be no reasonable doubt that the "Fatchoy" was fitted out by that firm, and further, that she is under a contract not for one but for two voyages. The actual fittings, *i.e.*, barricades, &c., were made by Chinese artisans.

6. I have called upon the Harbour Master to state what took place in his jurisdiction when the "Fatchoy" was fitting out, and I inclose a copy of that officer's report. It is quite clear that her fittings were made in Hong Kong, and there are good reasons for concluding that at any rate part of the barricades were actually fixed before the vessel left these waters.

7. Nevertheless, it is equally clear that the officers of the Harbour Department were on the alert with a view to preventing, as far as their limited powers permitted, the fixing of objectionable gratings. The statement of Mr. Thomsett is, in this subject, supported by the agents of the steamer in a letter to the "China Mail," a copy of which I inclose; and although the boarding officer did not go on board every day, yet he frequently inspected the vessel in the course of his duties in order to insure the requirements of the law being observed.

8. There is little advantage to be obtained from concealing the fact that the law as it stood when the "Fatchoy" lay in this harbour was, to all practical intents and purposes, a dead letter. It was not within anybody's province to stop the gratings and barricades from being made. Chinese blacksmiths and carpenters took measurements and executed their work without infringing the law of the Colony, and the Harbour Master was left without adequate means to prevent barricades from being fixed, a matter easy of execution and which could be done as the vessel was leaving the harbour, or, as we now know, more frequently at Macao, whither the articles were shipped in junks, or concealed in the hold of the coolie ship when clearing for that port.

9. Happily, all this is now at an end, owing to the passing of an Ordinance which I am this day transmitting to your Lordship.* Public officers will never satisfactorily perform what is supposed to be their duty, when it is acknowledged on all sides that the law they are attempting to enforce is a farce, as was stated by the Attorney-General yesterday before the Legislative Council. At the present hour it is impossible for such a case as that of the "Fatchoy" to occur, so far as Hong Kong is concerned; for from the time such a vessel is intended to be used for the conveyance of emigrants from ports outside this Colony up to the hour when she leaves, she is brought immediately under the

Emigration Officer, who has a plain and intelligible course to follow about which no sort of doubt can arise so as to interfere with the operation of the law.

10. In conclusion I have only to add that in place of a comparatively useless law perfunctorily administered, the Colony now possess a clear and stringent enactment, easy of comprehension and sure in its operation, which will, I trust, put a stop to the residents of Hong Kong aiding or profiting by the fitting out in this harbour of any vessel engaged in any kind of Chinese emigration which is not approved of by Her Majesty's Government.

I have, &c.

(Signed) A. E. KENNEDY.

Inclosure 3 in No. 11.

Report by the Harbour Master of Hong Kong.

THE "Fatchoy," lately the British steamer "Vixen," of London, official number 63,588, of 1081 registered tons, was transferred to the German flag on the 13th April, 1872, at this port.

I have been unable to ascertain who the purchaser was or under what circumstances she became entitled to assume the Spanish flag.

After her last change the master obtained permission to fit his ship for the conveyance of emigrants.

The only fittings approved in any vessels fitting at Hong Kong, whether to embark their passengers here or elsewhere, are sleeping berths, hospital, ventilators, cooking-places, and such like.

The "Fatchoy" probably fitted her gratings and barricades at this port as stated, but they could not have been fixed here as a permanency, or they must have been seen by the officers of this Department at their visits. Such fittings are made in pieces of iron framework, the height of the between decks, and from seven to nine feet in width; they are fitted at their top and bottom with nuts and screw bolts to admit of their being readily put up and taken down.

The only effectual means of ascertaining if these objectionable gratings, &c., are being fixed, would be by keeping men stationed on board for this special purpose; but even then, the existing state of the law would not prevent measurements being taken, and the gratings, &c., being made here, and afterwards conveyed to Macao, either in the ship or by means of junks.

With regard to vessels already fitted, it is known, from the information of the carpenter of a Peruvian coolie ship lately returned from Callao, that her gratings and bulkheads were removed before coming into Hong Kong waters and put below, until again required at Macao, when they were to be replaced.

This system of taking down their fittings is confirmed by the boarding officer of the Department.

With regard to the allusion in this despatch to Section 27 of Ordinance 1 of 1862, the following case was recently tried here, with the view of seeing how far that part of the Section, referring to the approval of the Harbour Master in the fitting of emigrant ships, could be enforced:—

The French steam-ship "Charles Albert" was fitting for the conveyance of coolies from Macao to Havana. The master received directions not to take on board, nor to fit gratings or barricades whilst his ship was in Hong Kong waters. This vessel was visited by the Captain Superintendent of Police and myself, when no objectionable fittings were found on board. The following day it was reported that gratings and barricades were being fitted on board the "Charles Albert."

A summons for breach of Section 27 of Ordinance 1 of 1862 was issued against the master, who was fined 500 dollars, or three months' imprisonment. This sentence was, on appeal to Supreme Court, sent back for amendment, an opinion having been expressed by the Honourable the Attorney-General that the master could not be punished for the offence under Section 27, but that he might be punished for disobedience of orders under Section 10. On this opinion the fine was reduced to 200 dollars, or one month's imprisonment.

I call his Excellency's attention to this case, as, until advised, I did not consider the words in section 10 "or obey any other order which the Harbour Master may think fit to give," as applying to convictions under section 27 of Ordinance 1 of 1862.

(Signed)

H. G. THOMSETT, *Harbour Master, &c.*

Hong Kong, April 9, 1873.

Inclosure 4 in No. 11.

*Mr. Frensborg to Mr. Thomsett.**Imperial German Consulate, Hong Kong,
April 14, 1873.*

Sir,

I HAVE the honour to acknowledge the receipt of your letter of the 7th April, by which you put several questions to me, regarding the transfer of the German steamer "Fatchoy" from her German owners to a Spanish subject. With reference to these questions, I beg to inform you that the steamer "Fatchoy," late "Vixen," was sold to the German firm Paul Ehlers and Co., at Hong Kong. Messrs. Paul Ehlers and Co. sold the steamer to Mr. Francisco Abella on the 30th July, 1872. This fact has been made known to you by letter from the then German Consul, M. Eimbcke, dated the 31st July, 1872, of which I beg to inclose a copy for your information, should the original letter not have reached you. According to a communication of Messrs. Paul Ehlers and Co., the deed of transfer has been deposited with the Spanish Consulate at Hong Kong.

I have, &c.
(Signed) CH. FRENSBERG.

Inclosure 5 in No. 11.

Mr. Eimbcke to Mr. Thomsett.

Sir,

Hong Kong, July 31, 1873.

I HAVE the honour to inform you that the German steamer "Fatchoy," now in this harbour, has been sold to a Spanish subject. She is therefore no longer entitled to wear the German colours, and has ceased to be German property.

I have, &c.
(Signed) EIMBCKE,
Consul for the German Empire.

Inclosure 6 in No. 11.

Extract from the "China Mail" of April 10, 1873.

THE "FATCHOY" REVELATIONS.

To the Editor of the "China Mail."

Sir,

Hong Kong, April 10, 1873.

REFERRING to the article which appears in your issue of 9th instant, headed the "Fatchoy" Revelations," we thank you for your promise to publish any rebutting statements we may forward bearing on the assertions made by you or others equally badly informed. We take the liberty to trouble you with the publishing of this letter.

We received this morning the following letter from the late American chief Engineer of the steamer "Fatchoy," which we have his permission to publish:—

"In answer to your inquiry, I beg to state that I never wrote any article relative to the voyage of the steamer 'Fatchoy' to Havana, nor have I ever been interviewed by any editor or reporter of any newspaper whatsoever respecting the said voyage, and the only statement I ever made upon the voyage I made to the Consul-General at Havana. Many of the statements made upon the subject under question, in the 'China Mail' and other newspapers, are incorrect. Please note that I do not wish to have any further correspondence upon this matter or to give any further information relative to the subject."

We take it for granted that you were allowed to publish the *ex parte* statements from official documents as we read them in your issue of the 9th instant, and we hope that we are allowed to rebut such statements as far as we have proof for the assertions we now make.

To say that the steamer "Fatchoy," or her crew, has been employed in kidnapping coolies is too absurd a statement to merit any attention whatever; it is tantamount to asserting that the captain kidnapped a few coolies in Queen's Road or on the Praya and concealed them in his waistcoat-pocket. 1,005 emigrants and 2 cabin-boys left by the "Fatchoy;" all their contracts were countersigned by the Spanish Consul at Macao.

As regards the conclusion come to by the American Consul-General, that the "Fatchoy" had been really engaged in slave-trading, he is certainly right, if the emigration from Macao to Havana is, by the dictum of this mighty personage, henceforth to be called "slave-trading."

Relative to the German ownership, the respective Consuls might have taken the trouble to inquire at the Registry at Havana, the "Fatchoy" being registered at that port. The "Fatchoy," formerly "Vixen" was bought by us at Hong Kong in April 1872, not July 1872; we sold her in July 1872, and her present owner put her under the Spanish flag, in his name she is registered at Havana. The bill of sale lies open for inspection at the Spanish Consulate.

The "Fatchoy" was certainly fitted up as an emigrant ship in the harbour of Hong Kong, and Mr. Sampson, of the Harbour-Master's, came on board every day to see that no iron gratings were fitted on the hatches, and that no barricades were erected. The coolies from the "Rosita y Nina" were certainly transferred to the "Fatchoy," when she had only about 150 emigrants on board.

That your statements are vouched for as facts by two Consuls-General as sworn evidence is a simple error; the chief engineer told us this morning that he never swore to anything before the Consul-General at Havana, but that he simply told his tale in a conversational manner.

There is no doubt but that the American Consul-General drew largely upon his imagination if his statements of facts really are what you represent them to be. We repeat that your statement that the coolies were during the voyage "flogged, kicked, cuffed and treated with the greatest inhumanity," is incorrect, and for this we have now likewise the authority of the chief engineer himself.

That all the crew understood English is not true; only the minority understood it, and partly very imperfectly too. There were on board the captain, the sailing master, the passenger, the chief engineer, two Chinese sergeants (emigrants who had already been once as coolies to Havana), one interpreter, and five Manila men, who spoke Spanish fluently.

It is refreshing to hear that Her Majesty's Ambassador at Berlin has been requested to bring the matter to the notice of the Berlin Government, because, if any notice is taken of these representations at all, they are not likely to overshoot the mark, and as the investigation into the matter has now been taken up by the respective Governments, and as we shall be perfectly willing to give them all the information that lies in our power, if they will but ask for it, so we think you may set your mind at rest. As the "Fatchoy" has been lying over a month in the harbour of Liverpool, after having been to New Orleans, in the United States of America, represented by the Consul-General at Havana, having all the time the same captain and the same English engineers on board, and, as far as we know, without being in any way molested and without any inquiries having been made, so we can only presume that the respective Home Governments ultimately came to the conclusion that the "Fatchoy" is not a slaver, and that the report of fiendish outrages said to have been committed on board of her rests upon the same foundation and authority as the report said to have been written, "by an officer of the 'Fatchoy,' the late American chief engineer," your trump-card!

Your own remarks and comments we may be allowed to pass over in silence, because we already clearly proved that you represent as fact that which is no fact at all, and as notwithstanding our denial you apparently still adhere to your version of the story and as you refuse to accept the information which we offered to give you, consequently show no desire to learn the truth, so we must leave you to the admiration of those who find pleasure in perusing your splendid literary efforts.

We remain, &c.
(Signed) PAUL EHLERS AND Co.,
Agents of the Spanish steamer "Fatchoy."

Inclosure 7 in No. 11.

Governor Sir A. Kennedy to the Earl of Kimberley.

My Lord,

Government House, Hong Kong, May 2, 1873.

REFERRING to my despatch of 25th ultimo, I have the honour to transmit copy of a report from the Harbour Master relating to the return of the "Fatchoy" to this port from Liverpool.

Your Lordship will observe that, in face of recent legislation,* that vessel did not drop anchor in this harbour, but proceeded at once to Macao.

I have, &c.
(Signed) A. E. KENNEDY:

Inclosure 8 in No. 11.

Mr. Thomsett to Mr. Smith.

Sir, *Harbour Department, Hong Kong, May 1, 1873.*

I HAVE the honour to report that the Spanish steamer "Fatchoy" arrived here this day at 11 A.M. She was immediately boarded by Mr. Sampson, the Boarding Officer.

The "Fatchoy" is from Liverpool, which port she left on the 11th March. Mr. Menser is a passenger by her. She has a coal cargo, the greater portion of which has been consumed on the voyage.

Mr. Sampson reports that he saw iron barricades and gratings lying on the between decks.

Mr. Ehlers, of the firm of Paul, Ehlers and Co., went on board. The vessel did not anchor, as Mr. Ehlers gave the master orders to proceed to Macao.

There was not time for me to proceed on board for the purpose of searching for the barricades, &c., as directed, as when the report of her arrival reached me, she was on her way out of our jurisdiction.

I have, &c.
(Signed) H. G. THOMSETT, *Harbour-Master, &c.*

CORRESPONDENCE respecting the Macao
Coolie Trade, and the Steamer
"Fatchoy."

*Presented to the House of Commons by Command
of Her Majesty, in pursuance of their Address
dated June 16, 1873.*

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