

NAVAL CORRESPONDENCE

on the

Guano Islands and the Peruvian Slave Trade

(transcribed from microfilm)

and notes from

Ward's thesis on "Polynesian Emigration to Peru".

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COPY

U.S. Ship St Mary's
Harbour of Honolulu
October 3rd 1857.

Sir,

I respectfully request the attention of the Department, to the following Statement.

The principle assertions, or points contained in the Report of Commodore Mervine, of June 31st 1856, concerning New Nantucket Island, are as follows:

1. He was unable to land.
2. He found the Island covered with vegetation.
3. He inferred that there was no guano on it.
4. He found no suitable anchorage.
5. He sounded in 36 fathoms of water near the breakers, without getting bottom.
6. He found no opening in the fringing reef for the passage of boats.

It was the fortune of the St Mary's, to be at New Nantucket Island, at a season favourable for landing. It was the fortune of the Independence, to be at New Nantucket Island, at a season unfavorable for landing, and also for maintaining the ship's position near the Island. The landing or not landing, upon an exposed sea-beach, is regulated by the existing State of the weather.

I have the honor to say to the Department that with this exception of landing, which is rather the result of an

accident than a real exception, the opinions and conclusions, of Commodore Mervine, cited above, are fully confirmed by our actual observations.

Very respectfully

Your obedient servant

Charles Henry Davis

Commander.

Hon. Isaac Toucey.
Secretary of the Navy.
Washington. D.C.

Forwarded
Hay K. Hofy (?)
Commander.
Senior Officer present.

COPY

U.S. Ship St Mary's
Harbour of Honolulu
October 3rd 1857

Sir,

I have the honour to report to the Department, that I arrived at this place on the 23rd ultimo, having executed the chief part of the duties confided to me by Commodore Mervine, Commander in Chief of the United States Naval Forces in the Pacific.

By his instructions I am directed to proceed to Jarvis Island, in order to make soundings, ascertain its locality, and the quantity and quality of guano, said to exist upon it, and make such Hydrographical and Barometrical observations, as might be useful to Navigation.

Having completed these duties, I was to proceed to New Nantucket Island, and make similar investigations.

I was to obtain several samples of guano, from each island, if any were found thereon, selecting a sufficient variety to illustrate the character of the deposits.

In the event of no conflicting claims appearing; I was to take formal possession of these islands in the name of my Government.

Having executed this commission, I was to proceed by way of the Sandwich Islands, to the Navy Yard, at Mare Island, California, for the purpose of making repairs upon the Ship.

Finally, I was directed to deposit the specimens of

guano, with the Commandant of the Yard, subject to the order of the Secretary of the Navy, and to address my Report directly to the Department, with a duplicate to Commodore Mervine.

The Charts which I have now the honour to transmit to The Department, contain the necessary Hydrographical and Topographical information concerning Jarvis and New Nantucket Islands. The surveys forming the basis of these Charts, were executed, at Jarvis Island on the 16th and 17th, and at New Nantucket Island on the 24th^{of} August.

Although I have found nothing which, in the opinion of Dr Taylor and myself, resembled guano on either of these islands, I selected notwithstanding, several samples of the soil from a sufficient variety of places fully to illustrate the character of the deposits. The amount of the loose transportable material - (?) calcareous matter - is, on Jarvis Island, Two Millions and Fifty-Three Thousands (2,053,000) Tons, and on New Nantucket or Baker's Island, One hundred and Twelve Thousands (112,000) Tons.

I found two small pools of salt water on Jarvis Island, highly saturated; and also other evidences that the sea makes occasional encroachments on the island.

The barrel marked Spec. No. 2, Jarvis Island contains a small amount of bird droppings, of which a few hundred pounds might possibly be obtained after a diligent search.

I found a rough shed on Jarvis Island, of unplanned pine boards, but no house.

No conflicting claims having appeared, I took formal possession of these islands in the name of my Government, and buried in a suitable place, a Declaration, (of which the enclosed is a copy.) to this effect, executed on parchment, and protected by a tin case.

The Department will learn, by an accompanying communication, that I have decided to prolong the stay of this ship at Honolulu, beyond the period probably contemplated in the instructions of Commodore Mervine, and originally intended by myself.

In order however, to complete the duty assigned me, I shall endeavour to send the specimens of the soil of Jarvis and New Nantucket Islands, under the charge of an Officer, to the Commandant of the Navy Yard, at Mare Island, by a vessel which is to leave here on the 6th inst., if I find it impossible to do this, without expense to the Government, I shall give up this project, and contract my stay at Honolulu.

Very respectfully
Vr obdt servant

Charles Henry Davis

Commander

Hon Isaac Toucey,
Secretary of the Navy,
Washington, D.C.

Government of the United States

James Buchanan.	President.
John C. Breckenridge.	Vice President.
Lewis Cass.	Secretary of State.
Howell Cobb.	Secretary of the Treasury.
John B. Floyd.	Secretary of War.
Isaac Toucey.	Secretary of the Navy.
Jacob Thompson.	Secretary of the Interior.
Jeremiah S. Black.	Attorney General.
Aaron Y. Brown.	Postmaster General.

Officers of the United States Ship St. Mary's

Charles Henry Davis Esqr.	Commander.
John S. Maury.	Lieutenant.
Thomas Truston Houston.	Lieutenant.
William H. Ward.	Lieutenant.
S. Winthrop Taylor.	Surgeon.
William A. Ingersoll.	Purser.
John G. Mitchell.	Acting Lieutenant.
Calvin Frederick Thomas.	Master.
Edward McDonald Reynolds.	1st Lieut of Marines.
Stewart Kennedy.	Assistant Surgeon.
Le Roy Fitch.	Midshipman.
Philip S. Miller.	Boatswain.
Leonard K. Ellis.	Gunner.

Edward A. Cassidy.

Carpenter.

Henry W. Frankland.

Sailmaker.

John M. Harrington.

Captains Clerk.

Theodore Quastoff.

Pursers Clerk.

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DECLARATION

By authority of an Act of The Congress of the United States of America, approved by Franklin Pierce, President of The United States, on the 18th of August, 1856, which contains the following clauses.

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that when any citizen of the United States may have discovered or shall hereafter discover, a deposite of guano, on any island, rock or key, not within the lawful jurisdiction of any other government, and not occupied by the citizens of any other government, and shall take peaceable possession thereof, and occupy the same, said island, rock, or key, may, at the discretion of the President of the United States, be considered as appertaining to the United States."

"Sec.2. And be it further enacted that the said discoverer or discoverers, or his or their assigns, being citizens of the United States, may be allowed, at the pleasure of Congress, the exclusive right of occupying said islands, rocks, or keys, for the purpose of obtaining said guano."

"Sec.5. And be it further enacted that the President of the United States is hereby authorized, at his discretion, to employ the land and naval forces of the United States to protect the rights of the said discoverer or discoverers, or the assigns, as aforesaid": and also, in pursuance of

instructions, from Commodore William Mervine, Commander in Chief of the United States Naval Forces in the Pacific Ocean, from which the following are extracts. A claim had been made by an association styled The American Guano Company "to the proprietorship of these islands; and it is the intention of our Government to protect this claim if ascertained to be well founded, and to exercise Sovereignty over the Islands themselves; you will therefore, in the event of no conflicting claims appearing take formal possession of them in the name of your Government";

I hereby take formal possession of this Island universally known to Hydrographers and Navigators, as Jarvis Island, in the name of the Government of the United States of America.

(Signed) Charles Henry Davis
Commander United States Navy,
Commanding U.S. Ship St Mary's

U.S. Ship St Mary's
Jarvis Island
August 16th 1857

Similar Declaration to the foregoing (with these exceptions, viz, instead of "universally known to Hydrographers and Navigators", as Jarvis Island", read, "known to the France, as New Nantucket Island, to the English as Phoebe Island, and to American Hydrographers and Navigators, as New Nantucket and Bakers Island"; instead of "Jarvis Island. August 16th 1857" read "New Nantucket Island, August 24th 1857", was buried on New Nantucket Island, Aug. 24th 1857.

U.S. Ship St Mary's
Honolulu.
October 5th 1857

Sir,

I have the honor to inform the Department, at the last moment, that I have just received a visit from Dr Judd, the Agent of the American Guano Company, with which I need trouble the Department, no further than to say, that I found it necessary to express to Dr Judd the following opinions.

1. That I did not consider Dr Judd authorized to cause my private conversations with him to be put into print, except in those cases where he advised me before hand of his intention to do so.
2. I declined taking any part or responsibility, as requested by Dr Judd, in his reports as Agent of the American Guano Company. I declined to assume an attitude either of personal favor, or of ill will, towards the Company.

I cannot hope to escape interested misconstruction, or even deliberate misrepresentation, on this subject of the Guano islands, but I have no fear that either one or the other will influence the judgement of the Department.

Very respectfully
Your obdn Servant

Charles Henry Davis

Commander.

Hon. Isaac Toucey.
Secretary of the Navy.
Washington. D.C.

file.

LETTERS RECEIVED BY THE SECRETARY OF THE
NAVY FROM COMMANDING OFFICERS OF SQUADRONS, 1841-86

Pacific Squadron, 1841-86

Commodore William Mervine

August 4, 1854 - June 30, 1856

.....

Microcopy No.89.
Roll No.37.

U.S. Flag Ship Independence
At Sea. Off San Francisco
January 18th 1856.

Sir,

(U.S. Steamer Hancock burst her boilers. U.S. Steam Propeller Massachusetts order from San Juan del Sur to "carry out the instructions of the Department in relation to the Guano Islands; but the urgent calls for steam power in the (Puget) Sound - the only force which can act efficiently there - have influenced me in ordering the Massachusetts there, and performing the service for which she was intended with this ship, touching en route at the Sandwich Islands, and from the Guano Islands to Valparaiso.")

From the above it will be seen that the U.S. Massachusetts was originally intended to go to the Guano Islands and that it was only through an accident that Commodore Mervine himself, on the Independence, came to undertake the duty.

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U.S. Flag Ship Independence
Harbour of Valparaiso
June 30th 1856

Sir,

I have the honour to report the arrival of this ship in this harbour on the 25th inst: late from Apia, Island of Upolu, - where I was wind-bound thirty eight days - from which place I took my departure May 12th. I had the honor in despatch No 21 to acquaint you with the circumstances which rendered it necessary that I should proceed with this ship to carry out the Instructions of the Department in relation to the Guano Island; - and having fulfilled those instructions, so far as the same were practicable; it only remains for me to make a detailed report of proceedings since departing from San Francisco on that service, via the Sandwich Islands: three of which were visited - Hilo, Hawaii, Sakiua, Maui, and Honolulu, Oahu; at all, interviews were had with the authorities, and assurances received from our Agents, that our previous friendly relations with the Government remain undisturbed.

From Honolulu I directed my course to the Latitude and Longitude designated by Mr George W. Benson, agent of the "American Guano Company" viz: Lat 15' N. Long: 176' 30' W: and on the evening of the 28th of February, having arrived at a position where it was deemed prudent to "lay to" a few hours, - the ship was hove to forty five miles to the Eastward of an Island known on the charts as "New Nantucket",

believed to be identical with the Guano Island, as it is in precisely the same Latitude and Longitude.

On the following morning we filled away and steered a course that was believed, would enable us to sight the Island at an early hour during the day, in the mean time however, the current had increased, as determined from an altitude of the sun at 8 o'clock A.M. from thirty miles in the twenty four hours, as experienced on the previous day, to sixty miles during the same period, this created some uncertainty as to the ^{real} position of the ship, and in order to avoid getting to the windward of the Island, the presumed line of bearing therefore was crossed and recrossed in the search, but nothing was seen of the Island until ~~1~~ 3 o'clock P.M. when it was discovered on the weather beam, distant about nine miles.

To regain those few miles to windward against a head wind and current of nearly three miles per hour was found to be impracticable, and after three days and nights of anxiety and fruitless effort I was compelled to pursue a retrograde course in order to reach a position North and East that would enable me to make another trial. On the eleventh day after - all this time having been spent in accomplishing this object - the Island was discovered from the top gallant yard, ahead, bearing west distant about ten miles.

Intense interest appeared to pervade all minds fore and aft as the ship neared the promised "El Dorado" of the Mercantile and Agricultural interests of our Country. The delusion, however, was but transitory; a nearer view revealed to our astonished vision the whole Island covered with a deep green mantle of luxuriant vegetation; indicative certainly of the strength of the soil and heavy rains common in this locality, as also of the worthlessness of the deposit thereon as an article of commerce.

The value of Guano is, I believe, determined by the amount of ammonia which it contains, which is generated by successive deposits of bird-lime, in rainless districts. That there is a large deposit of bird-lime on the Island in a state of decomposition, the vegetation and great number of birds hovering over it, abundantly attest. The latter circumstance and the location of the Island are the only facts in the whole statement as sworn to by Baker and Lucas, that correspond with our observations, so far as it was practicable to ascertain the same.

The Island is surrounded by a dangerous reef, on which the sea breaks very heavily, and extends all the way to the shore. The ship ran along the reef from the North East end to the South West or lee side, as close to the breakers as it was prudent to approach - within about two ships lengths, where it was represented anchorage would be found. No bottom, however, was found with fifty fathoms

of line, and it is believed there is not any outside of the reef, or inside, sufficient for a vessel of any draft; nor was there any perceptible passage through or over the reef without incurring great hazard to life.

True there were evidences of its having been landed upon and occupied prior to our visit, in the erection of a flag staff on the center of the Island, and a kind of look out place on the North East end, but no visible signs of any person was discovered. - And those by whom these were erected, must have effected a landing under more favorable auspices than when visited by us.

In order that I might not be deceived by appearances, Lieut Jas B. McCauley was sent in a boat with instructions to approach as near to the breakers as prudence would dictate, for the purpose of sounding, and discovering a passage. His report is herewith enclosed marked "A" which confirms my own observations.

The Company sent out a frame building to be put up for the accommodation of its agents, who were to maintain the possession, it follows as a matter of course as neither were there, that the enterprise had been abandoned in consequence of the worthlessness of the deposit, and indeed of the non-existence of any Guano.

On the passage to the Island, the agent of the Company expressed to me its desire that I should first visit another Island claimed by it, on which it was said,

there was a deposit of Guano. I assured him that it would be my pleasure as it was my duty, to promote the Commercial interests of our Country, but as this Island was out of the direct route of that to which my orders referred, my first duty would be devoted to it. On taking my departure from the Island of "New Nantucket", I stood to the Northward and Eastward, to get into the Easterly current, said to extend across the Pacific Ocean, in order to aid me in working far enough to windward to fetch another Island situated near the Equator in Longitude - W, being the same as referred to by the Agent. I presume that the statements in relation to this Island - being situated in the same Latitude as the other, but further East, are as devoid of truth, as those in relation to "New Nantucket", which is one of a Group of four Islands, the most distant of which - "New Masket" - is one hundred and seventy two miles, the two nearest "Worth" and "Sand" Islands, respectively distant thirty seven and sixty five, instead of two hundred, as sworn to by Capts Lucas and Baker.

Being disappointed in finding the Easterly current after reaching the limits assigned to it, and being convinced of the utter impossibility of beating to windward against a trade wind and strong current, or of reaching it without pursuing a circuitous Northerly route, I abandoned further pursuit with the intention of returning to Valparaiso, through the Southern Polynesian Islands, touching at such as were accessible to this ship.

The impression is irresistably forced upon my mind, growing out of the discrepancies existing between the facts as found by us, and those sworn to by Baker and Lucas, that the whole scheme was gotten up and concocted upon a swindling basis, and executed throughout with consummate skill under the semblance of great secrecy, at the same time publicity was being given in various ways, it is believed, by interested persons, calculated to create a demand for the Stock, and thereby perpetuating a fraud upon the unwary and uninformed.

On the 4th of April, I anchored in the harbour of Apia, Island of Upolu, one of the Navigator Group, where I found a state of society existing that beggars all description; composed of a heterogeneous mass of the most immoral and dissolute Foreigners that ever disgraced humanity: principally composed of Americans and Englishmen, several of whom had been Sidney convicts. Responsible to no laws for their conduct, - certainly none that the Natives have the power to enforce against them - there exists anarchy, riot and debauchery which render life and property insecure

.....

Very respectfully
Your obedt Servant

William Mervine

Commandant, U.S. Pacific Squadron.

Honble
C. Dobbin
Secretary of the Navy.

Forwarded by
Wm Mervine
Condg Pacific Squadron

U.S. Flag Ship Independence
At Sea March 18th 1856

Sir,

In obedience to your order I left this ship in the whale-boat, while hove-to close under the lee of Nantucket Island on the afternoon of the 15th inst. for the purpose of finding a practicable anchorage. I pulled as close into the outer breakers, in several places between the points forming the lee side of the Island, as was consistent with safety, discovering no bottom with thirty-six fathoms line.

The sand beach appeared to extend about ten or twelve feet above the sea, rising abruptly, perhaps, at an angle of forty-five degrees. Above the sand there is about ten feet of vegetation, apparently short, coarse grass, and low bushes.

The breakers were not only heavy, but exceedingly irregular, owing, doubtless, to the strong westerly current.

From a long experience in landing through surf, I can confidently state that it would have been dangerous to attempt a landing at that time, altho' a good whale-boat might do so at some other season.

This beach embraces all the lee side of the Island,

and from appearances I am confident that a landing cannot be safely made on the other.

I am also satisfied that there is no anchorage on the lee or South West side, of the Island.

Very respectfully
Your obdt sert

J.B. McCauley

Lieut U.S. Navy

To
Commodore Wm Mervine
Commdg U.S. Naval Forces
Pacific Ocean

Public Record Office

560

Adm.1 /5817

PERUVIAN SLAVE TRADE

Peruvian Bark 'Rosa Patricia' off Islands
in South Pacific

Admiralty Received
May 15 1863

HMS 'Miranda'
Sydney 17 March 1863

No.25

My Lord,

I have the honor to forward for the information of my Lords Commissioners of the Admiralty a copy of a letter from Her Majesty's Consul at Samoa, as well as a copy of a communication from that officer to His Excellency the Governor of New South Wales in reference to the Peruvian Bark 'Rosa Patricia' taking natives from the Islands of the South Pacific.

2. I have not at present a vessel available to visit Samoa and the Islands on this Station, and have therefore forwarded copies of the above named letters to the Commander-in-Chief on the Pacific Station in whose waters the Islands in question appear to be situated.

I have the honor to be
My Lord,
Your obedient humble servant

Robert Jenkins

Captain and Senior Officer.

To The Rt. Honble.
Lord Clarence Paget CB
Secretary of the Admiralty
Whitehall.

No.3 of 1863
Folio 139

British Consulate
Apia Upolu Samoa
10 Febr'y 1863

Sir,

I have to inform you that on the 8 & 9 Inst. we were visited by a Bark under Peruvian Colors, called the 'Rosa Patricia'.

The Supercargo reported himself as an American and that he was in search of South Sea Islanders who were willing to go off to the 'coast' and work.

The vessel did not come to an anchor. He had several Islanders on board, and was then bound off to the Union Group, after more men. Unless he makes up his number (250) he will be about the islands for some time yet.

The Supercargo states that Easter Island was their rendezvous and that he had already shipped of Forty-five islanders whom he had collected from different islands and carried to Easter Island to await their Schooner.

The vessel has taken off from Savage Island between 50 & 60 Natives, and from report do not appear very scrupulous as to the means they use to secure these poor Islanders.

Commodore Burnett
Senior Officer Commanding
HMS Ships Australian Station
HMS 'Orpheus'
Sydney

The 'Rosa Patricia' has gone off to the Union Group in search of more men, and she is likely to be about here for some weeks yet unless she can make up her complement of 250 from there, thus giving a chance of being captured if pursued at once.

I have etc

Signed/ John C. Willimas

H.B.M. Consul

Public Record Office 560

Adm.1 / 5826

PERUVIAN SLAVE TRADE

Admiralty Received
Feb. 14 1863

Importation of Natives from the South Sea
Islands into Peru.

one enclosure

No. 20

'Bacchante' at Callao
12th January 1863

Sir,

I have the honor to forward for their Lordships information, copy of a letter which I have received from Mr Barton, on the subject of the traffic at present carried on by Peruvian Vessels, in bringing Natives from the South Sea Islands to Callao, where they are sold as Apprentices or Servants, for a term of years.

2. I have requested H.M. Consul General at the Sandwich Islands and the Consul at Tahiti, to endeavour to ascertain whether these Natives are Kidnapped or forcibly carried off. If they voluntarily embark as Emigrants, it appears to me that we cannot interfere in the matter.

I have the honor to be
Sir,
Your most obedient servant,

(?) ^TP. Maitland (2)

Rear Admiral and Commander in Chief.

The Secretary of the Admiralty.

Mr Barton, H.M. Acting Charge d'Affaires, Peru, to
Rear Admiral Sir Thomas Maitland.

British Legation, Lima,
13th December 1862

Sir,

I have the honor to acknowledge the receipt of your Despatch of the 2nd Inst. with its enclosures, relative to the traffic at present carried on by Peruvian vessels engaged in bringing Natives from the South Sea Islands to Callao, and to inform you that since the month of May last, I have transmitted to Her Majestys Government the necessary information on this subject, but up to the present date no instructions have been received from Earl Russell.

The French Charge d'Affaires, as also the Charge d'Affaires of the King of Hawaii have remonstrated with the Peruvian Government on this traffic and have protested against it, and you will see by the enclosed Official Gazette, the 'Peruano', that the Peruvian Minister for Foreign Affairs declines to receive the Protest, and insists that Peru has the right to contract the Natives who volunteer to emigrate to Peru.

I have, etc.

(Signed) John Barton

Rear Admiral
Sir Thomas Maitland CB

Admiralty Received
Apr. 26 1863

Respecting the report of Natives having been Kidnapped
from the Islands in the South Pacific. One enclosure.

'Sutlej,' at Valparaiso
14th March 1863

No.10 Sir,

Referring to your letter of the 6th January (No 5 M), I have the honor to transmit herewith the copy of a letter from Mr Reid, Master Commanding the Coal Depot at Callao, enclosing a list of vessels which have entered, and sailed from, the Port of Callao, between the 17th January and 17th February, with the numbers of natives brought to Peru under the name of Colonists.

2. In pursuance of Their Lordships' directions I have called upon the Senior Officer at Callao to obtain all the information he can on this subject, and on receiving his report I shall immediately place myself in communication with the proper authorities with a view to the stoppage of such proceedings, if it shall be found that the Natives have been entrapped. In the conversation I had yesterday with Mr

The Secretary of the Admiralty
Whitehall.

Thomson, Her Majesty's Charge d'Affaires in Chile, on this subject, he informed me that he had received assurances that if any were landed in this country, and it was found they had been taken against their will, they should be sent back to their Native Islands.

I have the honor to be
Sir
Your obedient servant

John Kingcome

Rear Admiral and Commander in Chief.

'Naiad', Callao
18th February 1863

Sir,

I have the honor to forward for your information a list of vessels engaged between the 17th January and 17th February 1863, in conveying natives under the name of 'Colonists' from the South Sea Islands to this Port, to be employed as labourers and servants.

I have the honor to be
Sir
Your obedient servant

(Signed) G. Reid
Master Commanding and Senior Officer.

Rear Admiral
John Kingcome &c &c &c
Commander in Chief.

List of vessels engaged in carrying natives of the South
Sea Islands, between the 17th January and the 17th February
1863.

Arrived

17 January 1863 Chilian Barque 'Eliza Mason', Captain Yananqui,
of 238 Tons from Easter Island, South Pacific,
in 27 days, bringing 140 men, 86 women and 12
children -----
25 -----*v----- Peruvian Barque 'Carolina', Captain Sebastiano
Morales, of 150 Tons, from the Island of Onoa,
with 122 natives -----
25 -----*----- Peruvian Schooner 'Hermosa Dolores', Captain
Geary, of 100 Tons with 162 natives -----
1 February --- Peruvian Barque 'Rosalia', Captain Bolo, of
270 Tons, with 196 natives, of whom 27 are
women and 10 children -----

Sailed

5 February 1863 Peruvian Barque 'Carolina', Captain S. Morales,
of 150 Tons, in ballast, for the Islands to
bring Colonists -----

(Signed) G. Reid

Master Commander
H.M.S. Naiad.

Admiralty Received
May 28 1863

Kidnapping of natives of the South Sea Islands by
Vessels under the Peruvian Flag.

'Sutlej', at Callao
27 April 1863.

No.40 My Lord.

Referring to your letter No.5 In. of the 6th January last, I transmit herewith to be laid before the Lords Commissioners of the Admiralty, the copy of a letter just received from Her Majesty's Consul at Tahiti, enclosing two copies of the 'Messenger de Taiti', containing further particulars respecting the alleged kidnapping of Natives of the South Sea Islands by Vessels under the Peruvian Flag.

2. The Peruvian Ship 'Empresa', alluded to in the third paragraph of Mr Consul Miller's letter, arrived here about 10 days since and landed 61 of those Islanders, 8 of whom were Women. It appears but too probable that those and the other poor creatures who have been brought to Peru were taken from the Islands under false pretences, but still with a certain color of legality in the proceedings which makes it difficult

Rear Admiral
Lord C. Paget. C.B. M.P.
etc. etc. etc.

to fix any guilt upon the Peruvian Government or its Agents, for I am informed by Mr Jerningham that a regular contract (a copy of which has been sent to Earl Russell) was entered into with a Mr Byrne for the introduction of Colonists into Peru, and that the Government has appointed Commissioners at the different Ports to examine the papers of the Ships employed in this traffic and to see that the conditions of the Contract are fulfilled.

3. I have reason to think that this traffic is now virtually at an end, some ships having returned without any cargoes, for it has been found that the Natives born and bred in the Islands, where nature has been most prodigal, are totally unfitted for work of any kind or the food that is given to them in this country, and the mortality among them has been so excessive that there are but few remaining alive and those are utterly useless as labourers of any kind.

I have the honor to be
My Lord
Your obedient servant

John Kingcome

Rear Admiral

Note: The letter from Mr G.C. Miller, H.M. Consul, Tahiti, referred to No.I of the 3rd March, 1863, to the Senior Naval Officer, Callao, the subject being 'Kidnapping of Natives of the South Sea Islands'.

British Consulate
Papeete, Tahiti. March 3rd 1863.

Sir,

In conformity with the desire of the Commander in Chief, conveyed to me in a letter date Callao the 9th of Janaury last, and with reference also to the letter which I felt it my duty to address to the Senior British Naval Officer at that Port on the 2nd of December 1862, enclosing Papers upon the subject of the serious abuses that were being committed in these Seas by certain Ships engaged in collecting South Sea Islanders for conveyance to Peru as labourers.

I have the honor of transmitting to you herewith, two numbers of the Official Newspaper of Tahiti, in which are contained further particulars showing the fraud and violence which are resorted to in the prosecution of the traffic in question.

You will find in the within Papers detailed evidence of the systematic Kidnapping of natives, lately practised at the French Possessions of the Marquesas Islands by a Peruvian Ship called the 'Empresa', which succeeded in treacherously securing and making off with about twenty six of the Natives.

Other important particulars will be found in the inclosed Papers relative to a piratical outrage that was perpetrated in the month of December last by no less than eight vessels (seven Peruvian and one Spanish), assembled together at Easter Island, a solitary and unfrequented spot about midway between Tahiti and Valparaiso.

It appears that the Masters of the Vessels last alluded to, finding that the Easter Islanders would no longer go off to their Ships, resolved upon a combined expedition for the purpose of seizing them on shore. Their crews, to the number of about eighty men, were in consequence armed and landed, and, by surprise and force, succeeded it seems in capturing and carrying off nearly two hundred of the Natives, who were afterwards shared out amongst the different Ships in proportion to the number of men that had been furnished by each towards the expedition.

Several of the Islanders are stated to have been killed in the course of this bucaneeering assault upon them.

The greater part of the Islanders that were captured, were shipped on board one of the Vessels present, which was despatched with them to Peru, there it is said to be sold on account of their captors.

The intelligence of these lawless proceedings at Easter Island was brought to this Port about a fortnight ago by the Peruvian Brigantine 'Cora', one of the eight vessels engaged in the transaction. From Easter Island the 'Cora' had proceeded to the Island of Rapa, or Oparo, about 10 degrees to the South of Tahiti, and there she was seized by the Natives and then sent hither, under the

circumstances also described in the printed Papers enclosed.

I have the honor to be
Sir

Your most obedient humble servant,

(Signed) S.C. Miller

H.M. Consul at Tahiti.

The Senior British Naval Officer
Callao

Note: A marginal note states that the issues of the
'Messenger de Taiti' enclosed are for February 21 and
28, 1863.

Admiralty Received
June 15 1863

Kidnapping of Natives from the South Sea Islands
by Vessels under the Chilian and Peruvian Flags.

One enclosure.

'Sutlej' at Callao
5th May 1863

No.50 My Lord.

In answer to your letter No.46, In, of the 24th March last, and with reference to former correspondence on the subject of the alleged Kidnapping of Natives from the South Sea Islands by Vessels under the Chilian and Peruvian Flags, I beg you will acquaint the Lords Commissioners of the Admiralty that I have had several communications with Mr Jerningham, Her Majesty's Charge d'Affaires in Peru on this question, and have pointed out the baneful influence such a traffic must have, and the desirability of inducing the Peruvian Government to put a stop to it, and although I believe, as I informed Their Lordships in my letter No.40 of the 27th April, that the Polynesian Emigration was virtually at an end from the result of the speculation proving unprofitable, it was with much pleasure I received from Mr Jerningham the accompanying letter transmitting one from the Minister for Foreign Affairs in Peru, stating that the Government had Rear Admiral Lord C. Paget C.B. M.P. etc.

abolished it entirely, and that all Vessels now on their way should not, upon their arrival, be allowed to communicate until a severe investigation had taken place.

2. I shall leave orders here for the 'Tribune' to proceed on a visit to the Islands, for the purpose of communicating with H.M. Consul General and Consuls, and Lord Gilford will be instructed to take every opportunity in his intercourse with the Natives, to give them such information as will prevent their being entrapped into making any contracts to serve in Peru.

I have the honor to be

My Lord

Your obedient servant

John Kingcome

Rear Admiral

Enclosure

No.1 of May 5, 1863 from the Hon. W.S. Jerningham, H.M. Charge d'Affaires, Lima, to Rear Admiral Kingcome, Commander in Chief.

Lima
5th May 1863

Sir

I have the honor to forward you copy of a note which I have received from His Excellency, the Minister for Foreign Affairs, in answer to a note which I deemed it requisite to address to the Peruvian Government respecting the abuses which appear to have been committed by some Vessels engaged in the Polynesian Emigration, by which you will see that the Government, convinced that this traffic is little calculated to be advantageous to the country, and is subject to many inconveniences has abolished it entirely; and has ordered that the Vessels engaged in it which are on their way should be, upon their arrival, not allowed communication in order that a severe investigation might take place.

I have the honor to be
with the highest respect,
Sir

Your most obedient humble servant

(Signed) Wm Stafford Jerningham

Rear Admiral J. Kingcome.

Translation

Lima 1 May 1863

I have just received the dispatch of yesterday's date, which your Excellency has done me the honor to address me concerning the bad treatment which it is assured has been suffered on board the 'Empresa' by the British Subjects Dunian and Carr, and of the irregularities committed in the contract of the Polynesians; your esteemed dispatch adds that the 'Rosa' and 'Carmen' ought soon to arrive at Huacho and Callao and that it is hoped that proceedings will be taken to investigate into their doings, the punishment of those who are to blame and the adoption of measures that will prevent in future the repetition of these abuses.

The Government spontaneously and convinced; that the introduction of Polynesians is little advantageous to the Country besides being subject to much inconvenience has abolished absolutely this traffic, and with regard to the Vessels which are en route, has ordered that the moment they arrive they be subjected to a severe examination.

With regard to the 'Empresa' it has been ordered that she be put out of all communication, the Captain has been brought to trial with the Doctor and all the crew and the most strict measures dictated for the apprehension of the accused, for the speedy investigation of these doings and exemplary punishment of those who prove guilty.

Besides all the measures which have been dictated I have just sent to the General Commandant of the Marines Office a Copy of Your Exects. Dispatch in order that its contents may be considered and also immediately on the arrival of the Vessel indicated by your Excellency the necessary steps be taken in the premises.

Agreeably to the desires manifested by your Excellency I send the Number of the 'Messenger de Taiti', and avail myself of this opportunity to reiterate to your Excy the assurance of my distinguished consideration.

(sgd.) Juan Antonio Ribeyro.

Admiralty Received
Sep 29 1863

Introduction of Polynesians into Peru.

'Sutlej' at Esquimalt
14th August 1863

No.106

My Lord.

Referring to my letters No.40 of the 27th April, and No.50 of the 5th May respecting the introduction of Polynesians into Peru, I transmit herewith to be laid before the Lords Commissioners of the Admiralty, a letter just received from Mr Reid, Master Commanding the Naiad at Callao, enclosing a correspondence with Mr Miller, H.M. Consul at Tahiti, on this subject.

2. From Mr Reid's letter it will be seen that the Peruvian Government has acted up to its promise to put a stop to the traffic which was lately carried on, and that steps are being taken to restore the Islanders to their native country.

I have the honor to be
My Lord
Your humble servant
John Kingcome
Rear Admiral

Rear Admiral Lord C. Paget C.B. M.P.
Secretary of the Admiralty.

Note on letter: Copy to F.O. in orig. & to return.
Enclosures sent in original to be returned to this officer.

Relative to the Natives of the South Sea Islands and forwarding copy of correspondence on the subject with H.M. Consul at Tahiti.

'Naiad', Callao
27th June 1863

No.17
of 1863

Sir,

I have the honor to inform you the Peruvian Brig 'Barbara Gomez' arrived here on the 8th Instant from one of the South Pacific Islands (true name unknown) with 23 natives on board. As soon as she anchored the Peruvian authorities stopped all communication between her and the shore detaining the Master and crew, and after an investigation has taken place, the natives are to be sent back to their native land, with others collected from places along the coast.

The French Gun Boat 'Diamante' has been twice to the Northward of this Port to bring here any of the South Pacific Islanders that could be found along the coast, the last time she left in company with the Peruvian Gun Boat 'Loa' on the 19th Instant and returned on the 20th bringing some of the natives for the purpose of sending them to their native islands. Some of them were very sickly and had to be sent to the Hospital in Lima. as soon as they are sufficiently recovered the whole of them are to be sent to their homes.

I beg to forward a copy of a letter from Her Majesty's

To Rear Admiral John Kingcome
Commander in Chief.

Consul at Tahiti with enclosures, and also a copy of my
reply to him.

I have the honor to be
Sir,
Your obedient servant

G. Reid.

Master Commanding
H.M.S. Naiad.

British Consulate
Tahiti April 30th 1863

Sir

With reference to my previous communications on the subject of the numerous and serious abuses of late committed in these seas by Peruvian Immigrant Ships.

I do myself the honor of transmitting herewith, for the information of the Commander in Chief of Her Majesty's Naval Forces in the Pacific, and yourself, the copy of a letter which I have recently received from the Revd Mr Gill, resident British missionary at the (independent) Island of Mangaia, South Pacific.

The letter in question brings a complaint from the King of Mangaia that his son, and four other native young men, were on the 25th of January last treacherously stolen away by a Peruvian Vessel which appeared off that Island; and the King in his affliction appeals to Great Britain, and to the compassion of Englishmen, to rescue if possible his unhappy son and his companions from captivity.

I beg leave also to enclose a copy of a letter addressed to me by the Captain of the British Missionary Ship 'John Williams', furnishing information obtained by him during a late visit to the Islands, relative to various illegal
The Senior British Naval Officer,
Callao.

proceedings of Peruvian Vessels at Atiu, and at other
(independent) Islands in the South Seas.

I have the honor to be
Sir,
Your most obedient humble servant

(Signed) G.C. Miller

H.B.M. Consul

Mangaia, South Pacific,
March 23rd 1863

My dear Sir,

Permit me to appeal to you as H.B.M. Consul on behalf of the King of this Island. Yesterday I landed here after a year's absence from my station. The first person who met me was the King in deep mourning for his beloved son and heir apparent who was stolen away on Sabbath Jan 25 by a Callao slaving barque. The canoe went off under the impression that it was the Missionary vessel. The parties on board, threw a rope and desired the natives (there were eight in the canoe.) to make the canoe fast. Five of them clambered up the sides of the barque; when they got on deck something was done to them with a pocket handkerchief (was it chloroform or was it a gag?). The rope was cut and the canoe drifted off. The three men in the canoe now became alarmed for the safety of their friends, and loudly shouted to them to jump overboard and swim to the canoe. But their friends on board, although looking steadily at the canoe did not utter a sound. This strange conduct increased the anxiety of the three left in the canoe, who endeavoured for a time to chase the Vessel. But of course the barque soon rendered such efforts unavailing by sailing before the wind.

The King appeals to the compassion of Englishmen and

To G.C. Miller Esqr
H.B.M. Consul
Tahiti

Christians, and asks whether the powerful land of Britain - the champion of freedom - can do nothing to release his boy from captivity. The King is aged, - this sad event is bringing down his grey hairs with sorrow to the grave.

The young man is named Davida. He is about 24 years of age, and is the beloved son of Numangatini, the King. I trust, Dear Sir, that if you^{can}/do anything to rescue these five young men from hopeless slavery, you will.

Two other Slave Vessels from Callao have recently been here, but did not succeed in their object.

I embrace this opportunity to state that upwards of 50 natives have been decoyed away from Niue or Savage Island, 140 from Danger Island, 87 from Rakaanga, and 250 from Penrhyn, by these Callao vessels. One of them crossed the path of the 'John Williams' near Samoa. It is high time that such piratical vessels should be swept from the seas. Are our mild Christian natives to be slaves? Will Great Britain, will Europe, permit the outrage?

Two slavers went ashore at Rakaanga and became total wrecks. But others are expected daily there, and at Manihiki, Danger Island, &c, &c. Excuse my thus troubling you.

I have the honor to be
Dear Sir,
Yours very faithfully

(Signed) William Wyatt Gill

Missionary

Tahiti April 21st 1863

George C. Miller Esqr.

Dear Sir,

According to your request I have great pleasure in handing you the particulars relating to those natives who *Danger Island are said to be stolen from the Islands of Pukapuka, Raakaanga and Atiu.

On our arrival at the first of these islands we were informed by the Teacher that about two months ago a Vessel from Callao came there and had taken away 150 people. ~~from the same place~~ Subsequently another vessel visited them from the same place and on 10 of the natives going on board they set sail and made off to sea.

On our arrival at Raakaanga we were told that 85 people had left in a Callao ship, and that 7 youths had been induced to go on board for some biscuit which was offered them, and were not permitted to return on shore.

At Atiu, one of the Chief Governor's sons went off to a Callao Vessel with 8 others in a canoe. As soon as they got alongside of the ship, by some means the canoe got broken and 5 of the number ascended the ship's side by ropes that were thrown to them. A man named Brown then called to the others to come on board. They however preferred to hold on to their canoe and try and reach the shore. The Vessel then left the Island and nothing more has been seen or

heard of them. These are just the facts of the case as they were related to us.

I am,
Very Dear Sir
Yours sincerely

(Signed) W.H. Williams

Master, 'John Williams'.

Note: A person well known amongst these Islands, where for some years past he has made a livelihood; he appears lately to have joined a Peruvian Ship to assist in decoying natives.

(Signed). G.C.M.

'Naiad'. Callao.
27th June 1863

Sir,

I have the honor to acknowledge the receipt of your despatch dated the 3rd April 1863, enclosing copies of letters received by you from William Wyatt Gill, Missionary and W.H. Williams, Master of the Missionary Barque 'John Williams', in reference to some natives of the South Pacific Islands being Kidnapped by Peruvian Vessels.

I have the honor to inform you I have succeeded in finding the King's son Davida referred to, and he is now safe in the hands, and under the protection, of the French Consul at this Port. He is now giving evidence of having been Kidnapped, before the Peruvian Judge of Crime, and will eventually be sent back to his native island with as many other natives of those islands as can be found in Peru, the Peruvian Government is now engaged in collecting them from all parts to this Port for that purpose.

On the 8th Instant the Peruvian Brig 'Barbara Gomez' arrived here from some island (name unknown) with 23 natives on board. As soon as she anchored the Peruvian authorities took charge of the Vessel, stopped all communication with the shore, detaining the Master and the crew, and after an

G.C. Miller Esquire,
H.B.M's Consul.
Tahiti.

investigation has taken place the natives are to be sent back to their islands, with those before mentioned.

I have forwarded a copy of your letter and its enclosures to the Commander in Chief of the Pacific Station.

I have the honor to be
Sir
Your most obedient servant

(Signed) G. Reid

Master Commander and Senior
Officer.

Admiralty Received
October 29 1863

Introduction of Polynesians into Peru

one enclosure

'Sutlej', at Esquimalt
12th September 1863

No. 123

No.123

Sir,

Referring to former correspondence on the subject of the introduction of Polynesians into Peru, I transmit herewith, to be laid before the Lords Commissioners of the Admiralty, the copy of a letter received from Captain Richards of HM Ship 'Hecate' on this Subject.

I have the honor to be
Sir
Your humble servant

John Kingscome

Rear Admiral

*The Secretary
to the Admiralty*

Admiralty Received
Nov. 19 1863

Mr Hammond presents his compliments to the Secretary to the Admiralty and returns herewith the inclosures sent in original in the letter from the Admiralty marked M of the 29th Ultimo respecting the introduction of Polynesians into Peru.

Foreign Office
November 18. 1863

also in P.O. 58/98

H.M. Surveying Ship 'Hecate'
Fanning Island
May 8th 1863

Also sent to Consul, Honolulu - copy letter to him in Red File.

Sir,

Having received from Mr Synge H.B.M. Commissioner and Consul General at the Sandwich Isles copies of a correspondence between H.M. Charge d'Affaires in Chili and the Naval Officers on this Station relative to certain Vessels under the Peruvian Flag having carried away the Natives from several of the Islands of the Micronesian Group and taken them to Callao and other parts of Peru where it is alleged they have been sold into slavery I have considered it expedient in passing from the Sandwich Isles to New South Wales to call at such Islands as lay nearly in my track and to make such inquiries from the Native Chiefs and Missionaries as would throw some light on a transaction which if correctly stated would appear to call for the interference of all civilized Governments. I accordingly in the first instance touched at Fanning Island where I had been led to believe that considerable information might be gained on the subject.

Rear Admiral
John Kingcome
&c &c &c

Fanning Island is in $3^{\circ} 52' N$: and $159^{\circ} 27' W$:; it is one of the Coral Lagoon Islands, is uninhabited by Natives and is thickly covered with Cocoa-nut trees.

I anchored inside the Lagoon on the 30th April. This Island since 1847 has been in possession of Englishmen who have carried on a trade in cocoa-nut oil with Sydney, Tahiti and Honolulu.

In 1852 it became the property of a Mr Henry English who has resided on it ever since.

In 1856 Mr English obtained from General Miller then Consul General at the Sandwich Isles permission to hoist the British Flag which permission was confirmed by Earl Clarendon in 1857 on the principle that any British Subject had a right to hoist the Flag over his own property on an uninhabited Island not claimed by any Foreign State.

During the last ten years Mr English has been in the habit of hiring Natives from the neighbouring Islands, generally from Rierson and Humfries the latter Island in $10^{\circ} 20' S$. and $161^{\circ} 02' W$. for the purpose of manufacturing cocoa nut oil. These people came by consent of their King with whom a written agreement is entered into and certain laws are laid down for their guidance.

They engage themselves for a period varying from 1 year to 2, perform a certain daily amount of work, receive certain remuneration, and at the end of their time are returned to their homes, for which purpose Mr English has

two Schooners.

So far as I have been able to judge the arrangement is a fair and equitable one, advantageous to both parties and sought after by the Natives. They bring their Wives and Families and Native Missionary Teachers with them; many at the end of their term renew their engagement.

From Mr English and the Crews of his Schooners who have frequently met the Peruvian Vessels I have gathered information, which if correct (and there is every reason to believe it to be so) leaves no doubt on my mind but that the Natives are enticed on board ~~and~~ under false pretences and that there is not the most remote intention of their ever being returned to their homes indeed the agreement which I have been able to procure from Mr English to whom it was sent by the King of Rierson Island and a copy of which I enclose does not profess even to return them.

It is difficult indeed to see how such an arrangement could be carried out; the Natives I am informed are sold in Peru for about 300 dollars apiece, which is called not the price of the individual but his passage money, supposing the whole cargo to be sold or hired to a Company in Peru somewhat on the principle I have described as existing in Fanning Island and on some of the neighbouring Guano Islands which are owned by citizens of the United States.

Then it is to be presumed that 300 dollars would be charged to convey each individual back to his home, in like

manner as it was charged to bring him to Callao, but this principle does not prevail in any degree the people being sold as I am given to understand to individuals as servants or labourers and hence the improbability or impossibility of their new proprietors undertaking the responsibility of returning them in any given time.

The Islands on which these very questionable acts have been practised are Penrhyn (Maknolanola) Rierson (Rokahanga) Humfries (Manahiki) Danger Island (Poko-Poko) and Savage Island (Iniue); the latter in 19° S: 170° W: and the Vessels are now gone to a group known as the Duke of York islands (but called on our Admiralty Chart Oatafu Nuka-mono and Faka-kaafu or Bowdich Island, they lie in about 10° 30' S: 171° W. An attempt has also been made to take the Natives from the Paumotu or Low Archipelago but I am informed that the French have seized two Vessels there and sold them as prizes. Any Islands on which European Missionaries are stationed are carefully avoided.

Among instances which have been related to me by the Crew of the 'Marilda' (~~'Matilda'~~), Schooner I mention the following:-

"Henry King Seaman of the 'Marilda' and a Citizen of the United States was at Danger Island in the early part of April of this year:- The Caroline Dolores under Peruvian Colours was there at the same time. The Captain Carlo

*Should be
an isolated
gesture*

" St Iago came on board the 'Marilda' and said to her Captain (Copeland) in the presence of King that if he had seen him at Rierson Island he would have given him 7,000 Dollars in cash if he would have put his Natives bound for Fanning Island on board the 'Dolores'.

"He said also that it was his intention to give a feast on board to celebrate a pretended marriage between himself and one of the Natives of Rierson and as soon as he had got as many people as he wanted on board he would put his hatches on and be off.

"He also told Captain Copeland that he had been at Savage Island taken on board 150 Natives, made a very quick passage to Callao and returned getting a second cargo."

The 3rd time the Natives resisted and he was wounded; Captain Copeland was absent at the time of my visit to Fanning Island conveying the labourers whose time had expired back to Rierson Island in the Marilda.

I have been told that two Peruvian Vessels have been recently cast on shore at this Island and become wrecks I believe one of them to be the 'Dolores'. There is no anchorage either at Humfries or Rierson Island but Vessels stand off and on and the landing is good.

Rierson Island - 16th May.

I touched at Humphrey Island yesterday and today came on to this Island at both places I assembled the Kings

and Missionary Teachers and gathered from them the following statements.

The King of Humphries Isd says that several vessels under Peruvian Colours have come to his Island for Natives, that he would not consent to their going, that about February this year a Vessel came having 4 Natives on board from the Caroline Islands and said they were going to remain a few days, they induced two natives to come on board and then immediately sailed for Rierson Island where the Captain went on shore and tried to get the natives to come with him. One of the two natives before mentioned here jumped overboard swam on shore and told the others that they had been taken against their will. The people in the Vessel fired upon them in the Water upon which the Natives of Rierson kept the Captain in custody until the whole were given up when they permitted him to sail.

The name of this Vessel is shown on one of the enclosed documents. (No.1)

The King of Rierson Isld informed me that 91 of his people had been taken away in October 1862 but that they went with their consent and his, on condition that they were returned in one year but they were to be employed in light work, gathering cotton.

On another occasion in February 1863 a Vessel came to Rierson Island and said they intended to remain to trade.

The King and 17 Natives were induced to go on board, they sent their boat to sound and pretended that they wanted to find a place to lay an anchor down for moorings but as soon as the people were on board they put the hatches on as many as were below (eight) upon which the rest including the King jumped overboard; one of the eight subsequently forced the hatch up and escaped, the 7 were carried away.

The Natives of these Islands appear to be in great distress at the idea of losing their friends. The Missionary Brig 'John Williams' has lately been here and told them that there is no hope of their ever being returned.

The King of Rieron was induced to allow his own Son a lad of 14 years of age to go away with a Mr Clark Master or Supercargo of one of the Vessels on the promise that he would educate and return him in a year.

I was shown some of the money with which the Peruvian Vessels paid the Natives and I enclose you some specimens of it.

① KK As there is no anchorage at either of the Islands I am not able to remain as long as I otherwise would in order to get a clearer insight into the various transactions which have occurred but I shall probably obtain further information at the 'Navigator' Islands and if so will forward it from there

or Sydney.

I have the honor to be
Sir
Your very obedient servant

(Sgd) Geo: Henry Richards

Captain.

This may certify that eighty male labourers have been engaged to proceed in the Brig "George Sarah" to Callao, Natives of Poko Poko*, that their wages is four dollars per month each, and that they engage themselves to work upon the agriculture and domestic Service of Peru during the full term of their Engagement, and according to the printed form in such cases usually prescribed.

(Sgd) B. D. Clark

January 27³th 1862.

One months Wages has been paid in advance in order to leave without debt.

*Danger Isd.
in Lat: 11°
S: and Long:
165° 50' W.

LABOUR TRADE

Ward: Polynesian Emigration to Peru

- (1) 10 July 1863 - Spanish frigates Resolucion and Triumfo (?) arrived at Callao. Before entering they saw a Spanish bark leaving the port flying her flag as a signal for assistance.

The bark, Rosa y Carmen, had some time before left Callao for Tahiti to get by contract labourers (he calls them 'colonists') for Peru. Novo y Colson says that this was done with necessary authority and formalities.

"On her return to Callao she was advised that the French squadron anchored there was ready to seize her and arrest the captain on the charge that he had committed murder and violence among natives who were under French protection".

- (2) Ail Pinzon (the Spanish commodore) determined to protect the bark; and eventually Captain Maristany, of the Rosa y Carmen, cleared his name in the Courts.

Incidents in the traffic

Adelante brought to Callao in 1862 83 men, 83 women, 30 boys and 38 children from 'Tongariba' - 151 tons reg.

Byrne, her captain, who died on the return journey to Callao, had been granted a licence by the Peruvian Government and had then formed a company in Lima for the purpose of introducing colonists from the New Hebrides.

"The contracts in Spanish and Polynesian were sold at \$200 for a man, \$150 for a woman, and \$100 for a boy." Care was taken to avoid splitting families (cf. slavery).

(this based on F.O.61/204, No.79; 61/202, No.5).

.....

¹ See Minell: 172

LABOUR TRADE

Ward: Polynesian Emigration - 2

Up to the time of Barton's despatch (B. to Russell, 11 Oct., 1862) 7 vessels had been fitted out for this trade and 3 more were being prepared to sail under Peruvian Government license.

Those which had sailed were -

<u>Name</u>	<u>Tons</u>	<u>Flag</u>	<u>Crew</u>	<u>Date of dep.</u>	
Jorge Zahara	171	Peruvian	17	22 Sept., 1862	B.M.
Manuelita Costas	132	"	9	23 "	" W. 2. 2. 2.
Serpiente Masina	198	"	15	26 "	" E. 1.
Truxillo (Bog)	197	"	9	28 "	"
Apurimac	187	"	8	28 "	" W. 1. 2. 2.
Eliza Mason	183	Chilian	11	2 Oct., 1862	E. 1.
Bella Margarita (Bog)	286	"	13	4 "	"

(what nationality)

Jerningham, British Charge at Lima, was in England but sent back with special instructions to watch this traffic.

HMG, he was told, had already had to protest against the Peruvian coolie trade -, and this might not improbably "degenerate into the Slave Trade in disguise" (Draft to Jerningham, 26 Nov., 1862 - F.O. 61/202, No.5).

Jerningham told the Foreign Office (J. to Russell, 27 Nov., 1862) he had heard of a supposed trade in labour between Peru and 'Fejee'.

The representatives of France and Hawaii (Consul?) soon took action and the replies of the Peruvian Government to their Notes were published in El Peruano (?), 19 Nov., 1862. It said there - 1849 Don Domingo Elias given permission to bring Asiatic/ colonists to Peru. Then 5 March 1856 this traffic was stopped by decree, "but permission was still granted to certain expeditions". And this colonization was now compared with that supported by Government for the immigration of Irish, Germans, Spanish, etc. "No one", he said,

LABOUR TRADE

Ward: Polynesian Emigration - 3

"is ... brought to Peru to be enslaved".

The French were asked to produce instances of force being used to remove people from the French islands - and said the French should stop them leaving. Britain (Brit. what? Consul-General?) also protested - but the Government declined to receive it. Peru insisted on its right to contract.

Meanwhile other ships were going -

<u>Name</u>	<u>Tons</u>	<u>Flag</u>	<u>Crew</u>	<u>Sailed</u>
Barbara Gomez	172	Peruvian	8	7 Oct., 1862
Adelante	151	"	10	11 " "
Empresa	312	"	16	22 Nov. "

The Bella Margarita arrived with 142 men and 12 women, on 23.11.62.

3 Jan. 1863 - Jerningham arrived back and said the traffic was still going on. Said that Admiral Maitland thought that HM Ships could investigate when among the islands.

Maitland asked HM Consuls-General at Hawaii and Tahiti to find out whether the natives were kidnapped or coerced.

De Lesseps, French charge, thought the administration of liquor used to get natives to go.

Returning ships -

Adelante (2nd time) from Pehhryn Island in 50 days with 202
Polynesians 24.1.63

27 Jan (1863) - 2 other vessels -

The Carolina (when had she dep.? not in above list), from
Osoa (?) with 122 men, in 28 days.

Hermosa Dolores (again when had she departed?) from Pascua
(Easter), in 29 days with 160 colonists.

LABOUR TRADE

Ward: Polynesian Emigration - 4

The colonists were all said to be well: no deaths on board.

Jerningham sees the Government - told it is against the traffic (a change in Government?) and was stopping many of its abuses.

Not all Peru favoured the trade. E.g. El Comercio (Lima) 3 March, 1863, strongly condemned it - said it was useless because so many died, as unaccustomed to the climate and the work - also it was open to abuses - and were contracts with a savage binding?

Jerningham thought the traffic would sooner or later be killed by -

- (1) French action in Polynesia;
- (2) Growing unwillingness of employers to take the labour.

1 April - Peruvian bark Carolina (another?) arrived from Baijee (?where?), with 72 males and 1 female.

British Consul at Callao tells Jerningham that the trade is not a success. They die: "a gentleman who had a lot and cared for them has lost all but two".

Some more statistics - further arrivals

Eliza Mason, 17 Jan. 1863, from Easter Island in 27 days, with 140 men, 86 women and 12 children.

Rozalia (Peruvian: 270 tons), 1 Feb., with 196 natives (including 27 females and 10 children).

Teresa (Peruvian; 219 tons), 21 Feb., from Independencia (?), with 203 natives.

Jeoncora (Peruvian: 98 tons), 9 March, from Easter Island, with 43 natives (including 24 females).

Departure - Carolina, 150 tons, 5 Feb., 1863.

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LABOUR TRADE

Ward: Polynesian Emigration - 5

Kingcome (Rear-Admiral) said Thomson, British representative at Santiago (Chile), had assured him that he had been told by the Chilean Government that if any Polynesians landed in Chile and it found that they had been taken against their will, they would be repatriated (were any taken back?).

British Consul at Apia (J.C. Williams) entreated Commodore Burnett of the Australian Station to send a vessel to pursue the traders. He also reported to the Governor of New South Wales (F.O.61/215).

He reported (8-9 Feb.) that the Peruvian bark Rosa Patricia had visited the islands but did not anchor, had several natives on board, supercargo said that they were searching for labour. Bound for the Union Group - wanted total of 250.

"Easter Island was their rendezvous and the supercargo said that he had already sent 45 natives from various islands there to await the schooner" (how had he sent them? Were there several vessels together?). The vessel had taken 50-60 natives from Savage Island.

"Unless a check be put to these kidnappers ... the natives will take their revenge upon the first vessel visiting them after these freebooters" - Williams to Burnett, 10 Feb., 1863.

More arrivals at Callao

18 April - Surprisa (?), Peruvian, 63 from Oparo (Rapa).

20 April - Jose Castro, Peruvian, 18 males, 3 females, from Pascoa (Easter Island).

Note the reduction in the number of immigrants. Jerningham attributes this to the attitude of the French, partly.

French Action - e.g. The Latouche-Treville heard at Anaa that natives had seized (the Tuamotuans still as piratical as ever) a launch of the Peruvian Mercedes A di Wholey ? (M. de W. - J.D.) "which he sent to Papeete in charge of natives" (i.e. the launch, not the brig itself).

At Mangareva the captain (of the L.-T.) heard that at least 3 Callao ships had been there, but the natives and the missionaries between them had frustrated their plans.

LABOUR TRADE

Ward: Polynesian Emigration - 6

8 January - a ship flying the Mexican flag called at Mangareva. The pilot went on board, and said that men from the islands were on her in irons.

At Akau-Mam (where? Near Mangareva, I think) attempt made to get natives but defeated - French flag flying on islands.

Captain of Latouche-Treville said that he left the Gambier Islands with renewed confidence.

He said that the Empresa had done much harm in many islands - e.g. at Rua Poua (?) got them drunk and then raised the anchor. When the supercargo - a British subject - and officer in charge of natives had protested at the harsh treatment of the natives they had been bound and cast ashore - in the Marquesas (the Latouche-Treville cruised a lot in the Marquesas. Here R.C. missionaries had warned natives. Whether any were got is not clear).

(It seems almost certain that the Empresa had got natives in the Marquesas. This is based on F.O.61/211 No.58. Tahiti paper says she got 26 natives in the Marquesas).

HMS 'Tribune' detailed by "the English Admiral" to visit the islands, consult with consuls and warn natives against the traffic.

Messenger de Taiti reported judicial investigation held on Peruvian ship Cora, captured by the natives of Rapa.

Report reached Tahiti of a combined attack by the men of 8 vessels, led by the captain and officers of the Spanish Rosa y Carmen, on the people of Easter Island - this took place in December, 1862. (Details given of the Easter Island attack) Several natives reported killed in the Easter Island fighting.

Mercedes A. de Wholey captured in the Tuamotus in December, 1862, by the Latouche-Treville. They had illegally embarked 150 natives and a French subject (i.e. in French islands).

Serpiente Marina also detained by the French - her crew allowed to return to Peru.

Marquesas - French Imperial Commissioner at Tahiti had documentary evidence of abductions in the Marquesas by Peruvian ships.

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Feeling about the Trade

British Government pointed out that it could only interfere with vessels carrying African slaves.

L.M.S. protested - said that many of the captives were Christians. British and Foreign Anti-Slavery Society took up the matter. In Jamaica the matter was taken up. In the Australian colonies.

all SHM, 20.6.63

Rev. A.W. Murray wrote a full statement on the situation based on the information of missionaries, Samoa and Savage Island; J.C. Williams; native teachers; etc.

He said 1,500-2,000 natives taken to South America early in 1863.

" " 25 vessels fitted out.

" " depot opened at Easter Island after many of its natives had been carried away.

" " from Easter Island to the mainland a schooner plied, while the other vessels got colonists.

He also said that the firm in Callao which owned, wholly or partly, the vessels was connected with a Liverpool firm.

He mentioned these figures -

From Fitia lang i	- taken 100	(where?)
Manahiki	-	
" Mangarongaro	- " 40	
" Tokelau	- " 60	
" Savage	- " 160	

He said that there was also a shipload from High Island.

Gives details of the Savage Island affairs: some natives shot by the traders.

Jerningham protests very strongly over the Easter Island attack.

May 1, 1863 - The Peruvian Government tells Jerningham that it has entirely abolished the traffic; -

"All vessels now on their way to Peru with colonists on board were the moment they arrived to be placed in strict isolation so that they might be subjected to a severe examination".

The Empresa had already been caught.

Measures were taken to get the Rosa y Carmen.

The French chargé chiefly responsible for the successful attack on the trade.

The Peruvian attitude (as explained in note from Ribeyro, Foreign Minister, to Secretary of Home Department, 27 April, 1863):-

(1) Desire to help agriculture and foster any useful immigration had caused Government to grant concessions to the traffickers: Peru's population was too small.

(2) The immigrants, however, had not proved useful.

He said: "All or at least a great part of these unhappy people without knowledge of our civilized customs (?), with the vices of a roving, idle life, without wants that might stimulate them to the exercise of their corporal strength and unconscious of their moral being (cf. Pres. McKinlay and Filipanos) their existence in a foreign clime, victims of a fatal nostalgia and of other diseases caused by a too sudden change of climate and mode of living ... Nothing could save them; neither the kind treatment they received nor the study of their peculiar organization made by many masters, in order to occupy them conveniently nor the light labour which they had to perform nor any of the other means employed to cheer them up or to moderate their vicious habits, were of any avail. Nothing proved useful effect and the mortality of these unhappy ~~individuals~~ ^{natives} has risen to a degree which excites compassion as well as surprise."

(typically Spanish, I suppose, in its evasiveness)

The Peruvian Government, he said, had done nothing discreditable in licencing the traffic - the encouragement of immigration is a legitimate activity. "But the Government of Peru trying always to fulfil its high mission with the approbation of civilized nations must prohibit the introduction of Polynesian labourers ...".

28 April, 1863 - Freyre, Minister for the Home Department, issued the decree of government suspending absolutely the concession of licenses.

Further vessels arriving with Polynesians could not disembark the crew or passengers without special ~~licenses~~ licenses, "which would only be granted after it had been made evident that the labourers had been freely contracted and that no crimes had been committed during the voyage."

At about the same time Admiral Kingcome reported that the trade was at about an end - vessels had returned without any immigrants (Kingcome to Secretary of Admiralty, 27 April, 1863 - F.O.61/215 Letter of Proc. No.40) - (but they could surely have got them if Government further investigated).

He said Empresa had returned with 61 natives - she was detained.

Other action by Peru: J. Rodriguez, captain, and John Campbell (NB), supercargo, of Peruvian vessel Guillermo (another name) were arrested for offences in French Islands (charges were on decs. taken in Tahiti).

De Lesseps, backed by Jerningham, gets together meeting of Diplomatic Corps in Lima for a public declaration on the conduct of those concerned in the trade (NB - American minister would not attend). A document was drawn up and signed - and Robinson, the U.S. Minister, also signed. The Swedish Consul-General would not co-operate.

Foreign

The Peruvian/Minister gave a high falutin reply to this (high falutin and almost servile).

The Peruvian Government decides to take back on a Government vessel- "all free Polynesians and those whom their masters were willing to release without compensation" (why not the rest?).

At Callao many of the Polynesians are under the protection of the French authorities.

Another return: the Barbara Gomez from Easter Island, with 23 natives.

As they would not work, and were of no economic value, the Polynesians were left wretched and starved (apparently in many seaports along the Peruvian coast - Callao, Huacho, probably others).

Among the Polynesians taken to Peru was David, the son of the King of Mangaia. The British Consul wrote from Tahiti about him. He was then in the hands of De Lesseps.

Ribeyro protested at the means De Lesseps and his agents had taken in getting hold of Polynesians for repatriation. Ribeyro apparently said he was sending his complaints to the French Government. De Lesseps therefore would not negotiate direct with Ribeyro - but only through Jerningham. De Lesseps also had received a threat against his life.

"In spite of the decree abolishing the traffic it was still going on in July 1863 when four more vessels arrived at Callao with colonists" -

(1) one said to have 200 natives.

(2) 20 July arrived the Rosa y Carmen with 128.

(3) 17 July " Peruvian Urmeneta y Ramon with 31 from

"Necua Island".

- (4) 19 July arrived the Peruvian General Prim (?) "from the island of Frinately (or Frinateby) (?), with 174 natives.

Some natives came from Raratonga.

The trade now appeared to have been killed.

"Tragedy, swift and relentless, stalked the final episodes in this vile traffic in colonists."

Two ships chartered by the Peruvian Government - the Adelante and the Barbara Gomez.

Former left Callao with 482 - 200 died from smallpox and other diseases on the journey - De Lesseps says the survivors were placed on Cocos Island. El Comercio said that only 40 of those who left Callao escaped the disease and the effects of hunger. Jerningham says the captain of this vessel was a bad choice.

Barbara Gomez left with 360. 310 died on the voyage. 50 were landed at Rapa and they were ill.

The treatment of men on the haciendas was sometimes deplorable in the extreme.

Consul Miller to Jerningham (?) - Papeete, 3 March 1863 (in F.O. 61/204). Vessels under detention at Tahiti are -

- (1) Cora, seized at Rapa by natives (it had been one of the 8 in the Easter Island attack).
- (2) Serpiente Marina - charged with using "undue" methods of getting natives from Gambiers.
- (3) Mercedes de Wholey - seized in the act of taking away 151 natives of the Tuamotus. This vessel will be fined before the Tahiti Courts in a few days.

Another note: Note by Consul (?) Robertson.

~~saye/bernan/s/c//th/c//the/prussian/vice/consul/at/callao~~
says Germans, including the Prussian Vice-Consul at Callao, seem to be concerned in the ventures (only probably as owners of one of the vessels).

Mercedes de Wholey - Master given 5 years penal labour for sequestration of persons.

Fined 3,500 f. for entering ports contrary to local regulations.
Fined 15,000 f. (or 15,100 f.?) for embarking natives contrary to local regulations.

If necessary the vessel to be seized and sold to pay fines.

Pilot - 10 years for sequestration.

The two other vessels held until the decision of the French Government was received.

(above notes re the Mercedes de Wholey is from Miller to S.N.O., Australian Station, 2 April, 1863).

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All the above Notes on the Peruvian Labour Trade were taken by Dr J.R. Davidson from material collected by a Mr Ward in England. Mr Ward intended to write a thesis on the trade, but didn't.

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