

**Welsh Wreck Web Research Project
(North Cardigan Bay)**

On-line research into the wreck of the:

Medoc



A similar French barque

Report compiled by:

Graeme Perks

Report Title:

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(North Cardigan Bay)
On-line research into the wreck of the:
*Medoc***

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1.0 Abstract

The “www Research Project” is about, discovering by on line research details of ships, on the MADU data base of wrecks of North Wales, the circumstances of their loss, details of the owners and crew, the cargo carried and their history.

The *Medoc* was a French barque of 648 tons registered at Bordeaux owned by MM. Saint-Ange, Richon and Co. The *Medoc* was engaged in transporting guano from the Chinchila Islands to France. The *Medoc* sailed to Saigon then made journeys between Hong Kong, Saigon and Bangkok. When the emigration of Chinese men restarted *Medoc* carried them from Macao to Havana and apparently made two voyages. The *Medoc* then carried sugar from Cuba to France and finally for Liverpool.

The *Medoc* on her voyage from Havana to Liverpool in 1869 struck Sarn Badrig (St Patricks Causeway) and was abandoned by her crew in a sinking condition. The crew safely reached shore with the aid of the RNLi lifeboat, in the own boats. The *Medoc* was sold as she lay near Aberdovey by the Patches and the sugar boxes which was all the remained of the cargo.

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2.4 Contributors

Madu

2.5 Abbreviations

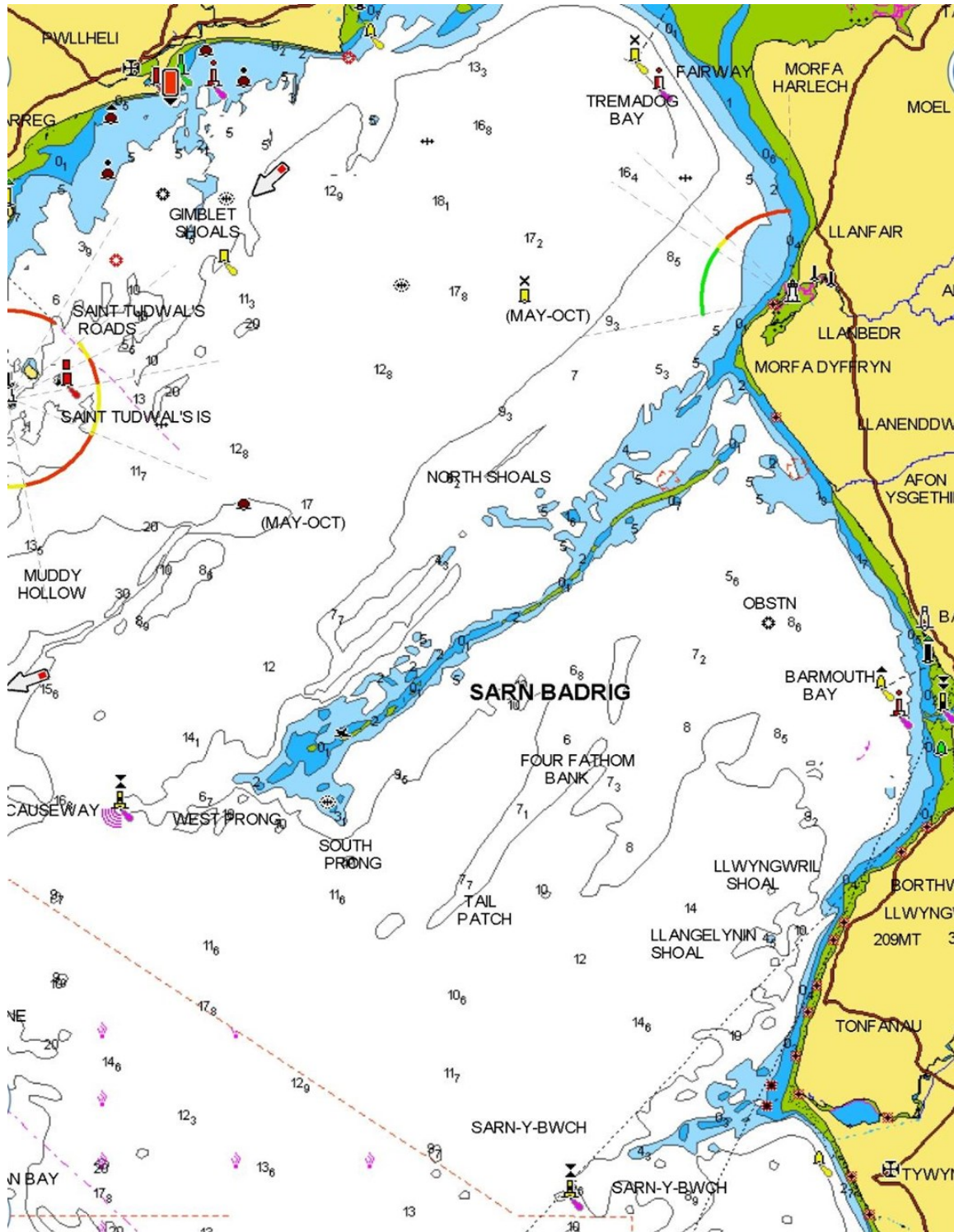
BNA	British Newspaper Archives
LR	Lloyds Register of shipping
MADU	Malvern Archaeological Diving Unit
SMG	Shipping & Mercantile Gazette
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
RNS	Retronews
WNL	Welsh Newspapers on Line
w/e	Week ending

3.0 Introduction

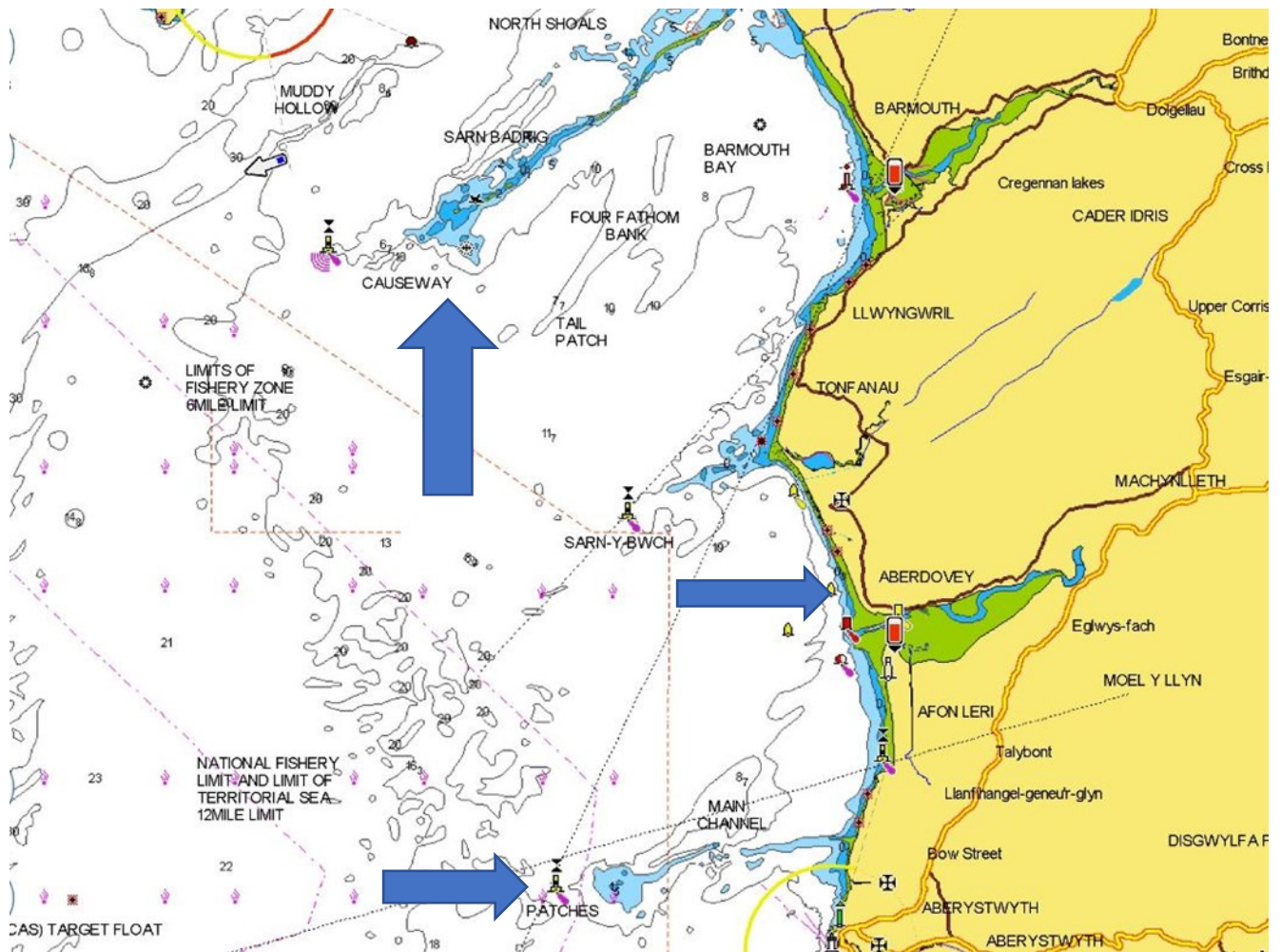
1. I selected *Medoc* to research because she struck Causeway but sank off Aberdovey and wished to identify her and see how much information I could find about her. I also wanted to find out what happened and I wanted to discover:
2. The dimensions of the vessel, although for this period of time apart from the draught, they would have only been recorded in on line information if the Lloyd's survey was available or the vessel had been advertised for sale in a surviving newspaper. Who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1869.
5. To discover the cause of the event in 1869 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1869 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1869 incident and its story.
8. If there was a wreck site for *Medoc* and if it had been identified, dived and recorded.
9. If any salvage of the vessel and its cargo had been carried out
10. If any previous reports had been produced for the *Medoc*.

4.0 Background

Medoc was a barque reported wrecked having struck the Causeway on 19th November 1869, but sank off Aberdovey. She was carrying a cargo of sugar from Havana to Liverpool, her home port was Bordeaux.



Sarn Badrig (St Patricks Causeway)



The Causeway showing position of Aberdovey and the Patches (Sarn Cynfelyn)



Sarn Badrig (St Patricks Causeway) 4 km from land



Patches (Sarn Cynfelyn)

Sarn Cynfelyn Hidden beneath the water and extending out to sea from Wallog, between Clarach and Borth, this causeway is only revealed at very low tide. It was formed by glacial moraine left by receding ice sheets at the end of the last ice age and runs for eleven kilometres out to sea, with just one small gap. It ends at an underwater reef historically known as Caerwyddno but now more commonly known as Patches. Sarn Cynfelyn is the most southerly of three such formations that extend out into Cardigan Bay

5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running windows 10 operating system. I also used my Apple I pad for research when I was away from the laptop. The new internet provider has now connected my home by a fibre connection so it is very much faster. The Laptop uses Bing search engine but I also use Google which produces less advertisements and less Americanised content.

I searched Lloyds Register of Shipping (LR) for "Medoc " looking for details of her dimensions, master, builders and owners from 1869 with no match. I then searched American Bureaux of shipping at the Mystic seaport website for "Medoc " looking for details of her dimensions, master, builders and owners from 1869 with no match.

I searched LR ships, plans and survey reports for "Medoc" with no match.

I searched The British Newspaper Archives (BNA) for "Medoc Roux", " Barque Medoc" " Medoc Macao", " Medoc Dutril", "Dutroyat", "Dutriel", "Roux", "Medoo", "Medoe" and "Medoc" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I searched the variations of Medoc after I found it being corrupted by the type reading software.

I searched Welsh newspapers on line for "Medoc" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found matches.

I searched Coflein site for "Medoc" looking for any details of the wreck and a chart with a match.

I searched wreckeu site for "Medoc" looking for any details of the wreck with no matches.

I searched Google for "Bordeaux shipping" and discovered all the documents for vessels registered in Bordeaux were destroyed in a fire in a naval warehouse in 1919. I also searched "barque Medoc of Bordeaux" with no matches.

I searched for the position of the Patches in Cardigan bay and came across the Madu report for Equateur by Morgane Mahaud and saw inside that the report had used Retronews (RNS) which was a French news archive.

I then searched Retronews web site for "Medoc Dutroyat", " Medoc Dutreil", "Medoc Roux", " Medoc Macao", " Medoc Callao", and "Saint-Ange, Richon", looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss finding matches. I did not have a subscription so the searching is not

specific to a time period, is time consuming and I am unsure how comprehensive.

I searched Google for "Saint-Ange, Richon" looking for details about him and his business and found matches including Bordeaux Aquitaine marine 2 which listed shipyards of Gironde and the vessels they built. I found *Medoc* in the list of vessels built in unknown shipyards in Lormont , the owner was Saint-Ange, Richon & Co. He was listed as the owner of 2 other vessels built in the area including *Isabel* which was apparently named after his eldest daughter.

6.0 Results

Vessel	Name/s	<i>Medoc</i>		
	Type	3 masts Barque		
		Cargo		
Built	Date	1861		
	Builder	Unknown		
		Lormont, Gironde department, France		
Construction	Materials	Wood		
	Decks	One		
	Bulkheads	None		
Propulsion	Type	Sail		
	Details	Square rigged except aft mast which is rigged fore and aft		
Engine	Details	N/A		
	Boilers			
Drive	Type			
	Number			
Dimensions	Length	Unknown ft	ins	
	Beam	ft	ins	
	Draught	ft	ins	
Tonnage	Gross	648 tons		
	Net	604 tons		
Owner	First	MM. Saint-Ange, Richon and Comp., Bordeaux		
	Last	MM. Saint-Ange, Richon and Comp., Bordeaux		
	Others			
Registry	Port	Bordeaux		
	Flag	French		
	Number			
History	Routes	From France to Peru, China and Cuba		
		China to Saigon and Bangkok		
	Cargo	Sugar, Guano, Chinese workers (Slaves), Rice, Cotton		
Final Voyage	From	Havana, October 5 1869		
	To	Liverpool		
	Captain	Jules Roux		
	Crew	17		
	Passengers	None		
	Cargo	Sugar		
Wrecking	Date	19 th November 1869		
	Location	Struck Sarn Badrig (St Patricks Causeway),		
	Cause	Poor navigation		
	Loss of life	None		
	Outcome	Sank off Aberdovey		

The Gironde, December 25, 1861

LIGNE DIRECTE
entre
BORDEAUX ET LIMA.

Les beaux trois-mâts de première classe :
11^e départ, **MÉDOC**, de 800 tonneaux,
capitaine **Détroyat**, 10 janvier fixe.

12^e départ, **DAVID**, de 1,000 tonneaux,
fin février.

13^e départ, **PÉROU**, de 800 tonneaux, ca-
pitaine Dejean, fin avril.

Pour fret et passagers, s'adresser, pour
les navires **Médoc** et *David*, à MM. Saint-
Ange, Richon et Comp., armateurs; pour le
Pérou, à M. Joseph Civrac, armateur, et
pour le tout, à M. L. Caussé, courtier ma-
ritime. 9679

DIRECT LINE between

BORDEAUX AND LIMA.

The beautiful first-class three-masters: 11th departure, *MÉDOC*, 800 tons, captain *Détroyat*, 10 January fixed.

12th departure, *DAVID*, of 1,000 tons, end of February.

13th start, *PEROU*, 800 tons, captain Dejean, end April.

For freight and passengers, for the ships *Médoc* and *David*, contact MM. Saint-Ange, Richon and Comp., shipowners; for *Perou*, to M. Joseph Civrac, shipowner, and for the whole, to M.L. Gaussé, shipping broker.

Dolois album, August 24, 1862

We have received from the Chinchas Islands (Peru), a correspondence which transmits the details of a disaster which claimed the lives of three people. Here is the report made, on June 16, by the novice Roy, of the ship *Médoc*, captain Détrouyat, and drawn up by the captain of the ship *Colbert*, M. Dumont, dean of the French captains:

"The canoe, which left the ship under sail, with a light breeze, around eleven o'clock in the morning, headed for isle Blanche, where Captain Détrouyat and his friend, M. Halin, disembarked. After about a quarter of an hour, after firing several shots, they re-embarked. Half a mile away, the wind, stronger, having forced them to reef in the sail, the captain fired his gun at a bird which he killed. and veered to take it. In this change of tack, the canoe capsized. Those who mounted it placed themselves on the keel. The captain went to cut the jib-clamp and the peak-clamp; and untied the shrouds, in order to dismast the boat. Finally the canoe straightened up, but full of water. Captain Détrouyat's friend not knowing how to swim and having let go, the captain went to his aid, brought him back, and the novice Roy, who had remained in the boat with the cabin boy, held out his hand to help him climb on board. The captain looked at his watch. It marked three o'clock. The novice Roy was rowing in front and the captain and his ship's boy behind, at the same oar. The cabin boy pointed out to the captain that he could row alone. The captain went behind. Three minutes later, the child told the captain that he was tired and at the same time he sank his head on his knees. He was dead!

Shortly after, the captain's friend, seated in the stern, fell backwards, his head out of the boat, he had ceased to live. The captain looked again at his watch and said: Ten minutes past three.

The novice Roy, still rowing to the Chincha islands, saw, five minutes later, his captain fall in his turn; he immediately went to him and found him dead like the other two.

"This young man remained in the midst of three corpses, from about a quarter past three, until the next day when the ship's whaling boat met him at half past five. During all this time, this unfortunate young man had kept the corpses which the rolls of the sea constantly lifted from the canoe, without ceasing to row towards the land, in spite of the deplorable state in which it was.

"All of us, French captains, moored in the roadstead of Chincha (North), we came on board at the first news of the disaster, and questioned the novice Roy about the sad event that we see in the report above.

We make a point of pointing out the fine conduct and truly commendable composure of young Roy, especially considering that he was making his first trip. We note again, with great satisfaction, the eagerness of the Peruvian authorities, that of the Lejeune command, of the warship Cassini, and of all the foreign captains, to attend the funeral service of the unfortunate D troyat.

signed, the captains:

Dumont, — Lentaud, — Fitz James, — Ed. Darras, — Richard de L'Antonia —mTh,
Belhade, du Penang

The Gironde, October 16, 1863

LIGNE DIRECTE
entre
BORDEAUX ET LIMA.

et en transbordement pour Guayaquil

Le navire de premi re classe le **M DOC**, de 800 tonneaux de port, partira fin novembre, sous le commandement du capitaine **Solares**.

On prendra du fret et des passagers.

S'adresser   MM. P. Saint-Ange, Richon et Comp., armateurs, ou   M. L. Causs , courtier maritime. 1863

DIRECT LINE between BORDEAUX AND LIMA
and transhipment for Guayaquil

The first-class ship *MEDOC*, of 800 port tonnage, will leave at the end of November, under the command of Captain Solares.

Will take cargo and passengers.

Contact Messrs. V. Saint-Ange, Richon and Comp., shipowners, or M.L. Gaussé, shipping broker.

The Gironde, October 28, 1863

CARGO. *MEDOC*, CAP. SOLARÈS, SALE OF CALLAO.

MM.Th Lachambre, 1 grainy guano; To Order, 48 cotton bales.

The Gironde, January 5, 1864

HONG KONG touching at Saigon.

The *MEDOC*. captain Duteil, will leave on January 10, 1864 fixed, having the major part of his load insured. It will only take 100 cargo barrels for Hong Kong.

Address, for freight and passengers, mm. Saint-Ange, Richon and Comp; to Messrs. Eymond and Henry; to M. L. Gaussé, shipping broker,

The Gironde, January 7, 1864

NOTICE TO SHIPPERS

MM. the shippers of the China line on the ship *Medoc*, Captain Duteil, going directly to Saigon, are urged to send their goods on board, this ship leaving the harbour on January 12 fixed, under tow.

MM. A. Eymond and Delphin Henry, charterers; Mr. Gaussé, shipping broker.

The Gironde, January 15, 1864

Bag lifts. Captain Duteil, commanding the ship *Médoc*, going to Saigon, will pick up his letter bag at the post office, Saturday 16 from the current to 5 o'clock in the evening.

The Gironde, January 17, 1864

JOURNAL PASSAGES.

The *Medoc*, cap. Duteil, Shipowners MM. Saint-Ange, Richon and Comp., going to Saigon.

The Gironde, January 18, 1864

ROYAN January 16.

Departure visits. *Mèdoc*, three masts from Bordeaux, c. Duteil, to Saigon; broker Causse.

Parliamentary Papers, Volume 63

By Great Britain. Parliament. House of Commons

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Date.	Name of Vessel.	Flag.	Rig.	Tons.	Whither Bound.	Emigrants.
Oct. 1	<i>Medoc</i>	French ..	Barque	618	Havana .	324
29	Leopold Cateaux ..	Belgian ..	Ship ..	832	Ditto ..	416
31	Emigrante	Spanish ..	Ditto ..	720	Ditto ..	360
Nov. 2	Saint Joseph ..	French ..	Barque	781	Ditto ..	366
3	D. Maria Pia ..	Portuguese .	Ship ..	774	Callao ..	425
12	Aurora	Peruvian ..	Ditto ..	668	Ditto ..	377
23	Encarnacion ..	Spanish ..	Barque	567	Havana .	283
29	Josephita y Almeira..	Portuguese .	Slup ..	1,142	Ditto ..	571
Dec. 8	Isabel	French ..	Barque	542	Ditto ..	271
8	Charlotte	Ditto ..	Ditto ..	541	Ditto ..	270
18	Guadalupe	Spanish ..	Ship ..	913	Ditto ..	456
18	David	French ..	Ditto ..	842	Ditto ..	421
20	Emma	Portuguese .	Ditto ..	478	Ditto ..	239
24	Theresa	Peruvian ..	Brig ..	240	Callao ..	143
				20,450		10,722

(Signed) E. L. LANCA, *Consular Agent.*
British Consular Agency, Macao, December 31, 1864.

No. 17.

Consul Fitztock to Mr. Hammond.—(Received May 31.)

Sir.

Ningpo, March 26, 1865.

The Lighthouse of the Loire, October 26, 1864

Macao Remaining in harbour

No destination indicated ship Fr. *Medoc* Cap. Duteil

Chinese to Cuba

• Ships Carrying Chinese to Cuba

After the abolition of slavery, thousands of Chinese laborers were brought to Cuba primarily to work the sugar cane fields replacing black slaves. One reference states that 124,813 Chinese "coolies" arrived in Cuba between 1848 and 1874⁵. According to Napoleon Seuc³ "They were manual laborers contracted for eight years to replace the black slaves, whose importation was prohibited following the Treaty signed between England, then the top naval and imperial power in the world and the Spanish Crown, whose empire had been reduced to a minimum after the independence of all of Central and South America and establishment of independent republics."

Chinese laborers usually signed contracts for 8 years in "cuadrillas" (squad) of 8 workers. The workers were usually loaded onto ships in Macao and received by their consignatories in the port of Mariel. From there they were brought to Habana and their contracts sold and assigned to plantation owners or their agents. The names of these workers were not published in the newspapers and can rarely be found in other documents. To further complicate matters the original Chinese names were "translated" to unrelated Spanish names.

On 27 April 1871 a Royal Order² was issued mandating the departure from the island, at government expense, of all Chinese who, having completed their work contract, had not renewed same, thus becoming "a disturbing element". This may be why you probably see small groups of Chinese listed on some passengers lists, not identified by name.

Generally these Chinese workers were treated in a manner similar to the slaves that they were replacing. The numerous complaints eventually caused an investigation of a Commission of the Government of China in 1873, which issued their report on 20 Oct 1874.

According to the Commission's Report^{3, 4}:

"The investigations were conducted in person, 8 of 10 workers said they had been kidnapped or swindled. The mortality of the trip exceeded 10%.. upon arrival in Habana they were sold like slaves. - the great majority were bought for work in the sugar cane plantations, where the work was excessive and the food insufficient, the punishments with rods, lashes, chains or stocks. On visual inspection we verified fractures and loss of extremities, blindness, skulls full of scars, missing teeth due to blows, mutilated ears, lacerations of the skin and flesh, these were patent proof of continuous cruelty on the part of the employers. Upon completion of the contract, the employers, in the majority of cases, would retain the certificate of having compelled the contract, and insisted on re-enlistment. Those that refused were sent "in chains" to the deposits, forced to repair roads without receiving compensation for their labor; they were treated - they said- as criminals in prisons. When they finished their first contract they were forced to "re-enlist", that is, to sign a new contract with another employer, and so forth. The return to their country -China- or to lead an independent life were practically impossible."

The Commission's Report resulted in a complete cessation of the trade and embarkation of coolies in 1874.

4 Feb 1865	french corvette	Medoc	Macao & Buena Esperanza (from Mariel on 12 Feb 1865)	315 asian farmers (305 arrive from Mariel)
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Morning Journal (Kingston) - Monday 06 March 1865

A LETTER from Havana states that the Coolie trade has been re-opened The French ship " *Medoc*" had arrived with three hundred and five of these " poor duped white slaves

Accounts and Papers of the House of Commons, Volume 75

No. 182.

Consul-General Bunch to Earl Russell.—(Received April 28.)

My Lord,

Havana, March 30, 1865.

WITH reference to my despatch of the 31st of January of this year, in which I alluded to the subject of the proposed importation of coolies from China into this island, I have the honour to state that during the last two months 2,874 have arrived in this port.

I beg leave to inclose a Return of the vessels in which they have come—nationality, tonnage, date of arrival, number of coolies, and port of embarkation.

Although it is not easy to obtain precise details respecting the condition of these people during their voyage and on their landing, I think that I am in a position to state that they have been well treated, and that the mortality has been very small indeed. I saw two ship-loads myself; they were cleanly dressed, and seemed to be in the best possible spirits.

Your Lordship has been made fully acquainted by my predecessor with the regulations under which the coolies are placed in this island. Although in theory they are humane and considerate, I much fear that they are but imperfectly carried out in practice. All accounts concur in declaring that the people are but poorly cared for on the majority of the estates, and that in many cases gross cruelty is practised upon them.

The present arrivals have been all taken up at a price of about 80*l.* each for their contract—a considerable advance upon former importations. There is no doubt that labour is scarce in Cuba at this moment.

I may mention that, so far as I have been able to ascertain, not one woman has formed part of these late arrivals.

I have, &c.

(Signed) ROBERT BUNCH.

Inclosure in No. 182.

VESSELS arrived at Havana with Coolies.

Vessels.	Nationality.	Arrived.	Tonnage.	No. of Coolies.	Where From.
1865.					
Barque <i>Medoc</i>	French ..	February 4	604	305	Macao.
Barque <i>Joseph</i>	Ditto ..	" 21	754	363	Ditto.
Barque <i>Isabel</i>	Ditto ..	March 12	484	325	Ditto.
Barque <i>Charlotte</i>	Ditto ..	" 28	541	264	Ditto.
Brig <i>Leopold Catteau</i>	Belgian ..	February 23	550	416	Ditto.
Ship <i>Josefita Almira</i>	Portuguese..	March 15	1,142	566	Ditto.
Barque <i>Emigrante</i>	Spanish ..	" 3	448	360	Ditto.
Barque <i>Encarnacion</i>	Ditto ..	" 19	430	275	Ditto.
			4,953	2,874	

(Signed) ROBERT BUNCH, *Consul-General.*

Havana, March 30, 1865.

The Lighthouse of the Loire, April 6, 1865

SEA NEWS.

For Belle-Ile, for orders: ship. Fr. *Medoc*, cap. Duteil;

Shipping and Mercantile Gazette - Friday 17 March 1865

HAVANA—Feb. 25 : The little demand that had sprung up for Europe completely vanished after the recent advices, and the market, though firm, is again inactive. Tonnage abundant. For the United States there are few suitable vessels available at present, and although the demand keeps good, we notice less animation than there was last week. The Charters effected are noted below. The actual quotations are as follows : Belle Isle: Fr. ship *Medoc*, 3,500 sugar, 51f.

The Semaphore of Marseilles, April 22, 1865

Palais (Belle-Ile, April 19 — The ship. fr *Médoc*, c Duteil, left Havana on March 11, with 3420 cases of sugar, has arrived and is to sail for Nantes.

The Lighthouse of the Loire, April 22, 1865

TRADE.

NANTES. APRIL 22 SUGAR

Review of the week. Arrivals from offshore were limited; we received: on the 20th, J .-J.-*Granville*, from Maurice on the 21st, *Médoc*, from Havana, and *Marie-Laure*, from Mauritius.

It was imported: from Mauritius, 9612 bags by J .-J .-*Granville*, sold to be delivered for the boiler, and 7820 sold by *Marie-Laure*; - from Havana, 3420 cases by *Médoc*, which go to the refinery.

The Lighthouse of the Loire, December 18, 1865

SINGAPORE, November 9th. - Arrived :

Oct. 31, Warship Fr. *Hollow*, com. Lapiere, left Suez on October 3.

Nov. 6, steam.-post Ir. *Cambodia*, cap. Christmas, left Saigon on November 3rd.

On the 8th, ship Fr. *Medoc*, cap. Roux, who left Bordeaux on July 13.

Left: Oct. 31, Warship Fr. *Hollow*, com. Lapierre, for Saigon.

Nov. 8, ship Fr. *Maria*, cap. Lacroix, for Bordeaux, with 2,710 bales, 129 gambier baskets, 1,090 black pepper bags, 140 white pepper bags, 169 sacks cubebes, 170 almaciga boxes, 435 coffee bags, 60 Damar gum boxes, 18,652 ratan baskets, 3,198 buffalo horns, 725 pieces gutta-percha, 16 elastic gum baskets. 30 village rooster crates, 4 tortoiseshell crates, 865 rataton packs.

On the 8th, ship. Fr. *Moogly*, cap. Veillet, for Maurice.

Only one French ship, the *Médoc*, cap. Roux, to follow for Saigon, with part of her entry cargo.

The Lighthouse of the Loire, March 28, 1866

Saigon February 5 Sailed

January 19 ship. Fr. *Medoc* Cap. Roux for Hong Kong with 8562 piculs of rice and 150 piculs of cotton

Picul a unit of weight, used in China, Japan, and SE Asia, equal to approximately 60 kilograms or 133 pounds.

Shipping and Mercantile Gazette - Friday 09 March 1866

HAVRE March 7 : Accounts from Saigon, dated Feb. 1, state that the *Medoc*, French ship, Roux, bound for Hong Kong, has put back to Saigon making water, and with pumps choked ; has been surveyed, and would discharge.

Shipping and Mercantile Gazette - Friday 30 March 1866

HAVRE— March 28 :The *Medoc*, Roux, which put in here (as before reported), has finished discharging and only requires caulking.

The Lighthouse of the Loire, November 15, 1866

Remained in the ports of China, according to the notices of Hong Kong of the 27th stamp:

For Bordeaux: gaël. Fr. *Annam*, cap. Rivet (in Hong Kong).

For Havana: three-master fr. *Eugcr et Adèle*, cap. Giraud (in Macao; taking coolies at £13 1/2 a party);
Medoc, cap. Roux (in Macau);

London and China Telegraph - Thursday 27 December 1866

SAIGON.

The Austrian brig *Timm* reports having spoken the French ship *Eugene* and *Adele*, off Cape St. James, Oct. 14th, which reported having left Macao, Oct. 10th, bound to Havana with coolies, and that on the 11th the coolies revolted, killing the captain and severely wounding the mate and six men—five of the Chinese were killed, and several others jumped overboard. The French Government boats took her in charge, and sent her into Saigon until an inquiry can take place.

Shipping and Mercantile Gazette - Wednesday 30 January 1867

Spoken *Medoc* French barque from Macao for Havana,
54 days with coolies for a market Nov. 29 Lat 32 S Long 30 E

Shipping and Mercantile Gazette - Tuesday 05 March 1867

The Russian barque *Falcon*, Sullivan, from Macao, with coolies, arrived at the mouth of the harbour of Havana on the 9th inst., and took pilot to take her to the quarantine ground of Mariel, but owing to a violent northerly wind she was wrecked during the first hours of the night on the beach between Chorrera and Marianao. (See New York" in Shipping and Mercantile Gazette of yesterday.) When the vessel stranded she went to pieces. The captain, his wife, and two children, besides the crew and 247 of the coolies, were safely taken off the wreck, and part of some goods, ship's tackle, and provisions were also saved. A

marine brigade sent by the naval authorities succeeded in rescuing a locked-in coolie by cutting into the hold the vessel.

Shields Daily Gazette - Thursday 21 March 1867

FREIGHTS

Havana, Feb. 22.—The demand for Europe continues good, but few transaction have been made for the past few days, owing to the scarcity of Shipping and the high rates exacted by shipmasters. Charters reported since our last:— For Belle Isle: French bq. *Medoc*, 3,400 cases sugar, at 50s.

The Gironde, May 17, 1867

LIGNE DIRECTE
entre **BORDEAUX ET LIMA.**
avec transbordement pour Guayaquil.
Départ 1^{er} juillet fixe.
MÉDOC, 3/3 L. 1. 1., de 584 tonneaux de jauge, capitaine
capitaine Roux.
On prendra du fret et des passagers.
S'adresser à MM. Saint-Ange Richon et Comp., armateurs,
33, place Dauphine, ou à MM. Félix Tournay et Delmestre,
courtiers maritime.

Line direct from Bordeaux for Lima

with transshipment for Guayaquil.

Departure July 1 fixed.

MÉDOC, 3/3 L. 1. 1., of 584 tons of measure, captain Roux.

We'll take freight and passengers.

Contact Messrs. Saint-Ange Richon and Comp., shipowners, 33, place Dauphine, or to MM. Félix Tournay and Delmestre, shipping brokers.

Shipping and Mercantile Gazette - Thursday 23 September 1869

FREIGHT REPORTS.

Havana, Sept. 4.— The arrivals of vessels continue to be extremely moderate, and very few are disengaged, for which reason, although the demand for tonnage not large either for Europe or the United States, rates are very firm at our quotations. There has been improving business done in our leading expert staple, and there may a better demand for bottoms next week, which will probably produce another advance in rates, or at least keep the actual ones very steady, should the scantiness of arrivals continue. We quote: — Loading from Havana: British Channel and orders. to 57s 60s 65s.

Charters French barque *Medoc*, 3,000 boxes sugar, hence at 52s per ton.

Shipping and Mercantile Gazette - Saturday 20 November 1869

BARMOUTH—Nov. 19: The *Medoc*, Roux, of Bordeaux, from Havana for Liverpool, got on the outer end of Patrick's Causeway this morning, and was abandoned by the crew; she has since got afloat, and is drifting southward. The lifeboat has taken the master and portion of the crew off to the vessel.

The North Wales Chronicle and Advertiser for the Principality 27th November 1869

ANOTHER WRECK ON THE SARN BADRIG.

On Friday morning, the 19th instant, it was currently reported in Portmadoc that another vessel had been wrecked on the Sarn Badrig, and on parties going upon the hills, southwest of the town, a large vessel as descried in that direction, but the distance was too great to permit of any particulars being made out. The steam tug was then sent out to render what assistance was necessary, but when it arrived at the Causeway there was not the least sign of any vessel whatsoever, although the tug steamed along the side of it until it came into two fathoms of water. Later in the day it was stated in the Port that the crew, seventeen in number, had safely reached Barmouth in their boats, and that they had left the vessel with ten feet of water in the hold, and the crew were anxiously expected in the Port by the four o'clock p.m. train from Barmouth, but did not arrive, nor was any letter or message received. The day was a tolerably true one with only a common breeze blowing. On Saturday morning a paragraph appeared in a Liverpool daily paper that a French barque belonging to Bordeaux, from Havana

to Liverpool with a cargo of sugar was wrecked on the Sarn Badrig on Friday morning, and that all the crew had been saved. The vessel, therefore, must have foundered soon after the crew had left her, and before the tugboat got fairly in sight of her. Rumours were in circulation on Sunday and Saturday that she had been towed to Aberystwith by a Liverpool steamer, but the shipping authorities did not believe in them because in that case they must have been seen by the men on board the tugboat, as from the Causeway there is a clear sea view all the distance to Aberystwith. The ill-fated vessel therefore must have sunk bodily into the sea. In reference to this last wreck we wish to make a few remarks, it is well known to our coasting mariners that the bay of Cardigan the most dangerous part of the British coast, and judging from the number of wrecks which occur year after year there would seem to be some truth in the assertion. But it is that part of the Bay which lies between Bardsey Isle to west, Aberystwith to the south, and Portmadoc to the north which is the most fatal to seamen, and in which the greatest number of wrecks take place. For years past a number of vessels, foreign and British, have been wrecked annually on Sarn Badrig (St. Patrick's Causeway). Only a week or two ago a Portmadoc vessel, the *Ellen Esther*, was totally wrecked there, the crew with difficulty saving their lives and now a fine French vessel has met with a similar fate; and no doubt but that during the winter we shall have to report similar catastrophes. This last vessel, be it remembered, was not driven on the Causeway by a gale, or by stress of weather but the wreck was caused either by a total ignorance on the part of the crew or the Bristol channel and its navigation, or the vessel was drifted gradually out of its direct course by the tide, as was the case with the *Castilian*. And here we wish particularly to draw attention to the tides in this fatal Bay. In the ocean or in mid-channel, the tides are regular and can be depended upon but in a bay full of smaller bays and headlands, such as formed by Anglesey and the promontory of Lleyn, nothing can be conceived more irregular, or circuitous than are the tides. They follow the coast in all its windings, and those who are ignorant of the coast and this peculiarity, or are heedless of it, get gradually but surely into the winding vortex, and in the north part of the bay of Cardigan are either driven on the dreaded Causeway like the *Ellen Esther* or are stranded on the beach as the *Castilian* was on the Harlech sands. During foggy and tempestuous weather, or on the long dark nights of winter, this danger will always continue unless something is done by the Board of Trade to prevent it—more than they have thought proper to hereto. The only lighthouse north of Aberystwith is on the Isle of Bardsey, but that cannot always be made out in foggy weather, and often misleads captains of vessels. We understand there is a lightship placed in the Bay, but it is too much to the south to be of any practical use in the northern parts of the bay, and where the greatest danger exists, if frequent wrecks on this coast, and destruction of life and property are to be prevented, so to as it is possible to do so, a lightship should be at once placed

either on the end of the Causeway (which is twelve miles in length) or near one of the two St. Tudwell's Islands, close to which is one of the best and safest roadsteads on the coast, and which is safe from all winds but the east. This is not an unreasonable boon to ask from the Board of Trade, and we trust they will see the expediency of granting it if only from motives of self-interest, to say nothing of justice and kindness. A lightship on the Causeway would in a short time save scores of lives and tens of thousands of pounds.

Shipping and Mercantile Gazette - Monday 22 November 1869

ABERDOVEY —Nov. 21; WSW, strong, thick, rain. On Friday afternoon last the *Wave of Life* tugboat was off this bar displaying signals for assistance to large barque seen to the northward in a disabled state, which proved to be the French barque *Medoc*, of Bordeaux, from Havana for Liverpool (sugar); the pilot-boat attempted to go out, but, owing to the heavy sea the bar, had to return, after being nearly swamped in the attempt. The lifeboat Royal Berkshire then proceeded out, and was taken in tow by the tug to the vessel, which was boarded by some of the lifeboat crew, and found to be in sinking state, having been left by her crew. Every effort was made by the tug to tow her into a place of safety, but all proved ineffectual. As the water was gaining rapidly the lifeboat and tug left her, and shortly afterwards the vessel went down near the Patches. Her two topsails are out of the water, and can be seen from this place.

ABERYSTWICH—Nov. 20: NNW, fresh, clear, cold; bar. 30 30, mercury falling. The ship *Medoc*, Roux, of Bordeaux, which was stranded (as reported) on Patrick's Causeway, has drifted down on the north end of the Patches, where she now lies sunk with her masts overboard, and probably will soon break up. The hull at low water is partially dry, and visible the naked eye, from this place. The lifeboat was out with her this morning, but could not get near her on account of the heavy sea running.—[See Barmouth " in S'. 4' 20th inst.]

Shipping and Mercantile Gazette - Tuesday 23 November 1869

Medoc ship, Roux, of Bordeaux, which was stranded (as reported) on Patrick's Causeway, has drifted down on the north end of the Patches, where she now lies sunk with her masts overboard, and probably will soon break up.—See Summary Nov. 22.

Shipping and Mercantile Gazette - Friday 26 November 1869

ABERYSTWICH—Nov. 25: A sudden change of wind and weather has taken place. 4 p.m.—Strong wind at WSW, with rain, and every indication a stronger blow, as the sea is increasing the coast.

The *Medoc* barque is not discernible from here to-day, owing to the weather being thick in the offing, with rain. The chances of salving the cargo are very small, as no craft can approach near enough, owing to the heavy sea running.

Shipping and Mercantile Gazette - Friday 26 November 1869

Medoc barque, which stranded Patrick's Causeway, remains the same position near the Patches, with a heavy list to port. Nothing reported as having come ashore from her in the Aberystwith district.

Shipping and Mercantile Gazette - Friday 26 November 1869

MARITIME DEPOSITIONS Report of Jules Roux, Master of the Barque *Medoc*. of Bordeaux, 604 tons, from Havana for Liverpool (sugar) (before reported):—Left Havana the 5th of October, and proceeded until ship was stranded in St. Patrick's Causeway, Barmouth Bay, County Merioneth. The last and only light seen was the Fastnet Rock Light, the coast Ireland, at 8 p.m. Nov. 16th. On 19th, at 2 a.m., weather very thick, wind S.W., strong, ship stranded as above, being about 12 miles from shore, and still remained aground when the Crew and myself left her at 5 a.m., with 10 feet water in her hold at the time. She subsequently floated off and drifted southward, when myself and a portion of my Crew went off in the lifeboat in order to try and save her, but on coming alongside found her nearly sinking, her deck almost level with the water, and her rudder unshipped and quite unmanageable, and is supposed to have soon sunk. Then returned to Barmouth, where we arrived at 8 p.m. The course steered when the ship grounded was E.N.E. ½ E.

The Cardiff and Merthyr Guardian Glamorgan Monmouth and Brecon Gazette 27th November 1869

BARMOUTH, NORTH WALES, Nov. 10.—A large vessel was observed this morning on the outer end of St. Patrick's-causeway, about 12 miles from the shore and

two boats from her were seen to be making for the land. It was blowing fresh from the north-west at the time. The Barmouth lifeboat *Ellen*, of the National Lifeboat Institution, was promptly taken out to meet the boats, and fortunately succeeded in getting outside the broken water before they had arrived at the bar, on which a heavy sea was breaking, which they could hardly have passed through in safety. Some of the 17 men in the two boats were then taken into the lifeboat, part of whose crew went in the boats and steered them ashore, all landing in safety. The vessel was the barque *Medoc*, of Bordeaux, 664 tons, Roux master, bound from Havannah for Liverpool, with a cargo of sugar. She had gone on the causeway at 2 o'clock in the morning. The vessel has got afloat again and is drifting to the southward, and, at the request of the master, the lifeboat has taken him and a portion of his crew off to his ship, it not being safe for any other boat to venture out.

Shipping and Mercantile Gazette - Monday 29 November 1869

Medoc, from Havana for Liverpool, ashore near the Patches, is much in the same position. A boat, supposed the longboat of the *Medoc*, has come ashore about two miles south of Aberystwith.

Shipping and Mercantile Gazette – Tuesday 30 November 1869

ABERYSTWICH—Nov. 29 The weather continues very unsettled. Yesterday a strong gale at NW, with heavy squalls hail; but this morning moderated, and now (4 p.m.)SSW, and thick with rain; Drum signal hoisted; bar. 29 80, mercury falling.

The barque *Medoc* was sighted once this morning from here, apparently with only the foremast standing. One the topsail yards was found at daylight ashore near this place, and very probably, after yesterday's gale, the hull is breaking up, and most of the wreck will drift to the north with the wind at SSW.

Shipping and Mercantile Gazette - Saturday 04 December 1869

ABERDOVEY —Dec. 3: The barque *Medoc*, previously reported sunk near the Patches, was sold here auction yesterday for £61, and the sugar boxes for £1.

The Aberystwith Observer 11th December 1869

ROYAL NATIONAL LIFEBOAT INSTITUTION. A meeting of this institution was held on Thursday in last week, at its house, John-street, Adelphi, London, Mr. Thomas Baring, M.P., P.R S., in the chair.

A reward of £6 10, was voted to the crew of the Barmouth lifeboat *Ellen*, for assisting safely ashore the crew of 17 men of the bark *Medoc*, of Bordeaux, which struck on St. Patrick's Causeway in a strong wind and heavy sea, and was ultimately totally lost.

Shipping and Mercantile Gazette - Monday 13 December 1869

Medoc.—A green buoy has been placed about 30 fathoms to the WSW the wreck of the barque *Medoc*, sunk near the Patches Borth Head bearing E by S, Aberystwith SSE, Dovey Head NE by E, Bwch Head NNE ½ E.

Shipping and Mercantile Gazette - Thursday 16 December 1869

ABERDOVEY —Dec. 15: a gale, showery. The *Medoc* barque, sunk near the Patches, is supposed to have broken up, the coast is strewn with pieces of wreck and empty sugar boxes.—[See Aberystwith in S. & M. G. of yesterday].

Shipping and Mercantile Gazette - Thursday 16 December 1869

TRINITY-HOUSE, LONDON, Dec. 14, 1869.

NOTICE TO MARINERS.

WEST COAST.—CARDIGAN BAY.

WRECK OFF ABERYSTWITH.

NOTICE is hereby given, that a **GREEN BUOY**, marked with the word **WRECK**, has been laid 20 fathoms N.W. from the French vessel **Medoc**, **SUNK** off Aberystwith.

The Buoy lies in 6½ fathoms at low water spring tides, with the following marks and compass bearings, viz. :—

Aberystwith ..	..	..	..	..	..	S.S.E.
Borth Head ..	..	..	..	..	..	E. by S.
Bwch Head ..	..	..	..	..	..	N.N.E. ½ E.

By Order, ROBIN ALLEN, Secretary.

Shipping and Mercantile Gazette - Monday 20 December 1869

Medoc.—Several spars belonging to the wreck of the *Medoc*, sunk near the Patches, and the foremast, with the forerigging attached, have been landed near Borth, and a number empty sugar boxes have been washed along the coast, which were taken possession of by the purchasers. It is supposed the hull has broken up.

The Aberystwyth Times Cardiganshire Chronicle and Merionethshire News 25th December 1869

THE LATE STORMS.—Owing to the rough weather a great quantity of the wreck of the barque *Medoc*, of Bordeaux, which is lying about a mile and a half from the Patches, in the direction of Wallog, near Aberystwyth, came ashore here, and was eagerly collected by the wreckers—who, no doubt, -were anticipating a grand "sprog" for winter firing—but to their disappointment and sorrow some of the owners had an eye upon them, and, after they had gathered good heaps, appeared on the scene of action and charged them 3d. each for the sugar boxes, and 2s. per cartload for boards, &c. Of course some took "them for the price, - and others that could not meet the price demanded felt sorely disappointed that they had given their labour in collecting the "sprog" in vain.

LIFEBOAT MAGAZINE ARCHIVE August 1871 Volume: 08 Issue: 81

BARMOUTH, NORTH WALES.—A large vessel was observed on the outer end of St. Patrick's Causeway, about twelve miles from the shore on the 19th November, and two boats from her were seen to be making for the land. It was blowing fresh from the north-west at the time. The Barmouth life-boat *Ellen* was promptly taken out to meet the boats, and fortunately succeeded in getting outside the broken water before they had arrived at the bar, on which a heavy sea was breaking, which they could hardly have passed through in safety. Some of the 17 men in the two boats were then taken into the life-boat, part of whose crew went into the boats and steered them ashore, all landing in safety. The vessel was the barque *Medoc*, of Bordeaux, 604, Roux, master, bound from Havannah to Liverpool, with a cargo of sugar. She had gone on the Causeway at two o'clock in the morning. Afterwards she floated off nearly full of water, drifted to the southward, and ultimately sank off Aberdovey.

Coflein

The *MEDOC* was a 604ton sailing vessel belonging to the port of Bordeaux. It was carrying a cargo of sugar from Havana to Liverpool when it ran aground on the Sarn Badrig at 2am on 19 November 1869. The Barmouth lifeboat ELLEN was on its way to the stricken vessel, when it encountered the MEDOC's 17-man crew in the ship's two boats heading for Barmouth. Taking some of the men onboard, the *ELLEN* was able to assist the boats safely into the Mawddach estuary. The *MEDOC* subsequently floated off and was seen drifting southwards off Aberystwyth. The Aberystwyth lifeboat was launched, but found the vessel deserted and in a sinking state. An advertisement in The Times on 16 December 1869 announced - 'Notice to Mariner, West Coast, Cardigan Bay, Wreck off Aberystwyth, Trinity House, London, Dec 14th 1869. Notice is hereby given that a green buoy marked "wreck" has been laid 20 fathoms NW of the wreck of the French vessel *MEDOC* off Aberystwyth. The buoy lies in 6 fathoms at low water springs with the following marks and compass bearings viz Aberystwyth SSE; Borth E by SE, Bwch Head NNE by 1/2 E".

Sources include:

The Times, 16 December 1869

Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4 ed, pg29

Troughton, W, 2006, Ceredigion Shipwrecks, pg95

Maritime Officer, RCAHMW, October 2010.

Illustrated Times - Saturday 27 June 1857

THE COOLIE EMIGRATION FROM CHINA It is established fact, that the Chinese labourer can accustom himself to varieties of climate better than any other. Whether under the burning sun of the tropics—among the snowy steppes of Siberia—in countries rank with vegetation—or in arid and desert countries, still plods on, preserving that love for labour the force of which he everywhere succeeds, when other men fail. The Spanish, Dutch, and English colonists, aware of these qualities, have at all times been anxious to encourage a Chinese immigration, and in many instances have furnished subsidies for that purpose, and that the principal manufactures of the Celestial Empire might also imported. Of late years voluntary emigration from China has not been sufficient to meet the demands for labour in the various colonies. This has induced the formation of societies, which send agents to the different ports in the provinces of Canton and

Fokien, to induce the people to emigrate. The plan is this: —They offer to the emigrant engagement for certain number of years (from five to ten) to either to Cuba, Chili, Peru, California, Australia, or Isle of Bourbon, under the direction a superintendent whom they appoint. During the engagement they undertake to board and pay him from ten to fifteen shillings a month. But that may, before sailing out, purchase some sort of outfit, pay the commission which the emigration agent never fails to exact, and leave some means with his family, is paid on signing the articles of agreement a sum equivalent to three years' wages. He is then allowed a few days' liberty, that may get rid of his money, and is then taken on board ship already chartered for this traffic, and is carried to the colony in which he is to pass the greater part of his future life, if not to end it. From the moment the ship's anchor is weighed, the poor Chinaman's trials and sufferings commence. As many five and six hundred poor wretches are crammed between the decks, deprived of air and the light of day. The ship runs short of provisions and water, the wretched emigrants gradually die off; their bodies are thrown to the sharks ; and at the end of the voyage, those who still survive are little better than skeletons. It rarely happens that the captain of the ship is man of much feeling; and, as if to accustom them to the treatment they are destined to receive from the planter to whom they may be ultimately consigned, the "cat" is freely used upon the helpless emigrants. It happens, however, that the tables are occasionally turned, and that the Chinese become the chief actors in the tragedy. We have said that it is customary to advance the emigrant sum of two or three years' wages. What is the consequence ? A certain number of depraved rascals agree to offer their services, receive the advance, and trust to opportunity and their own daring to cancel the agreement they have signed. The day for their departure arrives; they embark with every appearance of sincerity ; there is nothing in their manner to raise the slightest suspicion ; but as soon as the ship is fairly at sea, the conspirators throw aside the mask and rise against captain and crew. In some instances the officers of the ship have time to arm themselves and repel the attack, and thus in many cases hundreds are shot down ; the survivors, cowed by this example, suffer themselves to be put in irons, where they are kept for the remainder of the voyage. But it also happens that the captain and his crew, unprepared and overwhelmed by numbers, are butchered. Not all, however; when the ship is out of sight of land, the conspirators promise to spare the life of one of the seamen on condition that he steers the ship the coast, on reaching which they plunder her of every, thing valuable, and then set fire to her. But there may be left alive no European capable of working the ship, which is then allowed to drift at the mercy of the elements. That any European authority should encourage such traffic seems incredible. It is said, however, that certain consuls have assisted and speculated in the raising of these emigrant hordes for the different countries in America which they represent; and it is further stated that the Portuguese Government at Macao, closing their eyes to

the doings of the emigration agents, actually provide depot's, in which are confined the hapless Chinese, soon as they have received the advance of pay. In this depot, which have all the security and all the horrors of a prison, the emigrants are kept until they embark. Recently a large factory was turned into one of these depots. The windows were strongly secured with iron bars; the doors were lined with sheet iron, otherwise well secured, and moreover guarded armed men. Notwithstanding all this precaution, the 2nd of April last 250 Chinese burst open their prison door by united pressure, and in a few minutes were flying in all directions before the Governor could take any steps to secure them. This event, over which foreigners, and still more, the Chinese, have laughed heartily, will be loss to the emigration agents of at least £1,500, But one trembles to think of the horrors which might have been perpetrated few days later had these 250 emigrants been embarked with the already planned intention of evading the agreement they had signed. Representations have been made by several respectable residents at Macao, as to the inhumanity of this traffic, and we may now hope, that during the international conferences, which we suppose will terminate the war, the great maritime nations, who crushed the traffic in African flesh and blood, will also put an end to this trade, now not less barbarous, openly carried along the eastern coast of China.

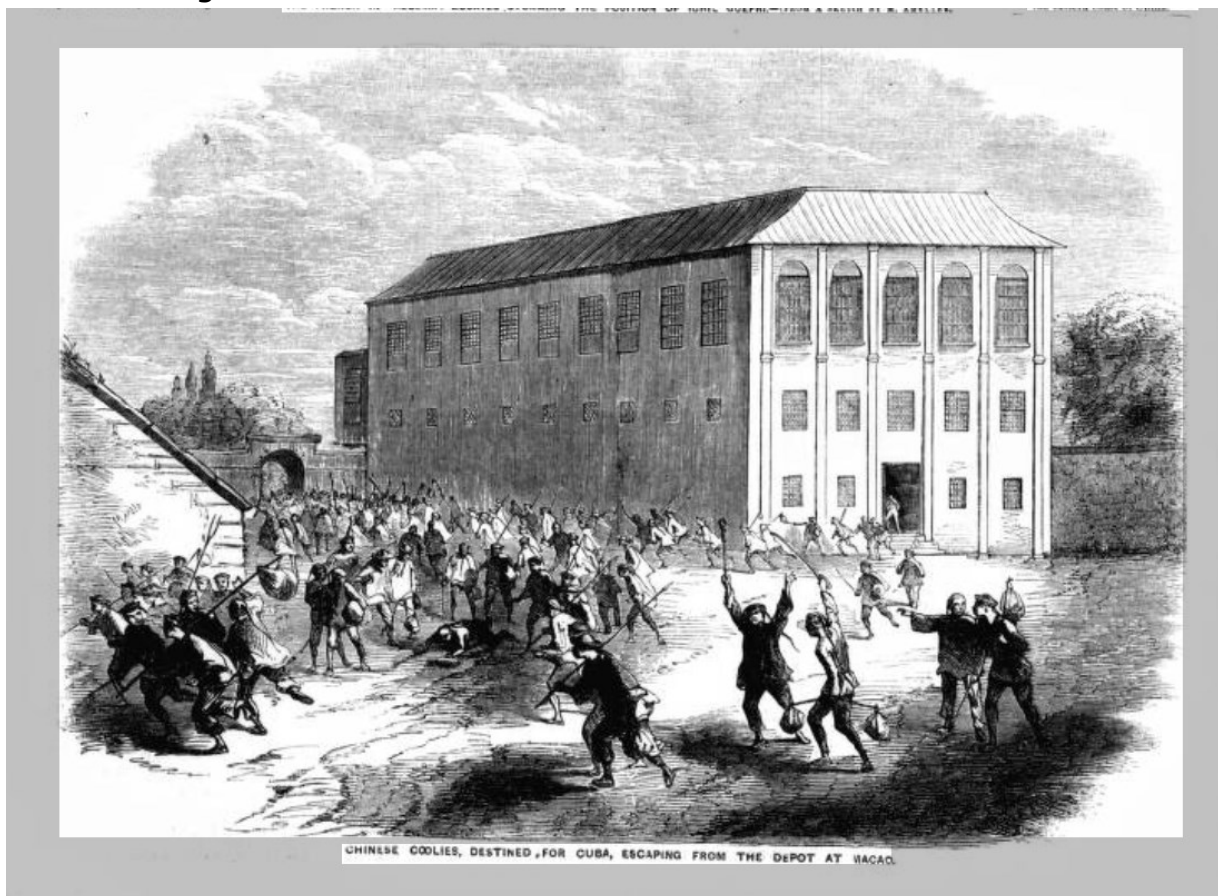


Fig. 1 Escape from Macao Depot

Lloyd's Weekly Newspaper - Sunday 15 April 1860

MUTINY ON BOARD A COOLIE SHIP.

A telegram from Boston, dated the 24th ultimo, The ship *Norway*, of New York, Captain Major, when five days out on the passage from Macao to Havana, with about 1,000 coolies, was the scene of a terrible mutiny, in which thirty coolies were killed and ninety wounded. The fight lasted from six p.m. till daylight the next morning, when the coolies yielded. Capt. Major had his wife and two daughters, and also a lady passenger and child, on board. The lady passenger died of fright, and her child expired soon afterwards.

The following is a more detailed account of the affair given in the paper:- The *Norway* sailed from Macao, November 26, with about 1,000 coolies on board, and when five days out, at about six o'clock in the evening, the captain being below at the time, a mutiny broke out among the coolies, who set fire to the ship in two places, and endeavoured to force the hatches. Mr. Stimpson, of Boston, one of the mates, had charge of the deck, and the watch with the exception of the man at the wheel, was aloft taking in sail. Mr. Stimpson rushed to the hatch and commenced the struggle. The crew from aloft and those below tried to seize the boats and leave the ship, when the surgeon, an English gentleman, drew his pistol and threatened to shoot the first man who dared to make the attempt. The crew then rallied, and went to the assistance of the officers, and a fight ensued, which continued from six in the evening until after daylight next morning. Thirty of the coolies were killed and more than ninety were wounded before the mutiny was quelled. The captain then gave the coolies one hour to deliver up the arms in their possession; if they did not he threatened to cut away the masts, set fire to the ship, take away the boats and provisions, and leave them to their fate. The mutineers soon came to terms. The Hartford Times of March 26 subjoins the following:- We published in a late number of the Times a notice of the death at sea, December 6, five days from China, of Mrs. Antoinette Johnson, wife of Captain Henry W. Johnson, and daughter of Captain Samuel Kellogg, of East Hartford. Her death was soon followed by that of her infant son, not two months old. The facts, as further developed on the arrival of the vessel at Havana, are of the saddest character. Mr Johnson left her parents in East Hartford a year or more ago, with great reluctance, to join her husband in China, where he had command of a vessel. Her desire to join him in that far off region overcame her reluctance to leave her parents, and she went, only to fall a victim to the disorders which are there very apt to attack a stranger. She was attacked by dysentery, and in her illness gave birth to a child. As soon as it was practicable Captain Johnson placed her on a homeward-bound vessel, in charge of a Chinese nurse, and in company with her infant, an only child. It appears there were 3,000

coolies aboard, bound for Cuba, and a mutiny occurred. They set fire to the ship and endeavoured to force the hatches. The crew were so frightened that they tried to seize the boats and quit the ship, but an Englishman threatened to shoot the first man who left the ship, and the crew then went to the assistance of the officers, and fought with the coolies all night. Thirty of the poor creatures were killed and more than ninety wounded before the mutiny was quelled. Mrs. Johnson and her child, ill and suffering, died of fright. The child's body was preserved in spirits and brought to America.

New York Times July 31, 1860, Page 4

The Coolie Trade.

It is satisfactory to know that the Chinese authorities have at last resolved to discountenance the traffic in coolies. That the most horrible abuses have distinguished this trade is perfectly well known. In gross immorality and reckless disregard of life it is the rival of the Slave-trade. Hundreds of vessels annually leave certain notorious Chinese ports, laden with their living freight, and it is not even denied that a majority of the laborers are stolen from their homes, with the connivance and assistance of Government officials. The vessels, thus freighted, are under no legal obligations, and are bound by no contract. The masters or owners are at liberty to act as their own cruelty, or selfishness, or love of gain may dictate. In almost every case the ship is overcrowded, and the mortality on the passage frequently rises as high as fifty per cent. This immigration is chiefly carried on with the Chinchas and with Cuba. Peru, to her credit be it said, has, by judicious legislation, repressed the cruelty and avarice of her citizens engaged in the coolie trade; but Spain still offers every inducement to British and American vessels to prosecute a traffic which both British and American authorities have over and over again declared to be illegal. The immense demand for labour, and the hope of large gains, deaden the conscience of the Cuban proprietor to the voice of humanity. It is not to him that the world looks for the redress of this wrong; nor yet to Spain, who has evinced an utter disregard of public faith and of obligations that she solemnly bound herself to perform; but to the great Powers of Europe and America, who have not yet undertaken to arrest a practice so abhorrent to humanity, and so disgraceful to the civilization of the age in which we live.

It is mere folly to assert that the coolie labourer in Cuba is a free man. He is not one whit better off than the African brought there to perpetual slavery. The Chinaman is nominally enslaved for only ten years, but if he survives that period, his liberty is seldom given to him. There is no compulsory legislation at hand --

no jurisdiction to which the labourer can successfully appeal against the injustice of a tyrannical master. And when we remember the manner in which he was kidnapped, and the fate to which he finds himself irrevocably doomed, it is not surprising that suicide should be so frequently resorted to, or that the Havana Diario should lament, as it does in its issue of the 24th inst., that in consequence of the frequency of this crime, the Asiatic population of the island had not answered all the purposes that their introduction was designed to effect.

There is a wide distinction between this forced immigration to Cuba and the coolie immigration to the British West Indies, though the two are sometimes ignorantly and sometimes maliciously confounded. The latter is wholly under Government surveillance, and the laborers are principally brought from the country districts of Hindostan. The object aimed at in Cuba and in the British Islands is very different. In the former, the introduction of serfs, mere beasts of burden, who can work so many hours a day, is the sole consideration; in the latter the great desideratum is to people the country with industrious, independent settlers. Under the British system of Eastern emigration, private speculators have no voice or control in the matter. The laws to which they must yield obedience are strict and clearly defined. Government officials are appointed at the ports of embarkation and arrival, and their sole business is to see that the rights of the coolies are in all respects cared for. The coolie himself is in no sense of the word a slave; he emigrates of his own free will, and on the strength of a promise (fulfilled to the letter) of work and fair payment. Upon arriving at the point of destination he is indentured for a short period, as a recompense to the planter, who has advanced his passage money; but while under indenture or contract he receives the current rate of wages, and is entitled to house rent and medical attendance free of charge. At the expiration of his term of service he can, at his option, return home at the expense of the colony, or receive, in lieu thereof, if he choose to settle in the country, ten acres of land.

The most objectionable feature of the Chinese immigration to Cuba is that it is under the exclusive management of private speculators. On this account it is so prolific of abuse. Where immigration is under Government superintendence, and the rights of the immigrants are solemnly guaranteed by responsible authority, we do not hear of any great mortality among them on their passage, or of dissatisfaction and suicide among them upon their arrival at the port of destination. Immigrants are taken to Cuba to perform a certain specific service, and they are used up and destroyed by the severity of the work. All accounts agree in stating that the average life of a Chinese labourer in Cuba is under ten years. Immigrants are taken to the British West Indies -- not for the aggrandizement of the proprietary body -- but to colonize the Islands. Many of them become wealthy, and few, who have it in their power to return home free of

expense, choose to do so. Any one at all acquainted with the working of the two systems will not confound them, for in every respect they are totally dissimilar. The one opens to the immigrant a condition of hopeless servitude; the other opens to him a field for advancement and improvement that he could never, by any possibility, secure for himself at home.

With the British immigration, almost exclusively carried on between Eastern and Western India, we have nothing whatever to do. It is conducted on principles of fairness and equity, and, in any case, is but a transfer of British subjects from one portion of the Empire to another. If a guarantee of its legitimacy be wanted, the silence of the British Anti-Slavery Society will be sufficient for those who are acquainted with the striking characteristics of that very peculiar institution. But the trade between China and Cuba is very different; and as long as the Spanish authorities refuse to regulate it by just laws, or to place any check upon the avarice of speculators, interference on the part of other nations to prevent their flag being dishonoured by this traffic, becomes a positive duty. We trust that our Government will give every encouragement to the determination of the Chinese authorities to arrest this illicit immigration. As the wrong has been perpetrated principally under our own flag, we are especially called upon to act, and to have it distinctly understood that to engage in the traffic of coolies is as clearly contrary to American law as to engage in the African Slave-trade.

Dublin Evening Mail - Saturday 02 June 1866

DISASTER TO A COOLIE SHIP.

The *Overland China Mail* gives the following account of the terrible disaster, already mentioned by telegraph, to a coolie ship:— The *Napoleon Canevaro*, an Italian barque, bound from Macao for the Havana with coolies, was set fire to by them after the crew had battened down the hatches on symptoms of insubordination appearing amongst them; the crew after vain attempts to extinguish the flames, took to the boats and left the ship and coolies to their fate. The crew, with the exception some who are missing, were picked up by the Bremen brig *Triton*, and brought to this port. The doctor and several of the crew are missing, and are supposed to have been drowned, or left behind in the burning ship. No ill-treatment seems to have been the cause of this catastrophe, but the comparative success which has attended the several wholesale attempts which have been made so many shiploads of coolies to take the respective ships, and thereby elude the performance of their agreements, after having received their advance, leads one to suppose that these horrible scenes outrage and murder will continue to be perpetrated on board this class of ships, and that

there must be some organised plan of revolt arranged in each case before their being embarked in the vessel.

Shields Daily Gazette - Monday 16 September 1867

HORRORS OF THE COOLIE SYSTEM.

San Francisco correspondent of the Chicago Tribune gives the following account of the manner in which coolies are enticed away from China :— Hulks are hired by contractors for coolies and anchored in the harbours the various ports of China, Shanghai, Canton, or Foochow, and gambling dens, with music, lewd women, and "all modern improvements," to attract custom. Boats are then employed to carry men on board free of charge, and the most extraordinary stories are circulated among the lower classes on shore, of fabulous sums won at the tables. The poor devils go out of curiosity, having no money to bet, and are soon watching the game with intensity of interest which no Caucasian can feel. Gambling is the poor Chinaman's vice, his besetting sin. " Why don't you bet ?" asks capper of the cashless fellow, as he stands the table absorbed in the game. " I would, but I have no money!" is the answer. " I will lend you enough to make you rich if you will, on condition that you 'go Coolie' for me if you lose; but you know you could not do that!" says the tempter. John is only too glad to accept the offer, and in a moment more he has in his possession \$6 or \$8 in copper cash; more by far than he ever had before in his life, all put together, and is playing as recklessly if he had millions more at his command. He loses it all in a few minutes or hours, and the tempter gives him a drink or two and a whiff of opium. Then says : " Come, now, you must pay the penalty like a man !" " For how long am I to for " Four years ; I pay the passage money." John signs the documents which consigns him to a slavery more pitiless than that of Uncle Tom's, and -with a sigh two for home friends and loved ones whom he will see no more on earth, walks on board the coolie ship, which always carries the Italian, Portuguese, or Peruvian flag, though built in the United States, and purchased by the "Compania Maratima, del Peru," in San Francisco, with full knowledge by the sellers of the infamous purposes to which she is to be put. Crowded board the coolie ship, with a thousand or more like unfortunates, he is transported across the ocean. If a rising is attempted by the poor betrayed victims, a few volleys of musketry discharged does the work of "quelling the mutiny" effectually. The poor creatures are not allowed to come on deck at all in a body, that the officers and crew have them always their mercy. Before being landed at Peru, his clothing is taken from him, save, perhaps, a single loose blouse and pair of thin cotton trousers, on some pretext, or main force, and he is sent to the depot on shore with hardly rags to cover his nakedness. He is sold to a sugar planter or to the guano

contractors, and goes to work like a slave as he actually is. The store of the contractor is ready to furnish him goods at 500 per cent profit, and charge it against his wages of \$4 per month. John buys the goods and uses them, or gambles them away with his hapless fellows, and gets in debt, and all hope of ever escaping from the clutches of the taskmaster is gone, by chance he is more saving and industrious than his fellows, and does not run into debt, does not commit suicide, or break down under the toil in an unhealthy climate, before his of slavery expires, he goes to his purchaser when his time is about up, and says : "I think it is time I was released. I have been here four years !" "Four years, my fine fellow You have been here only four months ! Go back to your work once, or it will be worse for you !" If he does not go back promptly he is whipped and sent back, perhaps in irons. From that moment hope dies within him, and there is no release except in death. The first Coolie slave sent to the Chinchas or a French colony has yet to return to China. few of them would spoil the whole business. I know one ship which has been in San Francisco four times in many years, under different came each time, and has landed at least a dozen cargoes of Coolies, clearing as high as 100,000 dollars a year to her owners, the infamous "Compania Maratima del Peru." The members of this company, by-the-bye, are all English and Italian; to the honour of Spanish-Americans, be it said, there are no Peruvians among them, though the company is organised under a Peruvian charter and their vessels carry the Peruvian flag.

Nottingham Journal - Wednesday 04 November 1868

Mutiny of Coolies.—A shocking coolie tragedy" Is reported from Halydate. A vessel appeared at that port with Chinese coolies on board, and no European. Every article of foreign manufacture had been, where possible, removed. From internal evidence she appears to have been the *Providenza*, Italian barque consigned to the Portuguese Consul Hong Kong, which left Macao with ship-load of coolies last June. The captain and crew (28 in number) and 340 coolies are missing. Bloodstains abound about the ship.

Illustrated Berwick Journal - Friday 05 February 1869

THE TERRIBLE TRAGEDY AT SEA.

Animadverting on the terrible drama so recently come to light, which was enacted on the wide ocean, and which, under the guise of "emigration" may possibly be enacted again, the Standard remarks:— Seldom have sailors survived to tell on shore a stranger story of the sea than that which has been extracted

with some difficulty from the coolies on board a nameless and mysterious ship, which lately found her way to Hakodadi in Japan. Into that far northern port some months ago there sailed a vessel bearing no colours at her mast-head, nor any name in letters on her stern. Boarded at once by consular authorities, she was found to be in the hands of Chinese coolies.' There were no Europeans in command, nor any amongst the crew; there were no papers on board, nor any evidence to show whence the mysterious stranger had come, or whither she was bound. She lay upon the water an inarticulate floating mystery, a grim nautical riddle. What tragedy had been enacted on her decks in the solitude of the sea before all traces of her civilised origin had thus been swept away? What port had she sailed from, and how long since what captain had ruled in her cabin before it became the prey of the savage mutineers, and what nameless fate had befallen him at their hands? Only one conjecture might be made with certainty. It was clear that the silent vessel had been the scene of one more terrible drama to be added to the long roll of those by which the Portuguese coolie traffic from Macao has been so deeply disgraced. The slave trade which is carried on from Macao, under the name of coolie emigration, is not very widely comprehended in this country. Some indiscriminate attacks which have been directed against all systems of encouraging emigration from China have been indignantly resented by the agents of British West Indian immigration at Canton, and those who promote at Hong-Kong the Dutch coolie trade with Surinam. Confuted by the agents of these undertakings, the philanthropists who have assailed the iniquities of the traffic have been sometimes disconcerted, and the public may have fancied that the 'charges brought against organised Chinese emigration! sprang from a feeble minded antipathy on their part any interference with inferior races. The truth, however, that the British and Dutch emigration surrounded by such careful checks, and is altogether so well managed, that no oppressions or malpractices are possible in coolie ships under these flags. But the emigration carried on under Portuguese auspices from Macao is simply a slave trade. The regulations of the port respecting coolie ships are broken through in a dozen ways; the emigrants are notoriously kidnapped and purchased of the crimps at so much ahead, imprisoned on shore in barracoons and shipped off, after a sham inspection, in vessels fitted as floating gaols. The quarterdeck and forecastle are railed off from the main deck by massive barricades; carronades are planted at the stem so as to rake the ship in case of need, dogs of a savage breed are often chained to the cabin skylight, and the cabin itself is an armoury of cutlasses and revolvers. But down below hundreds of wretched coolies, men, women, and children are suffocating in misery and despair. Kidnapped from their native villages, their friends are vainly wondering what has been their fate. Unarmed, battened down, and crowded together like herrings in a barrel, what are they to do? The terrible stories of coolie tragedies which the English papers in China are continually telling reveal some of the desperate measures to which they resort.

In order that the living cargo may reach its destination in Havannah or Peru alive and saleable, it is necessary that, part by part, it should be allowed on deck to breathe. Sometimes the gang, thus liberty for the moment, taking their chance of being shot down by the crew, will burst open the hatches and set their companions free. In a few minutes the deck is slippery with blood, and the air sulphureous with gunpowder. The sailors, desperate in their turn, hack off hands and arms which grasp the combings of the hatchways from below, but numbers will tell, and the Chinese, grown brave in their hopelessness, murder the Europeans with handspikes and fragments of wood torn from their bunks. Sometimes, when all other means have failed, the coolies have set fire to the ship, to compel the sailors to come below in the hope of putting out the flames, and sometimes the crew, rather than face death at the hands of the furious slaves, have escaped in the boats, pitilessly leaving their victims to burn in the fire they had kindled or sink with the wreck of the ship. Sometimes the rising is crushed, and the ringleaders, or the first men that come to hand, are hanged, or flogged to death, to warn the rest, and the "emigrants" reach their destination in safety, to be worked off on Cuban plantations, or in the mines of Peru. It may, perhaps, be doubted whether any organised wickedness is now going on in the world which is worse than the slave trade of Macao. It will readily be understood that where all these facts were familiar the nameless coolie ship arriving at Hakodadi was an object of considerable interest. Many captains of various men-of-war overhauled her without being able to make anything of the riddle, but at last some papers were found in a secret drawer which gave a clue to the mystery, and rendered it possible to question the coolies in such a manner as to elicit the history of the vessel. The coolies, 41 in number, were part of a cargo of 300 which had been exported from Macao to Peru in a ship called the *Providenza*. At Callao about eight and forty of them were transferred to the mysterious vessel, name it appeared, the being destined for some plantations down the coast. On the third day out they succeeded in bursting open the hatches, and a fight of the usual kind ensued. The crew seems to have been overpowered with unusual ease. Some sprang overboard in terror and the Chinese lowered a boat and killed them with knives while they were struggling in the water. All were murdered except the captain, whose life was spared at the intercession of a native cook, and consideration of a promise that he would take the ship back to China. The revolution was accomplished. The bodies of the slain floated away into infinity, the ship's head was put round to the westward, and in the hands of savages, with but one sailor on board, she began her voyage across the seven thousand miles of sea which lay between the victorious coolies and the continent from which they had come. Often with all the resources of nautical science at command, with efficient crews, and plenty of officers, ships succumb to those wild forces of nature which seem to break loose from her control at sea. What were the chances for the helpless Cayolti? In due time, too, the mutineers, the

savages, the heroes who had achieved their freedom what are they to be called?—fell in with their share of furious weather, which, for that matter, except along a part of the American coast, is just as likely to befall the voyagers in the Pacific as those who sail on oceans with less flattering names. Driven here and there very much at the mercy of the gales they encountered, they floated about “the houseless ocean’s heaving field” for four months, and then they came to a land surrounded by ice, where the people were dressed in furs and rode in sledges drawn by dogs—Kamskatcha, it may be presumed. . Here the captain was sent on shore to purchase provisions, but he never came back. He seems to have preferred to take his chance of escape in an unknown Arctic region, rather than prolong that dreadful four months’ servitude he had already endured at the blood-stained hands of his Chinese companions. No doubt, moreover, the preservation of the helpless ship for those four months was sufficiently marvellous to him, and he had no desire to find out whether the miracle would be renewed. The Chinese, however, probably knew too little about their danger to fear much. They purchased fur robes and hoods from the natives and seemed to have had no idea of making any further efforts on their own behalf, but the winds and waves which had buffeted them about so long, and swept them from the southern hemisphere to the midst of northern ice, took the navigation of the ship again into their own hands. The Cayolti was driven from her anchorage by a gale, and swept out to sea once more, not only without having on board anyone who could manage to direct her movements, but actually without a soul in her who had the dimmest notion where she was going. All by herself, however, she made Volcano Bay, in the north of Japan, where she waited patiently for a fortnight, at the end of which time two Japanese pilots took charge of her, and brought her to Hakodadi—a marine Sphinx for consuls of all nations to wonder about till this tale that have told was slowly brought to light. The coolies were imprisoned on shore, and the ship, which seemed from the papers found to bear an American nationality, awaited, at the last accounts from Japan, the decision of the United States authorities on her singular case. There is no moral to be drawn from the history of her wonderful cruise. Her captain, if ever he emerges out of the Polar night into which he plunged, ought to have a thrilling account to give of his blind voyage over the Pacific, and of those four months of dreadful solitude in the midst of the Chinese mutineers. The voyage was simply one more romance of the deep, but the revolution scene off the Peruvian coast, and the massacre of the European crew, is yet another item added to the long account that all Governments participating in the shameful trade of Macao will have to settle one day with Providence, if nations meet with the reward of their sins in this world as history seems to show.

Glasgow Herald - Wednesday 03 November 1869

A COOLIE SHIP.

We find in the New York Herald the following description of a coolie ship-the *San Salvador*, from Macao to Calao-which put into Honolulu on the 15th of August:- "There is a barricade, or iron railing about 7 feet high, at the break of the dock' and separating the forward part of-the ship from aft. At each of the two gates in this barricade stood a guard with a bayonet in his hand, who fastened the gate immediately when anyone passed through. One of them may have had a cutlass. On each side of the deck a gun, about a six-pounder, was pointed forward. I entered into conversation with one of the guards, who could speak some English, He could not tell me the name of the captain, and said the ship's name was Number One. The carpenter, a Swede, also told me the same subsequently. The guard said the flag was Central American; said that they had 650 coolies on board; that they mutinied when about a week at sea, about noon, and that the ringleader was killed and several others badly wounded. Fourteen were in irons at the present time. Breakfast was served out to the coolies between ten and eleven o'clock. There were about 60 baskets of good white rice, and with each basket a dish of greens and a dish of potatoes and meat. This was sent below. There were iron gratings over the hatchways. Between 12 and 20 Chinese were provided with short double pieces of rope. They acted as police. Saw several persons struck. After breakfast about one-third of the coolies came up on deck, The prisoners, chained two and two by the ankles, were marched backward and forward about an hour before I left the ship. At least two of them showed their uncovered buttocks-the whole surface perfectly raw. I was told they had been flogged. How many lashes ? 'Oh, one or two hundred,' was the answer. I did not ask how many had been flogged. A large gang were set to scouring the ship's brass, all along inside the rail. I went below and found tolerably clean quarters. The coolies were most of them nearly naked. None that I saw had any cues, Some looked quite skeleton-like-others were in good condition. There were not very many sick. There had been seven deaths, including the one killed. The chained leaders appeared to be of a different race. taller, blacker, and of a commanding carriage of body. The carpenter, who could talk some English, corroborated what the guard told me. The passage way leading to the cabin was well provided with lances and cutlasses. I did not go astern to see if any name was painted on the ship. This statement proves clearly as to the character of the traffic in which the ship was engaged,"



Fig. 2 Location of Chincha Islands off Peru



Fig. 3 Location of Cuba

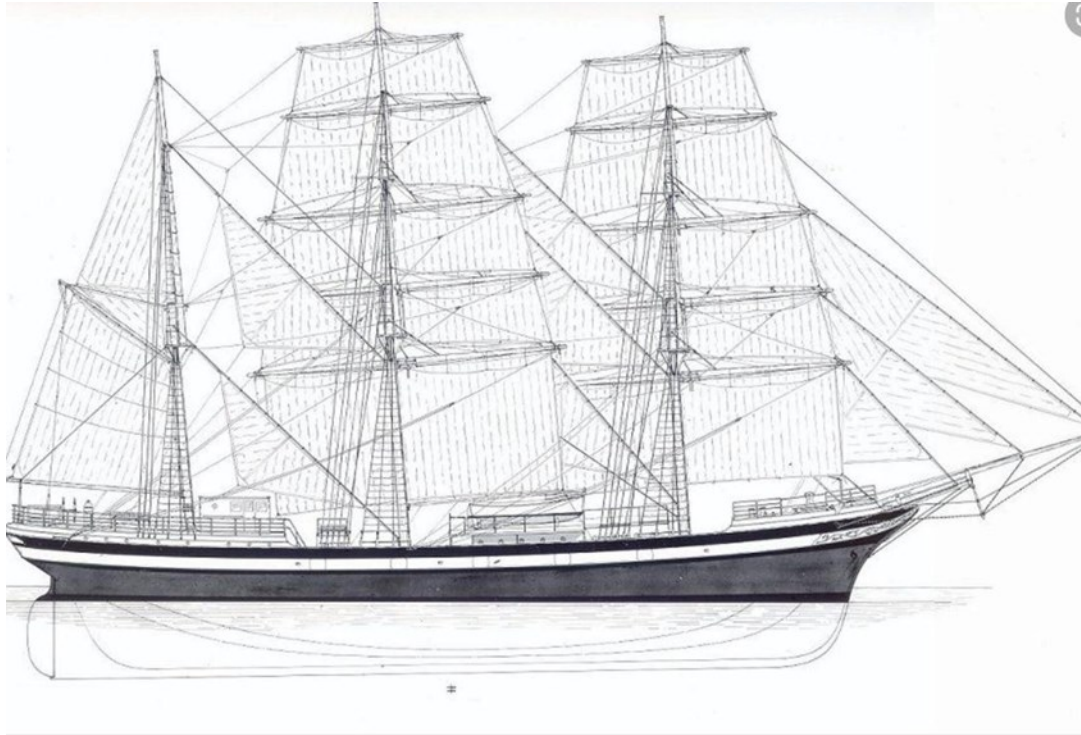


Fig. 4 Sail plan for a Barque

MM Saint-Auge, Richon and Co, Bordeaux

The Semaphore of Marseilles, January 8, 1861

NAVIRES EN CHARGE
MONTEVIDEO touchant en Espagne.
Partira le 20 courant, le magnifique clipper
Louis-Napoléon, cap. Robert, de 1800 ton-
neaux, coté 3 3 L. 1.1. Pour fret et passage,
s'adresser à Marseille, à Mes Robert et Plane,
courtiers maritimes, rue Cannebière, 29. A
Bordeaux, pour le fret, à MM. Béguerie et
comp., affréteurs; pour les passagers, à MM.
Saint-Auge Richon et comp., armateurs, et
pour le tout à Me L. Caussé, courtier mari-
time. 1572—J9

LOADED SHIPS

MONTEVIDEO touching in Spain Will leave the 20th current, the magnificent clipper *Louis-Napoleon*, cap. Robert, of 1800 tons, rated s 3 L. t .1. For freight and passage, apply to Marseilles, to MM Robert and Plane, shipping brokers, rue Cannbière, 89. In Bordeaux, for the freight, to MM. Rouerie and comp., charterers; for passengers, to MM. Saint-Ange Richon and comp., shipowners, and for the whole to Me L. Gaussé, shipping broker.

The Gironde, February 17, 1861

Notice. — Messrs. the shippers on the *Rimac*, going to Lima, are requested to send their goods within the time limit of their slip. This vessel will leave the roadstead on the 20th fixed day.

The Gironde, May 4, 1865

LIGNE DIRECTE entre
BORDEAUX ET LIMA
 avec faculté de transbordement pour Guayaquil.
 Le beau navire *ISABEL*, capitaine Decourt, de
 600 tonneaux de port et de première classe, partira
 fin juin.
 On prendra du fret et des passagers.
 S'adresser à M. **Saint-Ange Richon** et Comp., ar-
 mateurs, ou à MM. L. Caussé, courtier maritime. 6985

DIRECT LINE between

BORDEAUX AND LIMA

with faculty of transhipment for Guayaquil. The beautiful ship *ISABEL*, captain Decourt, of 600 port tons and first class, will leave at the end of June.

We'll take freight and passengers. Contact Mr. Saint-Ange Richon and Comp., shipowners, or MM. L. Gaussé, shipping broker.

The Gironde, July 21, 1865

SAIGON directly. — The beautiful ship *GRANVILLE*, of 401 tons, refitted and lined up for nine, will leave on August 25 fixed.

For freight, contact MM. Seusine and Chalès, charterers; for passengers MM. Saint-Ange Rtchien and Comp., shipowners, and for the whole, M Felix Tournay, shipping broker

The Gironde, July 17, 1866

BORDEAUX AND LIMA LINE

Departure: September 10, the three master 3/ 3, L. 1.1. *ISABEL*. of 466 tonnage, Captain Duteil.

Departure: November 1, by three-master 3/3, L. 1.1. *BACALAN*, 462 tons, cap. Maynard. .

Departure: December 1, by the three-master *DENIS*, 586 tons, Captain Baron.

We will take first and second class cargo and passengers.

Contact Messrs. Saint-Ange Richon et Comp. shipowners, or M.L. Gaussé, shipping broker.

The Gironde, November 13, 1866

BORDEAUX AND LIMA LINE.

Departure: December 20 fixed, by the three-master *BACALAN*, 8/3, L. 1.1., of 462 tons, captain Meynard.

Departure: fixed February 1, by the three-master *DENIS*, 3/3 C. 1.1.. of 686 tons, capit. Baron.

We will take first and second class cargo and passengers.

Contact Messrs. Saint-Ange Richon comp., shipowners, or to MM. Delmestre and Félix Tournay, shipping brokers.

The Gironde, December 15, 1866



BORDEAUX AND LIMA LINES.

Departure: fixed February 10; *GRANVILLE*, 3/3 L. 1. 1., of 401 tons of tonnage, Captain Sureau.

We'll take freight and passengers. Contact Messrs. Saint-Ange Richon et Comp., shipowners, 33, place Dauphine, or to MM. Félix Tournay and Delmestre, shipping brokers.

The Gironde, March 22, 1867



LINE BORDEAUX AND LIMA.

Departure: April 30 fixed: The three-master *SAINTE-CROIX*. 3/3 L. 1. 1. 754 tonnage, captain Robert.

will take first and second class cargo and passengers.

Address MM. Saint-Ange Richon and Comp. address, 33, place Dauphine, or to MM. Delmestr Félix Tournay, shipping brokers.

The Gironde, April 1, 1867**LINE BORDEAUX AND LIMA.**

Departure: April 30 fixed: Letrois-mâts *SAINTE-CROIX*. 3/3 L. 1. 1. Of 754 tonnage, captain Barbotin.

one will take first and second class cargo and passengers.

Contact Messrs. Saint-Ange Richon and Comp., shipowners, 33, place Dauphine, or to MM. Delmestre and Félix Tournay, shipping brokers.

The Gironde, April 26, 1867

Imperial Court of Bordeaux

(1st CHAMBER) Chaired by M. Déq range -Tovzin. Transport of Chinese emigrants. — Revolt on board. — Release forced. — Escape of Emigrants. —

Liability of the master and the shipowner. — Vessel *Louis*, owner M. Verliarne, of Dunkirk. We have already had several times the opportunity of talking to our readers about this lawsuit which, in the annals of maritime commerce, will hold one of the first places. Two famous lawyers from the Paris Bar have, as we remember, lent the plaintiff the assistance of their knowledge and their word; before the Commercial Court, Mrs. Berryer assisted Mr. Verharne; before the court, it was Mr Sénard who had been charged with this office.

Mr. Louis Verharne, shipowner, residing and domiciled in Dunkirk, is appealing a judgment rendered by the Commercial Court of Bordeaux, dated March 10, 1866, a judgment which had declared him inadmissible, in any case ill-founded, of the proceedings brought by him against MM. Saint-Ange Richoc and Co, shipowners in Bordeaux.

It is the judgment rendered by the first chamber of the court, under the presidency of M. Dégrange-Touzin, that we have just put before the eyes of our readers. In the name of M. Louis Verharne, Mr Sénard, lawyer assisted by Mr Laberdolive, attorney at the imperial court of Bordeaux; in the name of Messrs. Saint-Ange, Richon and Co, Mr Vaucher, assisted by Mr L. Pascasât, attorney at the imperial court of Bordeaux. Mr. Bernard Solarès, intervening in the trial, by Mrs. Pascault, attorney.

The court heard the solicitors in their submissions, Mr. Sénard for the appellant, Mr. Vaucher for the respondents, and Mr. Jorant, first advocate general:

"Whereas according to the charter-party of 14 march 1865, passed between Aubril, captain of the ship *Louis*, and Solarès, agent of Saint-Ange, Richon and Co, Aubril undertook to load at Macao or Canton some Chinese emigrants, indeterminate number, to transport them to Havana, at the cost of 12 pounds 1/2 for each passenger who would be landed alive and not blind, with a gratuity of 1 pound, guaranteed in addition to the captain;

"Whereas under the terms of the contract signed on the following May 1, 267 Chinese emigrants were embarked on the *Louis*, with an equal number of contracts of engagement to the order of Zangronitz and Co, in Havana, co-signatories designated by Solares to receive them at the port of destination;

"Whereas after the events which disturbed the navigation of the *Louis*, this vessel arrived at Havana with 186 coolies alive and not blind; that Captain Legoaster having demanded payment of his freight from Zangronis and Co, these refused him claiming, for 64 missing coolies, compensation greater than the amount of the freight; that a trial has been initiated to this effect in Havana; that, stripped of funds, the captain was unable to satisfy the bearer of a letter of credit

subscribed for the needs of the ship, which was seized at the request of this creditor;

"Whereas in this state of affairs Verharne, owner of the *Louis*, sued before the commercial court of Bordeaux St-Auge, Richon and Co, for payment of the freight, miscellaneous costs and damages, beings, to which it extends to a creditor.

Expected in the state which it was followed; that this request St-Ange, Richon and Co answered, by supporting that the facts which Verharne complains come from unique faults attributable to Aubril; that they, consequently, declined all their responsibilities and made their reservations about the actions which they could have themselves to form against Vechaine, guarantor of the faults of its captain;

Whereas, on these conclusions of the parties, there is a link to investigate 1st how the Chinese embarked on the *Louis* were engaged in Canton by Solarès, and whether, assuming engagements made regularly and without frills, Solarès or the company that he represents could be responsible for the revolt of these passengers and the harmful consequences which would have resulted from it for the armament of the said vessel; 2nd if the disturbances or the revolt which occurred on board the *Louis* are really attributable to Captain Aubril; 3rd if these accidents are not, on the contrary, cases of force majeure, and then what are the consequences either for the charterers, or for the owner of the ship.

On the first question; Whereas in principle the engagement of free workers for the colonies is not forbidden by any law, and that it is practiced freely despite the abuses of which it may come the source; that it is notably authorized by the treaty of October 25, 1880, art. 9, in the ports of China open to foreign commerce, and that in default of the regulations promised by these articles as having to be made, in concert with the Minister of France in China and the Chinese authorities, the French consuls, following a letter from the Minister for Foreign Affairs dated June 6, 1862, are called upon to exercise on national ships engaged in migration operations a general supervision, the object of which is to prevent the frauds and abuses to which these operations could give rise to;

"Whereas the emigration agency directed by Solares is established at Canton, a port of China open to foreign trade; that he hired emigrants embarked on the *Louis* under the eyes of the French consul and the Chinese authorities; that there is no evidence of fraud or violence practiced during the engagements; that if the information given at Whampoa furnishes some indications leading to the supposition that a certain number of these emigrants were rebels of Nanjing, some even former pirates, these indications lack precision and certainty; that

thus it is not justified that Solarès is at fault about the movements which gave birth to the lawsuit;

"Whereas the operations of emigration, however loyal they may be supposed to be, are by themselves dangerous, because they place in the presence of a necessarily restricted crew many men, of more than doubtful morality, and whose cupidity awakens at the thought of the treasures which they believe to be carried by a ship of which it appears to them possible that they can make them masters; that these perils, revealed by too many examples, are expressly recognized by the circular of the Minister of Marine dated March 26, 1866, and by a letter from Admiral Roze in the documents of the landing of these men and that of the engines of the revolt; that the consul preferred the first party, in spite of the difficulties presented by the replacement of the crew, whose request was reasonable; that this was provided for by the engagement of English sailors on very onerous terms and to the detriment of the captain's ascendancy over the sailors he had to command;

Whereas, having left May 21 for Whampoa, the *Louis* soon arrived there; that it was proceeded with the information above appreciated; that, meanwhile, a part of the Chinese escaped with the interested connivance of the English crew, who, moreover, were doing a bad service, and who soon had to be dismissed; that with the intervention of the French consul in Canton, a third crew was engaged. and that, finally, Captain Aubril having fallen dead on June 2, the Consul appointed Legoaster ex officio, under whose command the *Louis* ended his voyage;

Whereas from the foregoing it emerges that, as of the release in Hong Kong, no fault appears to be attributable to Aubril; that after and until the loss of his command, but especially at Hong-Kong, the events took place outside his control, under the pressure of the consular authority; whereby the crew accepted the proposed advice; that, moreover, two English sailors engaged fled and embarked on the date of May 3, as noted by the list of crew, which gave him satisfaction on the reinforcement which he had seemed to desire; that with 19 men, having regard to her tonnage, the *Louis* found herself in conditions similar to those of ships which transport coolies; that from no point of view, therefore, was Captain Aubril at fault when he left; that it is now a question of knowing if he demoralized his crew by his hesitations and his fears, and that for this purpose it is necessary to follow him in his navigation;

"Whereas, having left Whampoa on the morning of May 5, Aubril was, on the evening of the same day, stricken with a sudden illness which knocked him down unconscious on the deck of his ship; that, having come to his senses, he anchored in the roadstead of Macao to spend the night there; that the next day,

May 6, he tacked within sight of the coast, asking the mate if he felt able to steer the ship the *Louis* if necessary, that after the accident which had just struck him and whose return was possible, that the captain's conduct may well betray some uncertainty, but is not unreasonable; that, moreover, in the evening, he headed for the high seas and made, the following days, until eleven o'clock in the evening of May 9, according to the respondents themselves, a good route for the south;

"Whereas at this moment he changed course, heading east, and maintained his course in this direction on the 10th and 11th until noon, even turning north without any disorder having arisen on board, and that his adversaries see therein a proof of his will, henceforth determined, to return to Hong-Kong; but that this change of direction is explained by purely nautical considerations, according to the opinion of experienced mariners whose competence Saint-Ange Richoc and Co recognize in one of their printed notes; that in truth, one of them, M. Hautveux. does not speak of the route followed by Aubril beyond May 10; but that this already suffices to explain the deviation for which he was charged on the date of the 9th, and that the other, Mr. Wesemæl, going further, follows the navigation of the *Louis* until the 11th, at noon, and declares it exempt from all criticisms; Considering that, according to the events which, according to Aubril himself, determined him to take the wrong route, had then occurred, it is fair to conclude that hesitations and fears cannot be proved against him. who, even before, would have betrayed in him the desire to break off the journey undertaken;

"Whereas the seriousness of the events and the reality of a coolie revolt cannot be doubted at the sight of the documents brought together today in the case; that the best witnesses, the necessary witnesses in this respect, are the senses of the crew successively questioned by the maritime authority, on their return to France, in various places and at various times, even since the judgment of first instance, and whose depositions fully understand the essential circumstances of the facts they report;

Considering that the ease of these facts is indeed affirmed with remarkable precision by Werreken, mate of the ship, questioned on September 6 and October 20, 1866; that he expressly declares that there has been a real insurrection, and furnishes details which justify his assertion, for it follows that there arose among the Chinese fearful cries, howls and tumult; that those who were in the hold threatened to set fire to the ship and to cut the throat of a sailor who had gone to bring them water; that the crew ran to arms; that a shot from a swivel gun, fired by chance, having wounded one of them, the Chinese, intimidated, could be confined in the hold, where their vociferations continued.

Considering that it is now a question of settling the third question of the trial by deciding what are for the charterers and for the armament at *Louis* the consequences of the solutions already adopted; that it is appropriate for this purpose to follow in its various heads the request of Verharne as it emerges from his summons and his conclusions filed;

Whereas he asks; (1) the sum of 3,240 pounds sterling for the freight calculated on the 267 Chinese emigrants first embarked, except deduction for mortality; but that under the terms of the charter-party the stipulated freight was only due for each passenger delivered alive and not blind, and that only 186 were delivered in this conditions at Havana; that, on the one hand, Solarès or whatever, Saint-Ange Richon and Co have not incurred any liability for the choice made for the facts of the passengers on board; that, on the other hand, Verharne is not, due to faults attributable to his captain, responsible for the escape of the 64 coolies who fled;

That it is therefore necessary to recognize that Verharne is entitled only to a freight of 186 Chinese, under the conditions of the charter-party, that Saint-Ange Richon and Co or their representatives in Havana are bound to oppose to him in a claim for compensation for escaped coolies;

Whereas Verharne's request then relates, under numbers 2 and 4 of its conclusions, to the costs of repatriating the crew of the *Louis*, those of towing, wages and all other expenses incurred for the vessel from the revolt of the Chinese, the very next state to furnish; and finally, under No. 3, the loan from the gross of 12,937 fr. 50, including bounty, contracted by Captain Legoaister.

Whereas the expenses of returning to Hong-Kong were only the direct consequence of the revolt; that Aubril had accepted the risks inherent in the transportation of Chinese emigrants; that he was releasing at Hong Kong to drop off the rebels there and immediately resume navigation according to the wishes of the crew; that the stay in this port, which moreover only lasted from May 15 to 20, in all cases necessary, could not give rise to any repetition;

Whereas, as to the other heads of claim, that the costs which occasion them have a different origin and almost all come from the determination of the consul, who wanted, as he expressly declares in his report to the Minister of Marine, no less than in his letter to Vermarne, seeing the *Louis* laden with emigrants entering Hong-Kong, at all costs, as soon as possible, to get the ship to leave a place where it had come to the wolf's den; that in this the consul was manifestly preoccupied, above all, with the interests of the cargo, the nature of which alone could give rise to the difficulties which he feared; that thus, in the presence of a crew asking to continue its voyage, after the disembarkation of the rebels, it

deemed it preferable to keep the latter on board, disembarking, on the contrary, the crew and returning the ship to Whampoa;

Whereas everything that followed this determination, whether in Hong Kong or Whampoa, was the direct consequence; that it was necessary to procure new crews under the most unfavourable conditions, to repatriate the one coolie who had been landed, then finally to provide for the new needs of the ship; that in this respect the consul of Canton, like that of Hong-Kong, acted for all concerned, as he explains in his report to the minister, saying that, in spite of their onerous and the regret he feels, he had to submit to the conditions that were made for him.

"Whereas the measures taken at Hong-Kong, without it being incumbent upon the captain to evade them-

Whereas by signing the charter-party which promised him a freight calculated accordingly, Aubril knew the risks he was going to run and accepted the chances; that Verharne, bound by the fact of his captain, cannot free himself from it today; that Solares had not, by any express agreement, guaranteed Aubril the peace of mind of the coolies, and that no rule of law applicable to the case held him responsible for their actions; which cannot arise in particular from article 1384 of the Napoleonic Code, because during the journey, under the terms of their commitments, emigrants cannot in any way be considered as servants who have caused damage in the functions to which they were employed, and even less, they are free men, as things of which Solares would have had custody, which, on the contrary, fell entirely to the captain of the vessel; that thus the fact of the loading, neither by its nature, nor by the conditions in which it was accomplished, does not give rise to an action in favour of the shipowner against his charterers.

On the second question, having as its object to ascertain whether the "disorder" which occurred on board the *Louis* is really attributable to Captain Aubril;

Whereas at the court hearing, nor in their conclusions, Saint-Ange, Richon and Co reproduced the reproaches they had addressed to him in the first instance concerning the installation of the ship for the reception of coolies and the insufficiency of supplies, an insufficiency which would have displeased the crew, but which they insisted first on the fault which the captain would have committed in neglecting, contrary to the stipulations of the were discovered also; . ,

"Whereas the same facts are attested by Saint-Ange, Richon and Co, coolies aboard the *Louis*, questioned on January 11, 1867, and whose evidence, like that of the second Wereken, is in harmony, on all the important points, with that of the sailors Rouvrais, Jouvencet and others previously questioned;

"Whereas the seriousness of the disorders of which the *Louis* had just been the scene and that of the situation which they created for this vessel, are confirmed by the captain of *Reims*, who, finding himself soon after in sight, saw the distress flag which he had hoisted and went aboard it; that this sailor gathered, at the very moment when they had just met, the impression that events had left there; advised, as the extract from his own diary shows, the crew of the *Louis* to give up, and that his testimony be presented with irrefutable authority;

Considering, finally, that the facts in question are self-evident? extremely probable, since it is notorious that frequent revolts have taken place on ships loaded with Chinese emigrants; that those of Claire and Verou-Collet were announced by similar circumstances; that the last, in particular, as on the *Louis*, was discovered by the interpreter, who warned the crew, whose research resulted in the discovery of lists of conspirators;

"Whereas the information, not very thorough, made some days later by the consular authority in Canton, restricting the interrogation of the Chinese, and leaving the crew aside, that it was natural to submit to a such a measure, instead of destroying the proofs found, comes on the contrary to support them;

Whereas, in fact, on May 18, the interpreter Cam-a-To had provided his very affirmative declaration, recorded in the original on the ledger of the *Louis*, with the signature of Legrand, interpreter of the consulate, and the visa of the consul himself; that, however, Caïnalto was not put in the presence of the questioned rebels; that it was after the final departure of the ship, late June 1865, and after the departure of Caïnalto, that Legrand raised on the veracity of this man's suspicions, the facts of which prove their lack of foundation";

Whereas, with regard to the summary interrogations of the rebels, that, despite the ignorance which they feign for the most part, some allow confessions to escape on the reality of the revolt; but that which obviously demonstrates their bad faith, it is that almost all of them say they are ready to continue the journey, and that soon after or sees a large number of them give it up and run away; that the information in question therefore remains unimportant, and that the fact of the revolt on board the *Louis* must be considered certain;

Whereas in the presence of a co-acquired fact, a release was necessary; that it appears from the instruction made in France by the maritime authority, and in particular from the declaration of the mate Wereken, very explicit in this respect, that the crew wanted a severe example, without which the continuation of the voyage was impossible; that Captain Aubril recoiled before a bloody execution, and preferred to release, to have the principal culprits landed; that obviously, he

acted with wisdom and humanity, and that instead of seeing in that a fault, justice owes him in that its approval;

Whereas the release being necessary, we cannot blame Aubril for heading for Hong-Kong, the nearest port, where the ship from Reims which offered its assistance until then was going; that on account of the greater distance and the difficulties of navigation in the region which leads to Whampoa, this point was certainly not indicated as that where the stopover was to take place; that the choice of Hong-Kong is explained by "simple and natural" reasons;

Whereas in truth or could Hong Kong fear the "malevolent clamours" of the English competition; but that there is no fault on Aubril's part for not having silenced all other considerations before that one; that with "regular" commitment he could face the "look" of the "authority" of Hong-Kong; that it is indubitable, on the contrary, that the French consul is too preoccupied by yielding to the thought that it was necessary at all costs to prevent their intervention, that nothing, moreover, shows to have been threatening in the cause;

Whereas, in fact, the *Louis*, having entered on May 16, had put into this port, the consul wished to have her set out again without delay for Whampoa; that, however, the crew demanded, in order to resume and continue their voyage, the disembarkation of the principal rebels, and even refused to go to Whampoa if they were not given satisfaction in this respect; that ten men, that is to say the greater part of the crew, have invariably persisted in their determination; that there was therefore a choice between those which subsequently ensued for the common good of the ship and the cargo, are acts of force majeure, the consequences of which the shipowners and the charterers must bear in proportion to their "respective rights"; that this conforms to the strictest equity and does not appear to conflict with any rule of law;

Whereas among the expenses specified above, there is nevertheless to be distinguished, relatively to the engagement of Captain Legoaster, only after the escape of the rebels who had rid his ship of it; Aubril would obviously have gone back to sea and enjoyed his command, if he had not been prevented from doing so by his state of illness, as attested by the opinions of the doctors, who declared him unfit to undertake his voyage. and which he himself expressly acknowledges in his letter to his shipowner, dated June 11, 1865, dated from the Hong-Kong hospital; according to Verhaine himself, he stayed 45 days; that also, we see in the reports of the consul of Canton that this was the determining reason, for the appointment of Captain Legoaster, so that this measure is not a direct consequence of those which had preceded it;

Whereas it is otherwise in the other facts listed in Verharne's conclusions, taking into account only the difference for and those he would have had to bear in all cases, such, for example, that the pledges of the crew; to determine in what proportions these costs should be shared between him and the respondents; that the reason for deciding, in this respect, "is obviously drawn from" the importance of the interest that "the shipowner on the one hand, and the shippers" on the other, had "that the voyage end ; that there remained on board the *Louis* 202 coolies; that, according to the documents in the case, the unbalance of this load for Saint-Ange Richon and Co was certainly more than double that of the freight that Verharne had to expect; that by putting the costs in question for the third party at the charge of the charterer and at the expense of Verharne, the "first" will not have too great a share to bear;

Whereas by the fifth count of his conclusions Verharne asks, as he did in the first instance, claim 100,000 fr. damages for the damage caused to the vessel *Louis*, as a result of its forced stay in Hong Kong, Whampoa and Havana, to which it attaches for extension of stay in this last port, since the judgment, a new sum of 150,000 fr. in addition.

Whereas the stay in Hong Kong, obligatory in all cases, does not entail any liability vis-à-vis Saint-Ange Richon and Co. as has been explained above; that it is otherwise with the one at Whampoa, which would not have taken place if the ship disembarking the rebels had then been able to resume its voyage;

Whereas when arriving in Havana, the *Louis* would not have been detained there if, in lieu of payment of the freight, the representative of Saint-Ange Richon and Co had not unduly opposed that of a much higher sum, the reason for 64 escaped coolies; that with the price of the freight, the captain would have easily paid the loan at the gross, and that the ship would not have been placed under the writ of the seizure which still retains it today; that the damage suffered by Verharne in this respect is a direct consequence of the failure to pay the freight; that it was aggravated by the notice which Zangronitz and Co published in the Havana newspapers, in order to put an obstacle to the new loan which the captain wanted to contract for the urgent needs of the ship, and that it must be repaired; but that the Court does not have sufficient evidence to appreciate its importance;

Whereas, independently of the missing coolies, the co-signatories of Havana have demanded five thousand piastres by application of the penal cause inserted in the charter-party in the event of indexation of its conditions; that at the hearing the accused appeared to explain that this request was abandoned; which is, however, in no way justified; but that in the absence of conclusions on this point, the Court has nothing to rule on;

Whereas, following the decisions which intervene on the preceding questions, the reservations granted by the judgment of first instance to St-Ange Richon and Co, as to the actions which they intend to exercise later against Verharne on account of the faults of its captain become moot;

"Whereas the same applies to the conclusions reached by Verharne and tends to verify either apparent additions made at the bottom of a page from the nautical journal of the *Louis* by a hand other than that which wrote the journal, that is to say detailed additions on the said journal, especially from May 9, 1865; that these interlocutory measures are rendered useless by the elements of appreciation that the Court has found in the documents of the case on the points in question, and by the decision which intervenes on the very side of the trial facts. Considering, on the intervention of Solarès, that it is admissible, because it must be allowed to the injured third party in a lawsuit in which he is not a party, to come and ask for the reparations to which he is entitled; but that it is unfounded, because the passages of the printed writing of which Solares complains, although lacking in measure in certain points,

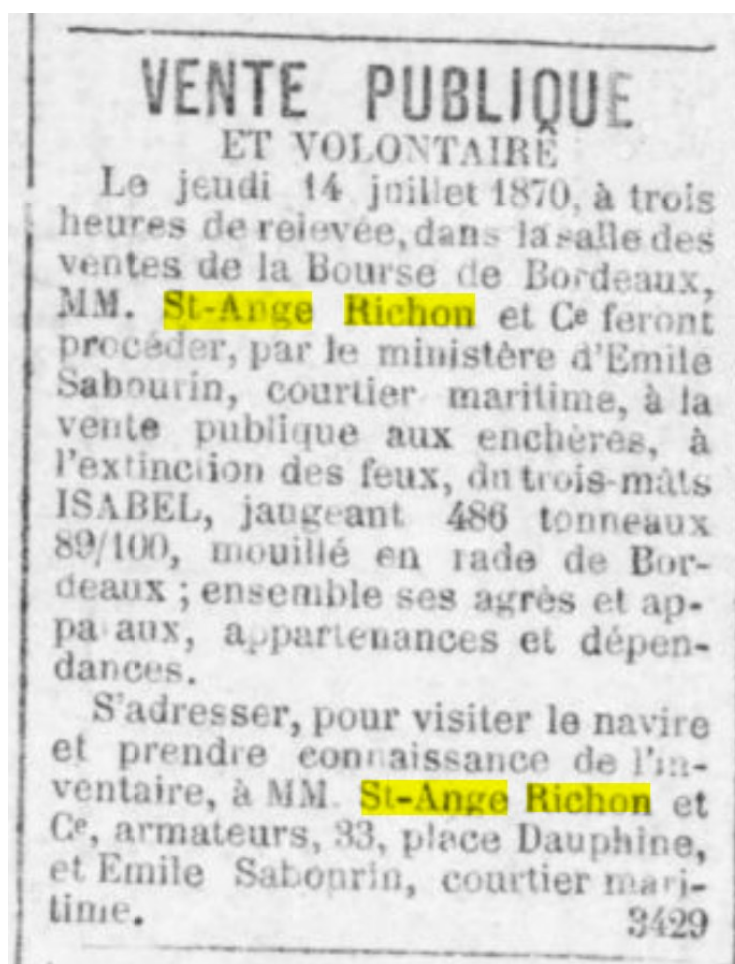
For these reasons, the Court, upholding the appeal lodged by Verharne, reverses the judgment of the Bordeaux Commercial Court of March 10, 1866; amending and ruling again, condemns Saint Ange Richon and Co, by means of law and by body, to pay to Verharne, namely:

1. The sum of 2,511 pounds sterling or the equivalent in French currency, according to the rate of exchange, for freight on 186 coolies, at the rate of 12 1/2 pounds per head, plus and including 1 pound gratuity for the captain, less, however, the advances paid at Whampoa and the stipulated commission payable at Havana;
2. Two-thirds to be entered by statement and declaration, either of the repatriation costs of the crew of the *Louis*, or of the towing costs, wages and other expenses incurred by the said vessel from its departure from Hong Kong, except however, Captain Legoaster's wages, which remain the particular responsibility of Verharne, and after deduction of the costs which would have been the responsibility of the *Louis* if he had completed his voyage under ordinary conditions;
3. Two-thirds of the sum of 12,931 fr. 50, amount of the loan to the gross, including the premium, contracted by Captain Legoaster, the whole with the interests of the day of the request;
4. Finally, the damages to be put in the statement and declaration, for compensation of the damage caused to the ship the *Louis*, as a result of his forced stay in Whampoa and Havana until the day when he makes it available to

his owner ; said that there is no need to rule on the other conclusions of the parties; release of the fine recorded, and condemns Saint Ange Richon and Co to the costs of first instance and appeal, including distraction for the benefit of Mr Laberdolive, on his assertion of right and liquidated.

Declares, moreover, ill-founded the request of Solarès, tending to the deletion of the passages noted in the first Memorandum printed and distributed before the Court by Verharne, and condemns the said Solarès to the costs incurred on his intervention.

Mail from Gironde, July 3, 1870



PUBLIC AND VOLUNTARY SALE

Thursday, July 14, 1870. at three o'clock reading and in the auction room of the Bordeaux Stock Exchange MM. St-Ange Richon and Co will proceed, through the ministry of Emile Sabourin, maritime broker, to the public sale by auction, on

three-master *Isabel*, measuring 486 tons 83/100, in the harbour of Bordeaux, together its rigging and tackle , equipment and stores.

Address, to visit the ship and take note of the inventory, to MM. St-Ange Richon and Co, shipowners, 33, place Dauphine, and Emile Sabourin, ship broker.

Mr. Saint-Ange Richon, was President of the Bordeaux Committee, Society for the Rescue of Shipwrecked Persons in the 1870's. The vice president of the Chamber of Commerce and was a member of several government commissions including one to deal with the silting up of Bordeaux Harbour.

Jean-Marie Louis Patrice RICHON called SAINT ANGE

Born - , Saint Omer,

Died between 1886 and 1908 - , Bordeaux, 33800, Gironde, ,

Parents

John RICHON

Charlotte Louise DECHORAL

Union(s) and children

Married 25 August 1850, , Lima, PEROU, , , , to Marie Dominique Béatrice (de) TELLERIA 1830-1886..1908 with

F Isabelle RICHON

F Marie-Rose RICHON

F Marie-Louise Marceline RICHON 1851-1929

F Beatrix Julie RICHON 1853-1908

H Jules Ange Pierre RICHON 1863-1909/

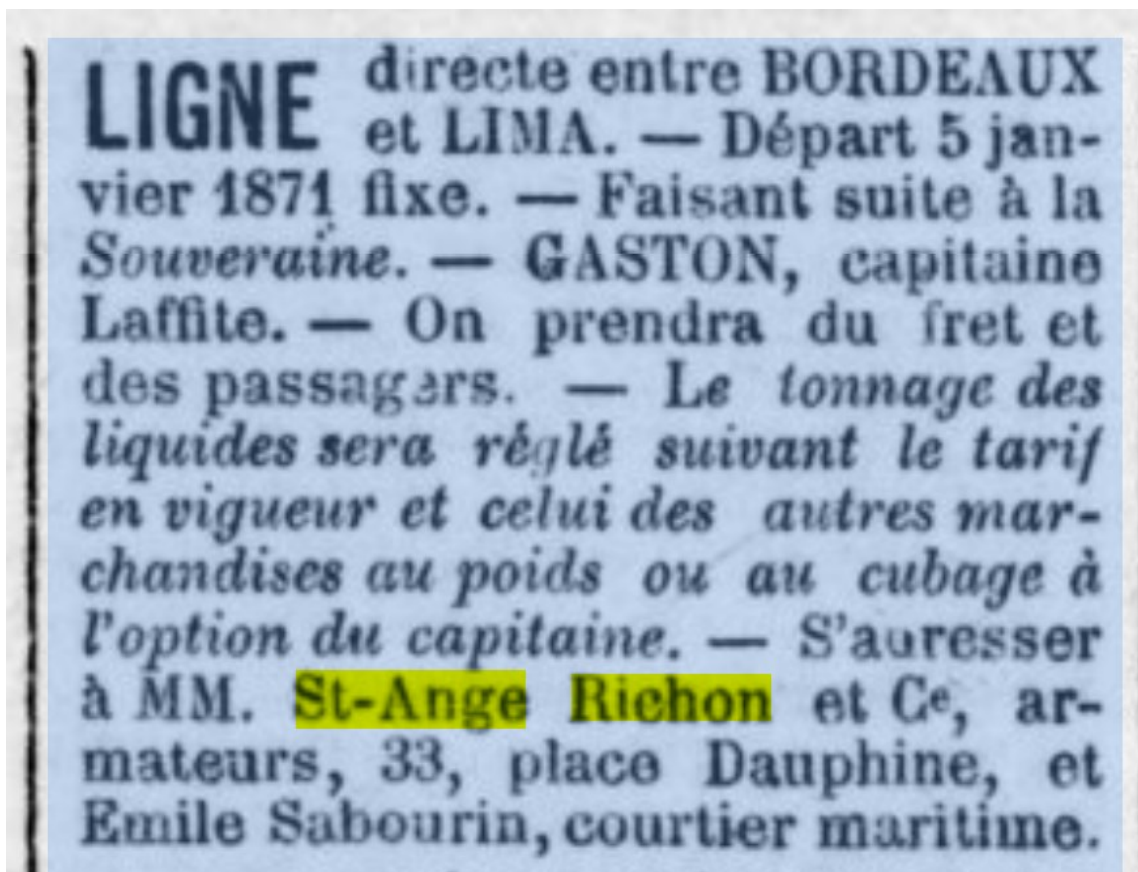
F Inès Honorine Augustine RICHON 1865-1922

House Documents, Otherwise Publ. as Executive Documents: 13th ..., Volume 30

Saint Ange Richon Claim for loss caused by the blockade of the port of New Orleans \$15,682 57c with interest. Disallowed October 23 1883

Saint Ange Richon & Co had 2 three masted vessel over 500 tons built by Bichon ship yards in Lormont in the 1860's by Chaigneau.

Mail from Gironde, December 17, 1870



Direct between BORDEAUX and LIMA.

—Departure January 5, 1871 fixed. — Following on from the *Sovereign*. — *GASTON*, Captain Laffite. "We'll take freight and passengers. — The tonnage of liquids will be regulated according to the tariff in force and that of other goods by weight or cleaning at the option of the captain. — Contact Messrs. St-Ange Richon and Co, shipowners, 33, place Dauphine, and Emile Sabourin, ships broker.

7.0 Analysis

I could find no record of the *Medoc* before December 1861 when she was advertised as sailing Bordeaux from Lima by MM Saint-Agne Richon & Co. She was obviously sailing from at least January 1862 but there is no trace on line prior to this, which corresponds with the details available on line for when it was built and the owner. The owners appear to have been MM. Saint-Ange, Richon and Comp. from when *Medoc* is built and first advertised as sailing until its loss, but the records to confirm this have been destroyed. The newspaper advertisements state the *Medoc* was towed from Bordeaux on the date of sailing probably to the mouth of the Gironde to counter the strong tides and restricted area.

The master Dutreil of the *Medoc* in 1864-65 was also recorded in newspapers as the master of the *Isabel* making similar journeys, also in an advertisement, and which was offered for sale at auction in July 1874 by the owners of the *Medoc*.

The *Medoc* was involved in transporting Chinese men to Havana, Cuba as replacements for African slaves as that trade had been suppressed. They were described as coolies at the time and were treated in the same way as slaves, although they had signed a contract for usually eight years work. They were kidnapped or deceived by agents in China and transported to what amounted to a prison until the vessel to transport them to Cuba was ready to sail. The Illustrated Times - Saturday 27 June 1857 describes a successful escape from a "prison" by men waiting for transportation.

The business of transporting Chinese men to Cuba and Peru had started in the British ports in China but was halted when the truth of their treatment became known and transferred to the Portuguese enclave of Macao. The Chinese transported were 99% men with a small number of women reportedly required by plantation owners as sex slaves.

The newspapers at the time described the attempts by the "Coolies" to escape as mutiny as they had signed contracts and described the brutal suppression as justified. The escape attempts often caused the deaths of members of the crew of the vessel transporting them and when successful the narrative given was it was planned in advance by Chinese pirates. The mortality rate on voyages from Macao to Cuba was around 16%, the survivors were often in a poor state of health on arrival. The contract allowed for this as the pittance they were paid did not start until eight days after their recovery.

The Chinese labourers were required to maintain the production of sugar on the plantations after the suppression of the slave trade from Africa and after 1866

when the trade ceased. Slavery was not abolished on Cuba until 1866. The production of sugar in Cuba increased with mechanisation and the use of indentured labour. The plantation owners controlled Cuba in this period and the indentures signed by the Chinese workers was a consent to slavery although the workers were unaware of this, see Appendix C. The trade ceased in 1874 after pressure from the British Government on the Portuguese and Spain. The British West Indies were unable to compete with the price the Cuban sugar was offered for sale and many businesses became bankrupt in 1848 after the British Government changed its policy to free trade in sugar, allowing imports of sugar produced by slaves in other areas of the Caribbean not under British control. It appears quite apart from the bankruptcies created by this policy, a reported 5,000 free labourers in Trinidad lost their employment causing great hardship. The value of the land in the Caribbean also depreciated rapidly to very low values. There seemed to be an unusual amount of sympathy for the company's when they went into bankruptcy since the Government policies were the cause and the dilemma for others who had invested in the West Indies was either cut their losses or go bankrupt. The costs of producing sugar and coffee with paid labour was unable to compete economically with the costs of slave labour or Chinese indentured labour in Cuba.

The *Medoc* was also involved in the guano trade which was also gathered by Chinese slave labour under appalling conditions, the Chincha Islands were nicknamed the "hell islands". Seventy-five percent of the Chinese coolies in Cuba died before fulfilling their contracts. More than two-thirds of the Chinese coolies who arrived in Peru between 1849 and 1874 died within the contract period. In 1860 it was calculated that of the 4000 coolies brought to the Chinchas since the trade began, not one had survived. The men often committed suicide to escape misery of their lives.

The *Medoc* left Macao on October 1 1864 with 324 emigrants and arrived at Havana on February 4th 1865 with 305. The Chinese to Cuba web site suggests 10 died in quarantine at Muriel, the overall death rate is not good but at about 6% suggests the treatment on the *Medoc* was fairly humane compared with other vessels of the time. What happened on the journey is unknown but 19 Chinese men failed to complete it for whatever reason. The Voyage of the "Coolie" Ship Kate Hooper, October 3, 1857–March 26, 1858 is available on line and illustrates the conditions and treatment of Chinese emigrant workers being carried to Havana. It is a legal case brought by the vessel's crew to obtain promised bonuses from the vessel's owner in the USA.

The *Medoc* struck Sarn Badrig (St Patricks Causeway) but after it was abandoned it was washed up on the Sarn Cynfelyn (The Patches), the most southerly of the three causeways on this coast, near Aberystwyth. The hull and cargo were sold

where it lay, although all that remained of the cargo was the boxes the sugar was carried in, and the new owners claimed ownership of any wreckage washed ashore on the coast. In December 1869 after a storm this was when "wreckers" had collected it and if they could pay, charged 2s per cart load of boards and 3d per sugar box. The cause of the loss of the *Medoc* was poor navigation but with lack of local knowledge in the prevailing weather, with the tides in the area it was a combination that many masters would have failed to avoid. The Liverpool owners at this time were employing steam tugs to tow their vessels past this obstacle of nature to avoid losses.

MM. Saint-Ange, Richon and Comp. were involved in at least one other ship which they chartered the *Louis*, to transport "Coolies". There was a revolt on board, a release of emigrants was forced and an escape of 64 emigrants. The master of the *Louis* refused to execute a supposed ringleader of the mutiny as demanded by the crew before continuing the voyage and released him in Hong Kong. The ship was seized for debt after a claim for the loss of 64 Chinese workers was made in Havana by Saint-Ange, Richon and Comp and their agents. A long legal battle ensued before the ship owners were paid for the carriage of the Chinese workers and compensation for the actions of Saint-Ange, Richon and Comp who wanted compensation for the workers who escaped, although they were supposed to be free men.

MM. Saint-Ange, Richon and Comp. were given as the owners a number of vessels travelling to Lima and the Far East in French newspaper advertisements.

The BNA produced the majority of the records with the WNL some of the loss of the vessel. The RNS provided most of the sailings from France and the cargo delivered, with the details of advertisements in France and legal case against the owners. The background and other information concerning the vessel came from Goggle searches.

8.0 Conclusions & Recommendations

I have spent about 50 hours on this project, with about 90% spent on line or transcribing reports found on line. The correction of the translation from French of newspaper report took a long time.

The *Medoc* appears to have broken up and been washed ashore from newspaper reports from the time, with the purchasers of the vessel and sugar boxes claiming them on the sea shore or offering them for sale. There is therefore no wreck site for this vessel.

There may be further avenues of worthwhile research on line for this vessel in the subscription French newspaper archive Retronews but the combination of the errors in the software reading the print and the Google translation software may have defeated my attempts to produce a completely accurate but readable narrative. The simple arrivals and departures are not a problem but the report of the court proceedings against the owners of *Medoc* when they chartered another vessel to transport Chinese emigrants was beyond my skills in French. The details of the Chinese emigrants may be available but not on line at present.

The lack of any surviving documents for Bordeaux registered vessels after the Naval warehouse fire in 1919, restricted the available information for the *Medoc*, with no details of the vessel apart from its tonnage being available. There are no records of owners or crew and only the names of the masters and the owners from Newspaper advertisements. The cargo carried to China is unknown, with the return cargo only described.

I found no previous research, except the Coflein entry.

The story of the *Medoc* is incomplete with so few details of the vessel, owners, crew and masters available on line, there is insufficient for any further publication on its own. As part of a narrative concerning the transportation and exploitation of Chinese workers, maybe.

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Appendices:

Appendix A – The Timeline for the *Medoc*

1862

- January 16 1862 Bordeaux sailed Medoc, Dutroyat for Lima
- February 17 1862 Spoken to French ship Medoc, Bordeaux to Lima 27N 18W
- May 9 1862 Callao arrived Medoc, Dutroyat from Bordeaux
- June 10 1862 Chinchas loading Medoc, Dutroyat for Bordeaux
- August 2 1862 Callao sailed Médoc, cap. Avairard, with Attic guano
- November 12 1862 Entered Gironde Médoc, c. Avairard, from the chinchas islands
- November 20 1862 Bordeaux arrived Medoc, Avairard from Chinchas
- December 31 1862 Bordeaux descended Medoc, Solares for Lima

1863

- January 11 1863 Bordeaux sailed Medoc, Solares for Callao
- May 23 1863 Callao sailed Medoc, Solares for Chincha
- May 27 1863 Chinchas loading Medoc, Solares for Bordeaux
- June 21 1863 Callao arrived Medoc, Solares from Chinchas
- June 26 1863 Callao sailed Medoc, Solares for France – attic guano
- October 19 1863 Bordeaux in the river Medoc, Solares from Chinchas Isles

1864

- January 16 1864 Royan, Bordeaux put in Medoc, Duteil for Saigon
- January 17 1864 Bordeaux sailed Medoc, Duteil for Saigon
- June 20 1864 Saigon arrived Medoc, Dutiél from Bordeaux
- July 2 1864 Saigon sailed Medoc, Dutiél for Hong Kong

July 19 1864 Hong Kong arrived Medoc, Dutiel from Saigon

August 31 1864 Hong Kong sailed Medoc, Dutriel for Macao

September 3 1864 Macao arrived Medoc, Dutriel from Hong Kong

September 25 1864 Macao in harbour without destination indicated; Fr. Medoc,
 . cap. Duteil.

October 1 1864 Macao sailed Medoc for Havana – 324 Emigrants

December 14 1864 Table Bay arrived Medoc, Dutril from Macao

December 15 1864 Table Bay sailed Medoc, Dutril for Havana

1865

February 4 1865 Mariel arrived Medoc from Macao– 305 Coolies

February 12 1865 Havana arrived Medoc, Duteil from Mariel and Macao
 . – 305 Coolies

March 11 1865 Havana sailed Medoc, Dutril for Palais, Belle Isle - Sugar

April 19 1865 Palais, Belle Isle arrived Medoc, Dutel from Havana

April 21 1865 St Nazaire arrived Medoc, Duteil from Havana

May 12 1865 St Nazaire leaves basin Medoc, Duteil

July 13 1865 Bordeaux sailed Medoc, Roux for Singapore

August 6 1865 Spoken Medoc French ship standing south Lat 12 N Long 36 W

October 22 1865 Straits of Sunda arrived Medoc, Roux from Bordeaux
 . for Hong Kong

November 8 1865 Singapore arrived Medoc, Roux from Bordeaux

November 12 1865 Singapore sailed Medoc, Roux for Saigon

1866

January 19 1866 Saigon sailed Fr. Medoc, Roux for Hong Kong – Rice and cotton

January 29 1866 Saigon put back Medoc, Roux for Hong Kong leaky

February 14 1866 Saigon finished unloading Medoc, Roux, requires caulking

March 9 1866 Saigon sailed Medoc, Roux for Hong Kong

March 29 1866 Hong Kong arrived Medoc, Rouse from Saigon

April 24 1866 Hong Kong sailed Medoc, Roux for Bangkok

May 11 1866 Bangkok arrived Medoc, Roul from Hong Kong

June 15 1866 Bangkok sailed Medoc, Roux for Hong Kong

August 31 1866 Macao arrived Medoc, Roux from Hong Kong

September 10 1866 At Macao Medoc, Roux for Havana

October 4 1866 Macao sailed Medoc, Roux for Havana

October 30 1866 Straits of Sunda passed Medoc from Macao for Havana

November 29 1866 Spoken Medoc French barque from Macao for Havana,
. 54 days with coolies Lat 32 S Long 30 E

December 12 1866 Spoken Medoc Lat 28 S Long 5 E

December 19 1866 St Helena arrived Medoc, Roux from Macao

December 20 1866 St Helena sailed Medoc, Roux for Havana

1867

January 27 1867 Havana arrived Medoc, Moreau from Macao

February 2 1867 Havana arrived Medoc, Roax from Macao and Mariel

March 12 1867 Havana cleared arrived Medoc, Roux for Belle Isle

April 17 1867 Palais B.I. arrived Medoc, Roux from Havana

April 19 1867 St Nazaire arrived Medoc, Roux from Havana

July 21 1867 Bordeaux, Royan sailed Medoc, Roux for Lima

August 10 1867 Spoken to Medoc Bordeaux to Callao 13 N 26 W

October 29 1867 Callao arrived Medoc, Roux from Bordeaux

November 12 1867 Callao sailed Medoc, Roux for Chinchas Islands

November 26 1867 Chinchas loading Medoc, Roux for Bordeaux

December 12 1867 Chinchas loading Medoc, Roux for Bordeaux

December 22 1867 Callao arrived Medoc, Roux from Chinchas

1868

April 10 1868 Gironde arrived Medoc, Roux from Chinchas

April 12 1868 Bordeaux, Pauillac arrived in roads Medoc, Roux from
· Chincha Isles

April 12 1868 Bordeaux arrived Medoc, Roux from Callao

September 2 1868 Bordeaux sailed Medoc, Roux for Callao

September 5 1868 Royan came down & in Verdon Bay Medoc, Roux for Lima

December 23 1868 Callao arrived Medoc, Roux from Bordeaux

1869

January 27 1869 Callao remains Medoc, Roux for Chinchas

January 30 1869 Callao sailed Medoc, Roux for Chinchas

February 12 Chinchas loading Medoc, Roux for Havana

February 26 Chinchas loading Medoc, Roux for Havana

March 19 1869 Chinchas loading Medoc, Roux for Havana

April 18 1869 Callao arrived Medoc, Roux from Chinchas

April 24 1869 Guadaloupe sailed Medoc, Roux for Havana

August 22 1869 Havana arrived Medoc, Roux from Callao

October 5 1869 Havana sailed Medoc, Roux for Liverpool

November 19 1869 Sarn Badrig aground & abandoned Medoc, Roux for Liverpool

Appendix B – PORTS AND OTHER LOCATIONS

Aberdyfi also known as **Aberdovey** is a village in Gwynedd, Wales, located on the northern side of the estuary of the River Dyfi.

Belle Isle is a French island off the coast of Brittany in the département of Morbihan, and the largest of Brittany's islands. It is 14 kilometres (7+1/2 nautical miles) from the Quiberon peninsula. The two main ports are Le **Palais** and Sauzon

Callao is a city and region on the Pacific Ocean in the Lima metropolitan area. Callao is Peru's chief seaport and is about 15 km (9.3 miles) west of Lima.

The **Chincha Islands** are a group of three small islands 21 kilometres (13 miles) off the southwest coast of Peru, to which they belong, near the town of Pisco. Since pre-Incan times they were of interest for their extensive guano deposits, but the supplies were mostly exhausted by 1874.



Fig. 5 Chincha Islands 1866



Fig. 6 Chinese Guano Miners, Chincha Islands 1865

The **Gironde** estuary is a navigable estuary (though often referred to as a river) in southwest France and is formed from the meeting of the rivers Dordogne and Garonne just downstream of the centre of Bordeaux. Covering around 635 km² (245 sq mi), it is the largest estuary in western Europe. The Gironde estuary is

approximately 75 km (47 mi) long and 3–12 km (2–7 miles) wide. It is subject to very strong tidal currents and great care is needed when navigating the estuary by any size or type of boat.

Guayaquil officially Santiago de Guayaquil, is the second largest city in Ecuador and also the nation's main port. The city is located on the west bank of the Guayas River, which flows into the Pacific Ocean at the Gulf of Guayaquil.

Havana is the capital and largest city of Cuba. The heart of the La Habana Province, Havana is the country's main port. The fact that slavery was legal in Cuba until 1886 led after the Confederate States of America were defeated in the American Civil War in 1865, to many former slaveholders continued to run plantations by moving to Havana.

Lormont is a commune in the Gironde department, Nouvelle-Aquitaine, southwestern France. Since 1868, a suburb of the city of Bordeaux and is adjacent to it on the northeast. Lormont is located on the right bank of the river Garonne, 6 km north and downstream of Bordeaux.

Macau or **Macao** is a city and special administrative region of China in the western Pearl River Delta by the South China Sea. Formerly a Portuguese colony, the territory of Portuguese Macau was first leased to Portugal as a trading post by the Ming dynasty in 1557. Portugal paid an annual rent and administered the territory under Chinese sovereignty up until 1887. Portugal later gained perpetual colonial rights in the Sino-Portuguese Treaty of Peking. The colony remained under Portuguese rule until 1999, when it was transferred to China.

Mariel is a municipality and town in the Artemisa Province of Cuba. It is located approximately 40 kilometres west of the city of Havana. The port of Mariel is the nearest port to the United States.

Paulliac, a commune located between Saint-Estèphe and Saint-Julien on Bordeaux's Médoc peninsula

Royan is a town on France's Atlantic coast, at the mouth of the Gironde estuary.

Saint-Nazaire is a commune in the Loire-Atlantique department in western France. The town has a major harbour on the right bank of the Loire estuary, near the Atlantic Ocean.

Straits of Sunda - The Sunda Strait is the strait between the Indonesian islands of Java and Sumatra. It connects the Java Sea with the Indian Ocean.

Table Bay is a natural bay on the Atlantic Ocean overlooked by Cape Town and is at the northern end of the Cape Peninsula, which stretches south to the Cape

of Good Hope. It was named because it is dominated by the flat-topped Table Mountain.

Appendix C Emigrant's Contract of Engagement for Cuba with the Asiatic Company of Havana, 1860

I a native of ,in China, aged , acknowledge that I have agreed with Messrs. Vargas and Co.; to that which is set forth in the following Articles:-

1. I am engaged from the present moment to embark for Havana, in the Island of Cuba, on board such vessel as shall be appointed by the said firm.
2. I am likewise engaged, and subject for a period of eight years, to work in the said island under the orders of Messrs. Forrices, Ferran, and Dupiernis, or of any other persons to whom they may transfer this contract, for which transfer they are authorized by myself, in all descriptions of work that are customary there, in the country, the towns, or wherever they may place me, whether it be in private houses, establishments of any description of manufacture or art, or in sugar mills, tobacco plantations, coffee estates, cattle farms, stud-pastures, farms, and whatever appertains to urban or rural occupations, of whatever kind they may be.
3. The eight years' engagement which I have contracted in the terms expressed in the preceding Article shall commence to count from the day on which I shall be allotted to a master, after my arrival at the port of Havana, provided I arrive in good health, and from the eighth day after I leave the hospital or infirmary, if I arrive in ill-health, or incapable of performing labour at the time of my landing.
4. The hours during which I am to labour will depend upon the description of work in which I shall be employed, and upon the application required by the said work, to be left at the discretion of the master to whom I shall be assigned, provided always that my consecutive hours of repose are allowed me every twenty-four hours, beside the time required for dinner and breakfast, conformably with the hours observed in these matters by the other hired labourers in the island.
5. In addition to the hours of repose on working days, I cannot be compelled on Sundays to execute more labour than that which, of necessity, must be performed on such days, according to the kind of task in which I may be employed.
6. I likewise subject myself to the order and discipline observed in the establishment, workshop, estate, or private house where I shall be placed, and submit myself to the system of punishment which in those places is adopted for lack of application and industry, for disobedience of the master's or of his representative's orders, and for all faults not grave enough to require the intervention of the law.

7. For no reason, and under no pretext, can I, during the eight years for which I am bound in this contract, refuse my services to the master who will take me, nor escape, nor attempt to do so, for any cause whatever, nor in virtue agree and of any indemnifications.

8. With regard to the contingency of sickness, I stipulate that if my illness exceed one week in duration, my wages shall be suspended, and shall not again begin to be due until my recovery, or, in other words, until my health allows me to employ myself again in the service of my master.

Messrs. Vargas and Co., in the name of the Company referred to (whom they represent), agree for their part with me :-

1. That from the day when the eight years of my engagement commence to count, my wages, at 4 dollars per month, shall also begin.
2. That I shall be provided with daily rations of 8 oz. of salt meat, 2h lbs. of yams, and other wholesome and nutritious food,
3. That, during illness, I shall be provided in the infirmary with such assistance as my complaints require, with the comforts, medicines, and treatment called for by my complaint, and requisite for my preservation, for however long a time it may be.
4. That I shall be supplied with two changes of clothing, a woollen shirt, and a blanket every year.
5. The said firm are answerable for my passage to Havana, and my maintenance on board ship.
6. The said firm will advance me the sum of 8 dollars in gold or silver for my outfit for the voyage I am about to undertake.
7. They will likewise supply me with three changes of clothing, a coverlid, and other necessaries, which amounting to 4 dollars, make, with the sum specified in the preceding clause, a total of 12 dollars, which I will repay in Havana to the order of the said firm, by means of a monthly deduction of one dollar from my pay, by the party to whom this contract will be transferred. It is understood that on no other account can any deduction be made from my wages . I acknowledge that I have received in cash and clothing, as stated in the last clause, the sum of 12 dollars therein mentioned, which I will repay at Havana as agreed in the said clauses

I acknowledge likewise that I agree to the stipulated salary, although I am aware that the wages earned by other free labourers and the slaves in the Island of Cuba are much higher, as I consider the difference compensated by the other

advantages which are to be allowed me by my employer, and which appear in this agreement.

And in testimony that we will mutually accomplish the conditions which are stated in this document, we, the two contracting parties, sign two copies of the same tenour and effect

Dated at _____, 18 .