

*The United States in Global History*  
/  
*Nineteenth-Century American Merchants*  
*in the Indian Ocean:*  
*Voyage of the Peacock and the*  
*Treaty of Friendship with the Sultan of Muscat*



Figure 1: Zanzibar Harbor, Town from the Sea, 1857

Courtesy of the Sultan Qaboos Cultural Center

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# *Introduction for the Teacher*

The history of the United States is inseparable from the global history of the pre-modern and modern eras. Those very historical processes that made possible the settlement of the Americas, colonialism and industrialization, such as scientific discovery and exchange, advancements in technology and navigation, and especially, the expansion of trade to encircle the globe, are global processes that cannot be effectively studied in isolation.

The Indian Ocean Basin is another relative newcomer to the history curriculum. It is finally being recognized as a major zone of interaction of continuous importance throughout human history. This set of lessons is part of a major resource on the Internet that highlights the geography and the economic, political, and cultural history of a tremendously diverse and largely peaceful region of the world. The enormous arc of the Indian Ocean Basin, stretching from the southern tip of Africa across the southern rim of Asia to the Indonesian archipelago and Australia, is also the gateway to the Pacific Ocean and the Far Eastern lands of China, Japan, and Korea. This lesson on American trade during a brief period in the early nineteenth century is very much connected to both the region's ancient and its modern history.

## **Unit Overview**

This set of lessons is designed to help with the task of globalizing the teaching of United States history. Realizing that history teachers are faced with the huge and growing task of incorporating both new research and up-to-date teaching methods, this unit provides a bridge toward meeting the latest goal of expanding the scope of US history education. Using the lesson format developed by the National Center for History in the Schools, students are given access to a collection of primary source documents that relate to a specific event in history—one that illuminates a larger concept of importance. The lesson provides a minimum of contextual information, consisting of the primary source excerpts, their documentation, and a set of activities and questions that were carefully considered and researched to bring out the larger points in the lesson. In addition, of course, these activities are designed to enhance historical thinking skills in dealing with primary source documents, and to sensitize students to the historical issues raised in the research.

Beginning with the “Dramatic Moment,” students are drawn into a time when sea travel was perilous, and a ship far from home was both in danger from and dependent upon those with whom it shared the seas and ports. The three lessons provide primary source materials that introduce students to US political and economic diplomacy, to the ships and sailing personnel that made such journeys possible, and to the shape of American and foreign commerce during the early 19<sup>th</sup> century.

## **Historical Background**

After signing a treaty of Amity and Commerce with France in 1778, the United States focused its foreign policy on commercial and trading activities. The first treaties signed by the early US republic were with rulers in the Indian Ocean, Mediterranean Sea and the Far East, such as Barbary, Turkey, Muscat, Siam, Japan and Korea. These early treaties paved the way for additional diplomatic and commercial initiatives and helped create a need for greater American Naval activity in the Indian Ocean area. The US Navy was integral to overseas exploration and establishment of diplomatic and

commercial contracts throughout the world. Along with increasing their number of ships during peacetime and maintaining a budget of just over \$6 million per year, the Navy protected overseas trade. President Jackson was initially against expanding the Navy's global exploration expeditions, but the idea eventually grew on him. Jackson's aggressive foreign policy allowed his administration to rely on the Navy to advocate US interests abroad. In his December 5, 1836 address to Congress, Jackson stated, "The increase of our commerce and our position in regard to the other powers of the world will always make it our policy and interest to cherish the great naval resources of our country."

In 1830, the US signed a commercial treaty with Turkey, gaining the benefits of the Middle East capitulatory system<sup>1</sup>, and wanted to establish a similar one in the Persian Gulf. The 1833 Treaty of Amity and Commerce negotiated by Edmund Roberts at Muscat (the present-day capital of the Sultanate of Oman) was the first diplomatic and commercial relationship established between the United States and an Arab Gulf state. This treaty opened up new doors for the young American republic, allowing it to attain "most favored nation" status with the Sultan of Muscat and Zanzibar, and vice versa. Before the discovery of oil in the Arabian Peninsula and the Persian Gulf, Arabia had little to sell to Americans, but the Sultan was eager and willing to sign trade treaties with them.

Muscat was already a major trading center long before the arrival of the Portuguese in the 16th century. By the time Edmund Roberts introduced US presence in the Gulf region, Sultan Sayyed Sa'id bin Sultan ruled an empire spanning from Muscat in the Persian Gulf to Zanzibar in East Africa. After the 1833 treaty, Americans found ready markets in the Sultan's empire for their cotton, furniture, and occasional rum products. The Sultan in return provided ivory, dates, pearls, and spices from the Far East; this is only a very small sampling of the products regularly found in the centuries-old Indian Ocean trade.

As commercial interests in the Middle East and Persian Gulf grew, Americans were exposed to the cultural and racial differences between themselves and other peoples. Many saw the Islamic world as barbaric, but American merchants in the region found Arabs to be "shrewd businessmen whose societies were generally well-ordered and civil."<sup>2</sup> American citizens living and working in port cities such as Salem, Boston and New York witnessed first-hand the diversity of ships and goods that entered their cities almost on a daily basis. At first, US trade with East Africa was limited to merchant companies in Salem, Massachusetts. In April 1840, the Omani ship *Sultanah* docked at New York Harbor. US trade with Muscat expanded from Massachusetts companies to those in New York.

### **Placement of the Unit**

This unit can be used in US history classes to explore the expansion of US overseas trade, a topic that is often obscured by the focus on westward expansion in the North American continent during the 1830s. It can also be used to teach about American foreign policy in civics and government classes in middle and high school. Although world history courses seldom focus on the US role in the world during the nineteenth century, these resources on American activity on the world stage provide a

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<sup>1</sup> The French received the first commercial capitulations in the Middle East in 1569. Under the system of capitulations, foreign merchants were not subject to the commercial laws and taxes of the Ottoman Empire, but to the laws of their respective home governments.

<sup>2</sup> Michael A. Palmer, *Guardians of the Gulf: A History of America's Expanding Role in the Persian Gulf, 1833-1992*. (New York: The Free Press, 1992), p. 3.

different lens through which to view the major imperial powers. Teachers can delve into the interesting sources from which these materials were excerpted. Finally, this sample lesson is an introduction to the larger Internet resource on the Indian Ocean Basin that will provide an overview of this fascinating region throughout human history.

## *Lesson Procedures and Activities for the Primary Sources*

### **Instructions for the Teacher**

Copy the primary source excerpts needed for each lesson, or provide online access to these resources by posting it on a class web site or blog. No part of this unit should be reproduced without citing the sources from which these materials were derived, some of which are quotations from copyrighted materials, and others of which are in the public domain. A chart at the end of this unit lists the image citations, followed by a complete bibliography. Transferring the text-based excerpts to other media should be accompanied by their footnotes. Taking care to maintain the integrity of these sources provides a good model for students to follow in terms of Internet and research etiquette, copyright laws and conventions.

### **A Dramatic Moment: The *Peacock* Runs Aground**

**Objectives:** Students will:

- Trace the route of Edmund Roberts on his trade treaty mission.
- Explain how the actions of the Sultan of Muscat contributed to good relations between the US and Omani governments.

*[See also for use of this primary source excerpt the objectives for Lesson 2: Ships and the Sailing Life, and Lesson 3: American Trade in the Indian Ocean.]*

This passage can be used in multiple lessons in the unit. For the purposes of the Unit Opener, students should read the passage to find out what happened to the *Peacock* and analyze its significance. Later, the same passage can provide material for the lesson on the ship and the sailing life.

### **Map Activity**

Using the world outline map [*see attached outline map at the end of these instructions*], a globe or atlas, and trace in red colored pencil or marker the route of the *Peacock's* voyage on Edmund Roberts' diplomatic trade mission. The chart that begins in Boston, travels to Rio de Janeiro, Montevideo, Cape Horn, across the Pacific Ocean to Manila, Philippines; to Canton, China; to Macao, to Cochin China (Vietnam); to Siam (Thailand); to Singapore; to Java; to Batavia (Jakarta, Indonesia) to the Red Sea at Mocha, to Muscat, to Mozambique; to the Cape of Good Hope (South Africa); to Rio de Janeiro; to Boston.

## Discussion Questions

*[NOTE TO THE TEACHER: The incident described in the Dramatic Moment took place in 1835, on Roberts' second voyage, which was undertaken for the purpose of ratifying the treaties in person. The treaty, in other words, had already been agreed to, but not signed. In another note, the cannons that were pushed off the decks of the Peacock were later recovered by the Sultan's divers (without oxygen tanks!), and sent to the ship at Bombay, India, where it was undergoing repairs after the accident. See letter from the Sultan, 1835, concerning the transfer of the recovered guns.]*

1. What exactly happened to the *Peacock*? Locate the approximate place on a world map where it happened.
2. You are a crewmember on board the *Peacock* with your shipmates after E. Roberts left the ship. Write or talk about a brief scenario with dialogue of what might happen to you and the ship if help does not come, and what you can try to do about it, based on what Roberts describes. Act out the scene, with different students taking on the roles of the most frightened landlubbers and the most calm and collected crewmembers.
3. Make a diagram on paper of the measures taken to save the *Peacock*, including all of the players and facilities put into action by the crew and the Sultan of Muscat.

## Lesson 1: American Diplomacy in the Early 19<sup>th</sup> Century

**Objectives:** Students will:

- List reasons for US government initiatives to explore the oceanic trading zones and conclude treaties with some of the native rulers of the regions.
- Identify obstacles to the success of American diplomacy during this period.
- Explain the benefits of "Most Favored Nation" status.
- Describe the characteristics of a successful diplomat and a successful mission.
- Explain the relationship between military, economic and political power or authority in establishing trade.
- List the major terms of the treaty with the Sultan of Muscat and explain their significance to both sides.

## Discussion Questions

1. What reasons does Roberts give for the US government going to the expense of equipping his voyage around the world in order to make treaties with trading powers in the Indian Ocean?
2. How did Roberts move from his idea to the reality of becoming Special Agent of the US in negotiating the trade treaties?
3. What event occurred at Qualah Battu that is related to the treaty? Why did the US send a warship on a trade mission?
4. Roberts sent an elaborate description of the Sultan of Muscat and his country. Summarize the description and relate it to US commercial and political motives at the time. How would you rate the power of the Sultan of Muscat in relation to other leaders of the time, and why?
5. What does the United States Government gain from the terms of this treaty?

6. What do US merchants as private businesses gain from the terms of this treaty?
7. In what way did the Sultan of Muscat fulfill the terms of this treaty even before it was signed and sealed as ratified?
8. What benefit did the US gain with respect to the European colonial powers (such as England, Holland, Portugal, and France) in the Indian Ocean basin through this treaty?

## **Lesson 2: The Ship Peacock and the Sailing Life**

**Objectives:** Students will:

- Describe some aspects of ship construction in the early nineteenth century, including the shipyards where they were built.
- Explain the hazards and pleasures of the life on board ship during the age of sail.

### **Discussion Questions**

1. Try to decode the objects and elements of scenery shown in the Navy Yard image, such as the wooden constructions, the buildings, the ships and boats shown, and the objects in the water. What do the people seem to be doing? Why would such an image be published in a magazine called *The Ladies' Companion*?
2. The other two images, (Figures 8 and 9) "Arrival of Cordage" and "Gunboat on the Stocks," are also from the Brooklyn Navy Yard, but over 20 years later. Can you recognize anything common to the Navy Yard landscape in the detailed pictures?
3. What is "cordage," and what is it used for in shipbuilding? What conclusions can you draw from the central group of figures, including men, oxen and wagon? List your ideas. Identify the long lines in the image toward the upper right hand corner. What are the objects in the lower left corner? What are the triangular shapes toward the upper left next to the building?
4. What is the central subject of Figure 8? Based on what you see, describe how you think a ship was built at that time and place. What tools and mechanical aids were used? Describe the building in which this stage of the ship was built. Could the ship be completed indoors? Why or why not? What skilled and unskilled labor was needed at the shipyards?
5. Read Robert's descriptions of three stages of the voyage. View the images again. Write a letter from the point of view of a sailor or passenger on a ship, describing what you do, how you feel, and why you love or hate being at sea. You may also write a letter to a parent describing why you would like to get a job on a ship, including convincing them not to be too afraid.

## **Lesson 3: American Merchants and Trade in the Indian Ocean**

**Objectives:** Students will:

- Describe the process of import and export trading during this period, and explain the growth of American overseas trade.

- List some items and commodities that were traded, and explain their uses and importance in the receiving and sending countries.
- Identify the various jobs involved in trade, wherever it takes place, and analyze its effect on the local, regional and national economies.
- Assess the risks and opportunities in long-distance trade, and identify those types of specialists who gained the most wealth.

### Discussion Questions

1. Compare the harbor town of Salem during the 18<sup>th</sup> and early 19<sup>th</sup> centuries, based on the two images. What evidence reveals that trade has grown?
2. Compare the two with the Zanzibar harbor image. Discuss the buildings shown in each and the evidence of differences in climate. Why might an American flag be flying over one of the large buildings?
3. Compare and contrast the loading and unloading of ships in the New York and Salem harbor images from 1770 and 1877. List as many similarities and differences as you can (you might construct a chart).
4. What do you suppose was the significance of the name Crowninshield for the town of Salem, Massachusetts? Who were the persons named in the letters, based on the context and other evidence in these primary sources?
5. What are the “customs” and what role do they play in trade? Who benefits from this practice and on which end or ends of trade are they applied? Based on the treaty text and the accounts of the merchants and diplomats in this unit, what issues are involved in customs collection and payment? What clues does the Custom House in Salem (Figure 17) provide in terms of their importance and what clues do the other documents provide?
6. List the items traded and find out what they were used for (some are listed in the text, some in the notes, and others you may need to look up). Place these goods into categories that make sense to you. Compare other students’ categories and the goods in them. For example, what use was mentioned for elephant ivory, and what material is used for the same purpose today?
7. How much of a problem is competition, and with whom or what are the merchants competing? How do the merchants play this variable in their work? What role can governments play, and why do they intervene in trade issues?

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### Relevant learning standards from the *National Standards for History*:

STANDARD 1: United States territorial expansion between 1801 and 1861, and how it affected relations with external powers and Native Americans.

Standard 2A :The student understands how the factory system and the transportation and market revolutions shaped regional patterns of economic development.

Standard 2B: The student understands the first era of American urbanization.

- Identify and explain the factors that caused rapid urbanization and compare the new industrialized centers with the old commercial cities. [Explain historical continuity and change]
- Analyze how rapid urbanization, immigration, and industrialization affected the social fabric of early 19th-century cities. [Analyze cause-and-effect relationships]

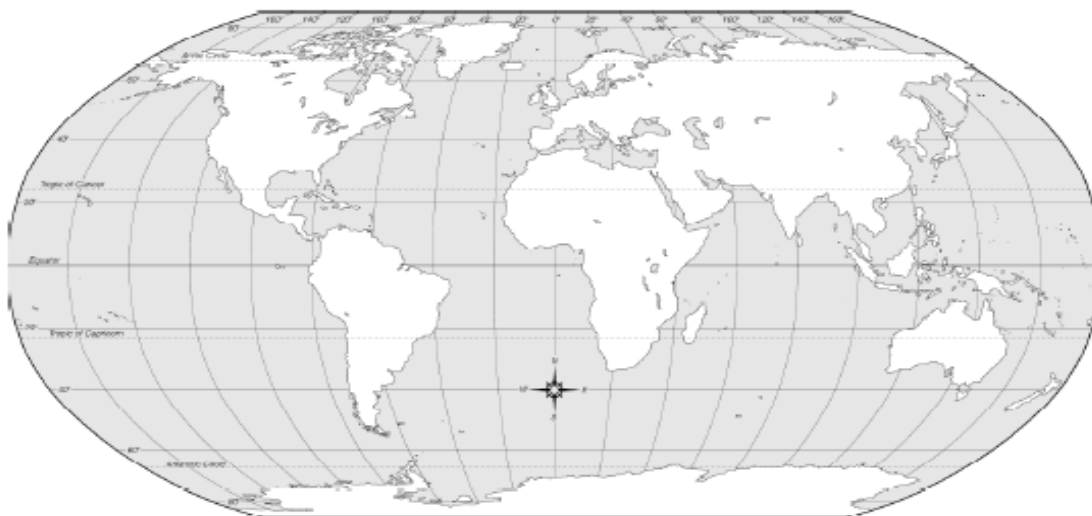
Standard 4B: The student understands the roots and development of American expansionism and the causes and outcomes of the Spanish-American War.

- Describe how geopolitics, economic interests, racial ideology, missionary zeal, nationalism, and domestic tensions combined to create an expansionist foreign policy.



# *Charting the Peacock's 1832-1834 Voyage Around the World*

World: Continents



The table below shows the names of the various places visited on the *Peacock's* voyage, from March 8, 1832 to the April 24, 1834. It shows the distances between each place, and the number of days at sea, and finally, the total days and miles logged on the ship.<sup>3</sup> Using an atlas, locate these ports of call and connect the dots on the world map<sup>4</sup> with a colored pencil to show the route covered by the *Peacock* from start to end.

<b>From</b>	<b>To</b>	<b>Distance in miles</b>	<b>Days at sea</b>
Boston	Port Praya	3,672	31
Port Praya	Rio de Janeiro	2,641	22
Rio de Janeiro	Montevideo	1,159	13
Montevideo	Buenos Aires	110	2
Buenos Ayres	Montevideo	133	3
Montevideo	Bencoolen	9,215	63
Bencoolen	Krakatoa and Angier	593	9
Angier	Manila	1,631	19
Manila	Macao, Linting   Canton	589	7
Linting	Phuyen bay and Cochin China	718	7
Phuyen bay	Siam	950	10
Siam	Singapore	1,028	25
Singapore	Batavia	920	26
Batavia	Angier	--	2
Angier	Red Sea	4,694	33
Red Sea	Persian Gulf	1,416	17
Muscat	Quintangony and Mozambique	2,782	30
Mozambique	Cape of Good Hope	2,306	24
Cape of Good Hope	Rio de Janeiro	3,673	27
<b>TOTALS</b>	<b>Peacock, miles</b>	<b>38,230</b>	<b>370 days</b>

<sup>3</sup> Edmund Roberts, *Embassy to the Eastern Courts of Cochin-China, Siam and Muscat: in the U.S. Sloop of War Peacock, during the Years 1832-1834* (New York: Harper and Brothers, 1837), p. 400.

<sup>4</sup> World map of the continents, © Houghton Mifflin Company at [www.eduplace.com](http://www.eduplace.com), by permission.

## *A Dramatic Moment: the Peacock Runs Aground*

### **Letter from Edmund Roberts to John Forsyth, Bombay, October 23, 1835:**

“I had the honor to address you on the ultimo (via St. Helena) from the Island of Zanzibar...We sailed from [Zanzibar] on the 8th [September] and on the 21<sup>st</sup> of the same month, between 2 and 3 in the morning, a disaster befell the *Peacock*, which proved nearly fatal, by being stranded near the I of Mazeira on the coast of Arabia...after two ineffectual attempts to heave the ship off into deep water, and being fearful she would go to pieces the first gale where no succor could be obtained short of Muscat; a distance of 400 miles—the ships boats being insufficient to save one third of the crew—being beset by numerous piratical vessels who attempted to cut off the launch and first cutter, and using every stratagem to plunder us, their number hourly accumulating for the purpose without doubt to destroy us, and make prize of the ship as soon as they were in sufficient force.

“I volunteered my services to proceed to Muscat, and left the ship at daylight two days after the misfortune in a boat 20 ft. in length, with a midshipman and six men. On the passage we were chased by a pirate a distance of 25 miles, but darkness favored our escape, and on the same night the boat was nearly lost by a sea boarding us. After a perilous passage of an 101 hours, we arrived at our place of destination. Immediate information was given to the Sultan of the situation of the *Peacock*. As soon as the sad tale was related, His Highness ordered the *Sultana* Sloop of War to be equipped for sea. An order also was sent to the Governor of Zoar to proceed to the ship with four armed dhows and 300 men for the protection of the crew and property. Two couriers were sent also across the country to the Governor of Mazeira and the principal Chiefs of the Bedouins along the coast, holding them responsible with their heads for the safety of every individual of the crew and the property of the ship. A troop of 350 Bedouins encamped without the walls of the city were ordered to the coast to protect the crew if it became necessary to land, were on their way with their camels within two hours.

“The *Sultana* sailed on the day following, and two days thereafter, the happy intelligence was given of the *Peacock* being in sight accompanied by the *Sultana*. It seems the *Peacock* got into deep water the day after I left, by lightening her of half the armament, shot, cables, provisions etc, all of which were lost, and the ship having suffered severely was in a very leaky condition. Every means which could be devised by the Sultan was put into operation to aid and assist the *Peacock* and every sort of refreshment in great abundance was sent by the *Sultana*; and the *Peacock* was also daily supplied with a great variety of articles while in port. I must not omit to mention that a Sloop of War would have carried the crew of the *Peacock* to the US if lost, and another was placed at my disposal to proceed on the unaccomplished part of the mission. My reception was everything that humanity, benevolence and brotherly feeling could dictate. As it regards the Treaty, an exchange of ratifications was effected ... the Sultan said the Treaty must go into effect on the 30<sup>th</sup> day of June 1834, being the day it passed the Senate.”

**Letter from Syed Syeed bin Sultan to Commodore E.P. Kennedy, Muscat, November 6<sup>th</sup>, 1835: <sup>5</sup>**

“Sir,

My much esteemed friends, - I hope the Almighty God will preserve you, and keep you in good health and prosperity.

I send you this letter to inquire after your health, prosperity, and so forth.

The vessel which we sent to the spot where the United States' ship *Peacock* grounded, has returned this day, and brought eleven guns and ten broken spears. The anchors and chain cables, as soon as we can get them, we shall send to you.

We have shipped on board of the grab called the Lord Castleragh, eleven guns to be delivered to you; the freight has been paid here by me; please to receive them. We deem it unnecessary to send the spars, as they are of no use.

Written by me, His Gracious Highness's most loyal subject,

Seid bin Calfaun

By order of His Highness,

Syed Syeed bin Sultan.”

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<sup>5</sup> Edmund Roberts letter to John Forsyth, October 23, 1835, in Norman R. Bennet and George E. Brooks, Jr. *New England Merchants in Africa: A History through Documents, 1802 to 1865* (Boston: Boston University Press, 1965), pp. 161-162.

## *Lesson 1: American Diplomacy in the Early 19th Century*

### **LETTER OF SECRETARY OF STATE EDWARD LIVINGSTON TO EDMUND ROBERTS, FROM THE DEPARTMENT OF STATE, WASHINGTON, JANUARY 27, 1832: <sup>6</sup>**

“Sir:

The President having named you his agent for the purpose of examining in the Indian Ocean, the means of extending the commerce of the United States by commercial arrangement with the powers whose dominions border on these seas, you will embark on board the United States sloop of war, the *Peacock*, in which vessel (for the purpose of concealing your uniform from powers whose interest it might be to thwart the objects the President has in view) you will be rated as Captain’s Clerk. Your real character is known to Captain Geisinger, and needs not to be to any other person on board, unless you find it necessary for the purpose of your mission to communicate it to others.

“As you will enter the Indian Ocean from the eastward, the first place at which your duties will begin will be in Cochin-China. Here you will proceed to the capital of the country Hue, sometimes called Huefoo, or such other of the royal cities as the king may reside at. You will in your passage to this place inform yourself minutely of the trade carried on between the kingdom and the countries – the nature of the products of the country, whether natural, agricultural, or manufactured – the maritime and military strength, and of the articles of merchandise of personal consumption or demanded for their own commerce with other nations of the favors granted to or exactions made upon the commerce of the various nations who trade with them.

“On your arrival you will present yourself to the King with you power and the letter addressed to him. You will state that the President having heard of his fame for justice and desire to improve the advantages of commerce for the good of his people has sent you to inquire whether he is willing to admit our ships into his harbors with such articles of merchandise as will be useful to him and his people, and to receive in return the products of their industry or of their soil. That we manufacture and can bring arms, ammunition, cloths of cotton and wool, glass, &c(enumerating all the articles that you find they usually import), that we can furnish them cheaper than any other nation because it is against the principles of our nation to build forts or make expensive establishments in foreign countries, that we never make conquests, or ask any nations to let us establish ourselves in their countries as the English, the French, and the Dutch have done in the East Indies.

All we ask is free liberty to come and go for the purpose of buying and selling, paying obedience to the laws of the country while we are there but that while we ask no exclusive favor, we will not carry our commerce where we are treated in any degree worse than other nations. We will pay all the duties that are required by the King’s authority, but we will not submit to pay more than any other nation does, nor will we bear the exactions of any of his subordinate officers, that the President is very powerful, has many ships of war at his command, but that they are only used to protect our commerce against imposition, that the King wishes to secure the

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<sup>6</sup> Q. David Bowers, *The Rare Silver Dollars Dated 1804 and the Exciting Adventures of Edmund Roberts*. (Wolfeboro, NH: Bowers and Merena Galleries, 1999), p. 143.

advantage of our trade, he may enter into a treaty by which the above stipulations must be secured to our merchants, that as soon as this is known, our ships will resort to his ports, enriching him by the duties that he will receive, and his subjects by their commerce.

“Any important point is to obtain an explicit permission to trade, generally, with the inhabitants, for it is understood that at most, or all of the ports, the Mandarins or other offices, now monopolize the commerce, permitting none of the inhabitants to trade with foreigners.”

“You will be furnished with power to conclude a treaty if one can be obtained on the terms above specified and such others as shall hereafter be mentioned, and to promise, which you may do verbally or in writing, that the usual presents shall be made on the exchange of the ratification of which you may settle a list of such things as may be most agreeable, not exceeding ten thousand dollars in value for each power.

“Your compensation will be six dollars per diem, and all necessary personal expenses, which last can only be in unforeseen cases, as your sustenance on board the ship is provided for. An advance will be made o you of one thousand dollars on account of your pay, and tow hundred dollars for such presents as may be necessary to gain an audience.”

“The above instructions will govern you in your missions to Siam and the powers of Arabia on the Red Sea where you will also be conveyed.

“You are authorized to draw on the Department for the amount of your allowance as it becomes due, after deducting the advance now made to you and for your necessary expenses to be certified by the commander of the vessel in which you sail.

I am, Sir, very respectfully,  
Your obedient servant,  
Edward Livingston

P.S. – Your compensation will commence on the 9<sup>th</sup> January 1832, the day of your leaving your residence to proceed on your mission.”

**FROM THE INTRODUCTION TO THE TREATY BETWEEN THE UNITED STATES OF AMERICA AND THE SULTAN OF MASKAT: THE ARABIC TEXT, PUBLISHED 1854: <sup>7</sup>**

“The long established and increasing trade of the United States in the Indian Ocean, and particularly with Maskat, Zanzibar and the Persian Gulf has lately attracted public attention both in India and England, from the fact that American cottons are silently making their way not only into all parts of Central Africa but also into India itself. The following treaty between the United States and the Sultan of Maskat was negotiated by Mr. Edward Roberts of Portsmouth, N. H., in the year 1833. Its origin is explained by Mr. Roberts himself in a work entitled ‘embassy to the Eastern Courts,’ etc. New York: 1837, as follows:

‘Some years previous, being acquainted with the commerce of Asia and Eastern Africa, the information produced on my mind a conviction that considerable benefit would result from effecting treaties with some of the native powers bordering on the Indian Ocean. Accordingly, to effect an object so important, I addressed a letter to the Hon.

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<sup>7</sup> Cotheal, Alexander I., “Treaty between the United States of America and the Sultan of Maskat:: the Arabic Text,” *Journal of the American Oriental Society*, Vol. 4 (1854), pp. 343-344.

Levi Woodbury, then a Senator in Congress, detailing the neglected state of our commerce with certain eastern princes, and showing that the difference between the duties paid on English and American commerce, in their dominions, constituted of itself a very important item of profit in favor of the former.

'The ship *Friendship*, of Salem, Mass., having been plundered, and a great portion of her crew murdered, by the natives of Qualah Battu, and an important branch of our commerce to the pepper-ports on the western coast of Sumatra being endangered, it was deemed necessary that the piratical outrage should be promptly noticed by a national demand for the surrender and punishment of the aggressors. "About this period, the U. S. ship-of-war *Potomac* was about proceeding to the west coast of America, but her destination was immediately changed for Sumatra, accompanied by instructions to carry into effect the measures of Government against the inhabitants of Qualah Battu.

'As our Government was anxious to guard against casualties, it was resolved to despatch also the sloop-of-war *Peacock* and schooner *Boxer*, and also to convey to the coasts of Cochin-China, Siam and Maskat, a mission charged to effect, if practicable, treaties with those respective powers, which would place American commerce on a surer basis, and on an equality with that of the most favored nations trading to those kingdoms,'

A special or confidential agent being necessary to carry into effect the new measures of Government, Mr. Roberts was selected for that duty, and was appointed on the 26th of January, 1832. In the month of February following, he sailed in the sloop-of-war *Peacock*, David Gelsinger commander, and arrived at Maskat in September, 1833, by way of Cape Horn and the China Sea. On the 21st of that month, the treaty was there duly concluded and signed. It reached the United States in April, 1834, when Mr. Roberts arrived, bringing it with him, together with another that he had negotiated with Siam. Both of these treaties were ratified at Washington on the 30th of June of that year.

'At the period of Mr. Roberts's visit to the Courts of Siam and Maskat,' says Mr. Ruschenberger in a work entitled 'A Voyage round the World,' etc. Philadelphia 1838, 'American commerce was placed on a most precarious footing, subject to every species of imposition which avarice might think proper to inflict, at the price of an uncertain protection.

'Nor was it to pecuniary extortions alone that the uncontrolled hand of power extended. The person of the American citizen, in common with that of other foreigners, was subject to the penalties of a law which gave the creditor an absolute power over the life, equally with the property, of the debtor, at the Court of Siam, With that Court, as well as with that of Maskat, Mr. Roberts was enabled to effect the most friendly relation, and to place our commerce *on* a basis in which the excessive export and import duties, previously demanded, were reduced fifteen per cent.'

...

The *Peacock*, being refitted, was sent out again in April 1835, with Mr. Roberts, who was appointed to exchange the ratifications of the treaties he had negotiated, and to form others with various oriental powers...The ratifications of the treaty were exchanged at Maskat on the 30<sup>th</sup> of September, 1835. Mr. Roberts soon after left in the *Peacock*, to pursue other objects of his mission. In April, 1836, he exchanged ratifications with Siam [Thailand], and arrived at Macao, where he died [of a fever] on the 12<sup>th</sup> of June of that year.

**LETTER FROM EDMUND ROBERTS TO LOUIS MCLANE, WASHINGTON,  
MAY 14, 1834: <sup>8</sup>**

I now have the pleasure to hand you the Commercial Treaties concluded with the king of Siam and the Sultan of Muscat, in pursuance of the Instructions which I had the honor to receive from your Department on the 27<sup>th</sup> of January 1832. Herewith you will receive a brief description of the possessions belonging to those countries, or tributary to them; their maritime and military forces; their articles of export and import, etc...

Muscat, etc.

The Sultan of Muscat is a very powerful prince. He possesses a more efficient naval force than all the native princes combined from the Cape of Good Hope to Japan. His resources are more than adequate to his wants. They are all derived from commerce, running himself a great number of merchant vessels, from duties on foreign merchandize and from tribute money and presents received from various princes, all of which produce a large sum.

His possessions in Africa, stretch from Cape Delgado to Cape Guardafui, and from Cape Aden, in Arabia, to Ras el Haud, and from Ras el Haud they extend along the northern coast of Arabia (or the coast of Aman) to the entrance of the Persian Gulf, and he claims also all the sea coast and islands within the Persian Gulf, including the Dahrein Islands and the Pearl Fishing contiguous to them; with the northern coast of the Gulf as low down as Seindy. It is true that only a small part of this immense territory is garrisoned by troops, but all are tributary to him.

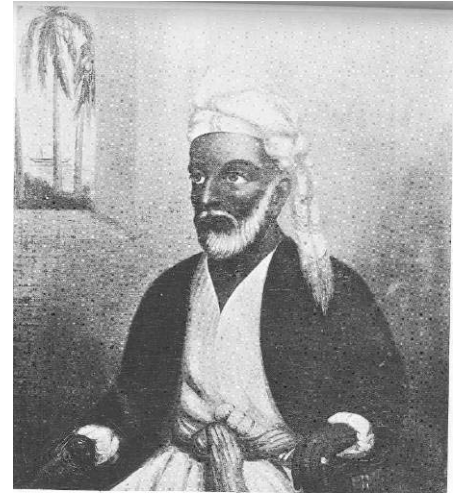
In Africa he owns the ports of Monghow, or Mongallow, Lyndy, Quiloa (Kilwa), Melinda, Lamo, Patta, Brava, Magadosha (Mogadishu), and the valuable islands of Monfeea, or Mafeea, Zanzibar, Pemba, Socotra, alias Socotera, etc., etc.

From Africa are exported Gum Copal, Aloes, Gum Arabic, Columbo Root and a great variety of other drugs, Ivory, Tortoise Shell, Rhinoceros Horns, Hides, Beeswax, Cocoa Nut Oil, Rice, Millett, Ghee, etc. etc.

The exports from Muscat are wheat, dates, Horses, Raisins, Salt, Dried fish, and a great variety of drugs, etc. etc.. Muscat being the Key to the Persian Gulf is a place of great resort in the winter months for vessels from the Persian Gulf and the western parts of India.

The productions of Africa, the Red Sea, the coast of Arabia, and the Countries bordering on the Persian Gulf may be had there.

Their vessels trade not only to the countries named, but also to Guzzerat, Surat, Demaun, Bombay, Bay of Bengal, Ceylon, Sumatra, Java, the Mauritius, the Comoro



SAÏD BIN SULTAN, SULTAN OF ZANZIBAR

**Figure 2: The Sultan of Muscat, Syed Sayyid**

<sup>8</sup> From Norman R. Bennett and George E. Brooks, Jr., editors, *New England Merchants in Africa: A History Through Documents, 1802-1865* (Boston: Boston University Press, 1965), pp. 156-163.

Islands, to Madagascar and the Portuguese Possessions in East Africa; bringing Indian, African and European articles. The number of vessels employed on these voyages I was unable to ascertain with any degree of exactness; but no number named was less than two thousand, of this a very large proportion are small craft, having but a few ships and brigs. The naval force of the Sultan is very respectable in point of numbers, and they are daily becoming better ship sailors. The officers practice the lunar observations, and possess excellent chronometers. His force is sufficient to give him entire control over all the ports in East Africa, the Red Sea, the Coast of Abyssinia and the Persian Gulf. He has an abundance of sailors and although he has but a small number of regular troops, yet he can command any number of Bedouin Arabs he may want by furnishing them with provisions and clothing. This force consists of between seventy and eighty sail of vessels carrying from 74 to 4 guns. I have added a statement marked B which shows the names of his largest vessels with the names of some of the smaller classes, the rate of each, where built, and where stationed the month of October last.

Previous to the conclusion of the Treaty, American vessels paid generally seven and a half percent upon imports, and seven and a half percent upon exports, with Anchorage money and presents. The Governors of the out-ports claimed the right of pre-emption in both cases, and they resorted to the most nefarious practices to accumulate wealth.

The commerce of the United States under the treaty is entirely freed from all inconvenient restrictions and pays but one charge, namely five percent on all merchandize landed, and it is freed from the charge of pilotage, as every port has pilots which are kept in the pay of the Sultan himself. I will close this account by observing that the Sultan of Muscat was highly gratified with the arrival of the *Peacock*, and was, of course, received with all the honors due to his rank. He will, most faithfully, perform every article of the treaty. ...

**THE TREATY OF 1833 BETWEEN THE UNITED STATE AND SAID BIN SULTAN, SULTAN OF MUSCAT AND ZANZIBAR; ADMINISTERED BY EDMUND ROBERTS: <sup>9</sup>**

Article 1. There shall be a perpetual Peace between the United States of America and Seyed Syeed bin Sultan and his dependencies.

2. The Citizens of the United States shall have free liberty to enter all the Ports of His Majesty Seyed Syeed bin Sultan, with their Cargoes of whatever kind the said cargoes may consists, & they shall have the liberty to sell the same, to any of the subjects of the Sultan, or others who may wish to buy the same, or to barter the same for any produce or manufacture of the Kingdom, or other articles that may be found there – no price shall be fixed by the Sultan or his Officers on the articles to be sold by the Merchants of the United States, or the merchandise they may wish to purchase – but the trade shall be free on both

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<sup>9</sup> Alexander I. Cotheal, "Treaty between the United States of America and the Sultan of Maskat: The Arabic Text," *Journal of the American Oriental Society*, Vol. 4, 1854 (1854), pp. 341+343-356 (treaty source)



sides, to sell, or buy, or exchange on the terms, & for the prices the owners may think fit – and whatever the said Citizens of the United States may think fit to depart, they shall be at liberty so to do – and if any Officer of the Sultan shall contravene this Article, he shall be severely punished. It is understood & agreed however, that the articles of Muskets, Powder and Ball can only be sold to the Government in the Island of Zanzibar – but in all the other ports of the Sultan, the said munitions of war may be freely sold, without any restrictions to the highest bidder.

3. Vessels of the United States entering any port within the Sultan's dominions, shall pay no more than Five per centum Duties on the Cargo landed; and this shall be in full consideration of all import & export duties, tonnage, license to trade, pilotage, anchorage, or any other charge whatever. Nor shall any charge be paid on that part of the cargo which may remain on board unsold, & re-exported – nor shall any charge whatever be paid on any vessel of the United States which may enter any of the Ports of His Majesty for the purpose of re-fitting, or for refreshments, or to enquire the state of the market.
4. The American Citizen shall pay no other duties on export or import, tonnage, license to trade, or other charge whatsoever, than the nation the most favored shall pay.
5. If any vessel of the United States shall suffer Shipwreck on any part of the Sultans Dominions, the person escaping from the wreck shall be taken care of and hospitably entertain'd at the expense of the Sultan, until they shall find an opportunity to be return'd to their country – for the Sultan can never receive any remuneration whatever for rendering succor to the distress'd – and the property saved from such wreck, shall be carefully preserv'd and delivered to the owner, or the Consul of the United States, or to any authorized Agent.
6. The Citizens of the United States resorting to the Ports of the Sultan for the purpose of trade, shall have to leave land, & reside in the said ports, without paying any tax or imposition whatever for such liberty, other than the General Duties on Imports, which the most favored nation shall pay.
7. If any citizens of the United States, or their vessels, or other property shall be taken by Pirates, and brought within the Dominions of the Sultan, the persons shall be set at liberty, and the property restored to the owner if he is present, or to the American Consul, or to any authorized agent.
8. Vessels belonging to the subjects of the Sultan which may resort to any port in the United States, shall pay no other or higher rate of Duties, or other charges, than the nation the most favored shall pay.

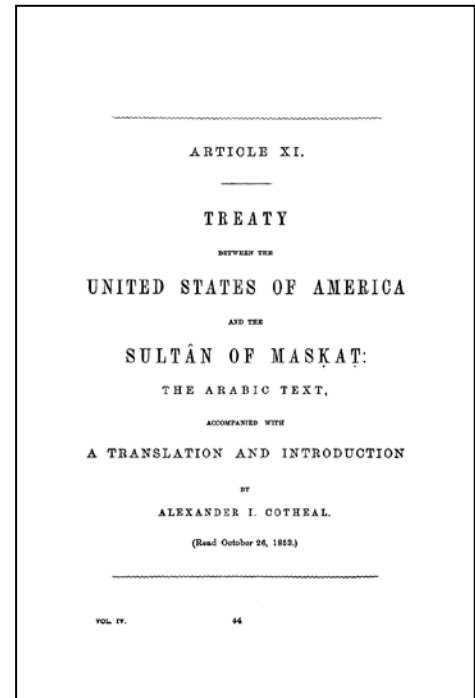


Figure 3

9. The President of the United States may appoint Consuls to reside in the Ports of the Sultan where the principal commerce shall be carried on; which Consuls shall be the exclusive judges of all disputes or suits wherein American Citizens shall be engaged with each other. They shall have power to receive the property of any American Citizen dying within the Kingdom, and to send the same to his heirs, first paying all his debts due to the subjects of the Sultan. The said Consuls shall not be arrested, nor shall their property be seized. Nor shall any of their household be arrested, but their persons, and property, & their houses, shall be inviolate. Should any Consul however, commit any offence against the laws of the Kingdom, complain shall be made to the President who will immediately displace him.

Concluded, Signed and Sealed, at the Royal Palace in the City of Muscat in the Kingdom of Aman [Oman] the twenty first day of September in the Year One Thousand, Eight hundred, & Thirty three of the Christian Era, & the Fifty Seventh year of the Independence of the United States of America, corresponding to the Sixth day of the Moon called Jamada Alawel, in the Year of the Allhajra (Hegira) Twelve hundred and Forty Nine.

Edmund Roberts, Special Agent of the United States to the Sultan of Muscat &c &c.



Figure 4: Muscat Treaty, Arabic text

## Lesson 2: the Ship Peacock and the Sailing Life

### U.S. SHIP PEACOCK<sup>10</sup>

Commanded by Lieutenant Hudson, the USS *Peacock* was named to commemorate the victory of the USS *Hornet* over HMS *Peacock* in the War of 1812. The USS *Peacock* was built as the flagship for the earlier proposed 1828 expedition. The USS *Peacock* was lost off the coast of Oregon on July 18, 1841, all crew survived.

Year of Launch:	1828
Type of Vessel:	sloop of war
Displacement:	559 tons
Length:	118'
Beam:	31.5'
Depth in Hold:	15.5'
Guns:	10
Speed (knots):	11
Crew:	130
Original Purpose:	sloop of war



Data on the *Peacock*, and image of the *Peacock* on the expedition to the Antarctic in 1840. For more information on the *Peacock*'s adventures, visit



[http://www.historylink.org/essays/output.cfm?file\\_id=5624](http://www.historylink.org/essays/output.cfm?file_id=5624) . The image above is an artist's portrait of a sloop of war in 1833, a ship of the same type as the *Peacock*. In the 18th and the earlier part of the 19th centuries, a sloop-of-war was a small sailing warship with a single gun deck that carried between ten and eighteen cannons, having either two masts or three. The *Peacock* had been strengthened for exploration, which it would have needed for the Antarctic expedition shown here in a pencil drawing.

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<sup>10</sup> Information taken from Smithsonian Institution Libraries, "The United States Exploring Expedition, 1838-1842: US Ship *Peacock*," at <http://www.sil.si.edu/digitalcollections/usexex/html/Peacock.htm> (retrieved 11/28/06), which cites as its sources of information: *Magnificent Voyagers: The U.S. Exploring Expedition, 1838-1842*, edited by Herman J. Viola and Carolnn Margolis (Smithsonian Institution Press, Washington, D.C., 1985), Appendix I "Characteristics of Selected Exploring Vessels" compiled by Philip K. Lundeberg; *Sea of Glory: America's Voyage of Discover, The U.S. Exploring Expedition, 1838-1842* by Nathaniel Philbrick (Viking, New York, 2003), and *The great United States Exploring Expedition of 1838-1842* by William Stanton (University of California Press, Berkeley, 1975); *The Wilkes Expedition: The First United States Exploring Expedition (1838-1842)* by David B. Tyler (The American Philosophical Society, Philadelphia, 1968).

**THE FOLLOWING EXCERPTS AND IMAGES SHOW WHAT IT WAS LIKE DURING THE EARLY NINETEENTH CENTURY TO CONSTRUCT AND SAIL ON A SHIP:**

The Brooklyn Navy Yard, New York City, in about 1840, shown in an engraving made for a ladies magazine. It shows an old part of the Navy Yard, not the working yard. That is where the *Peacock* was reconstructed, and later, the *Omani Sultana* was re-furbished.

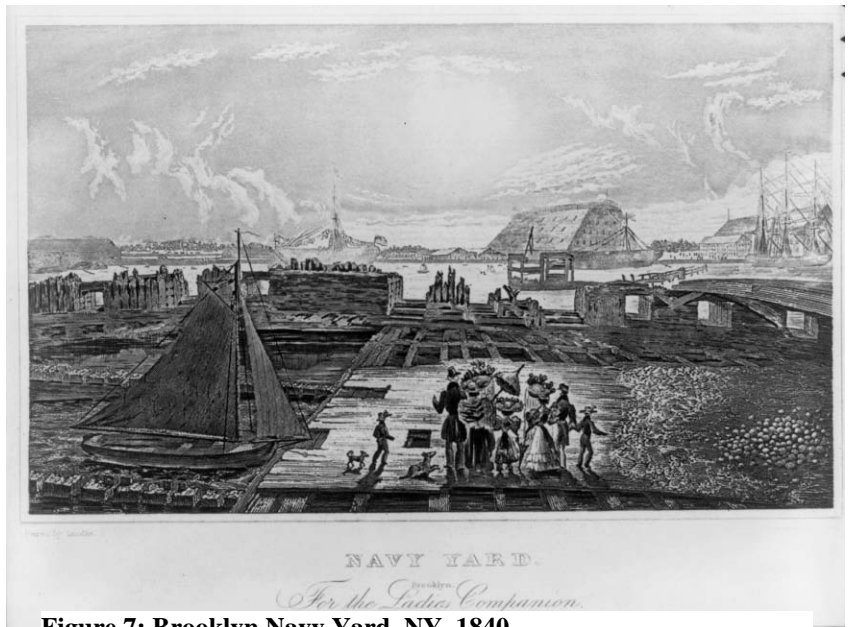


Figure 7: Brooklyn Navy Yard, NY, 1840

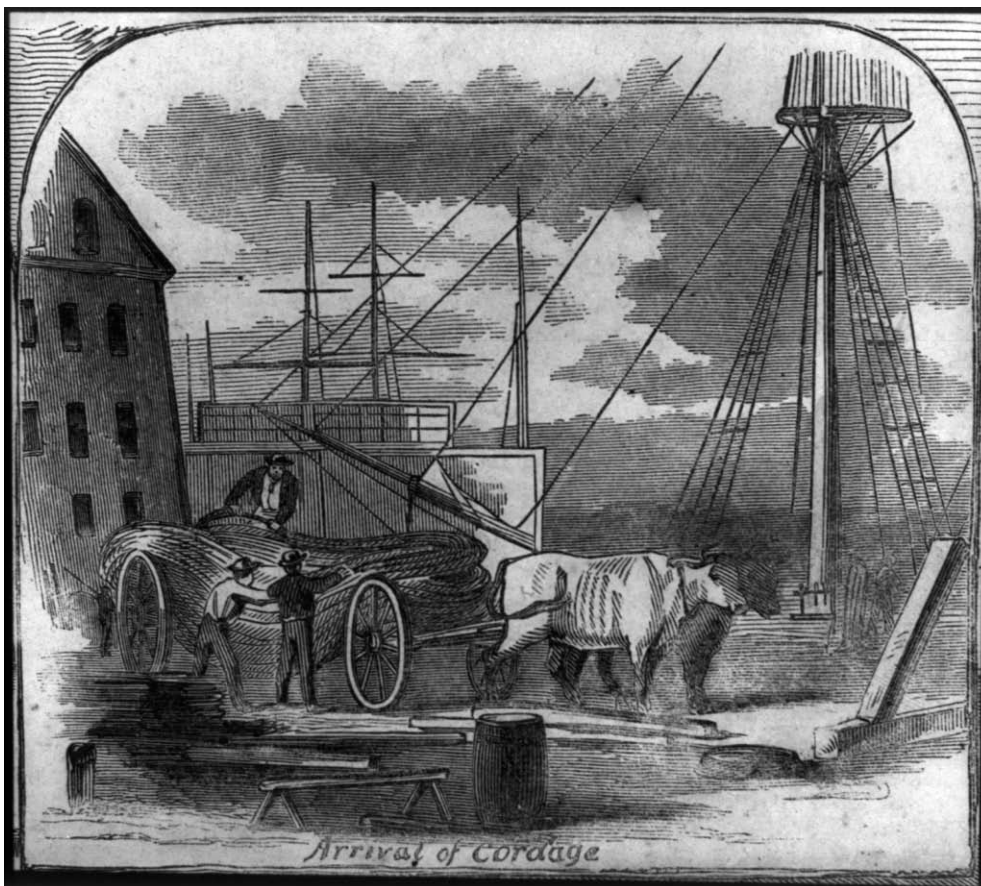


Figure 8: Arrival of cordage [rope]

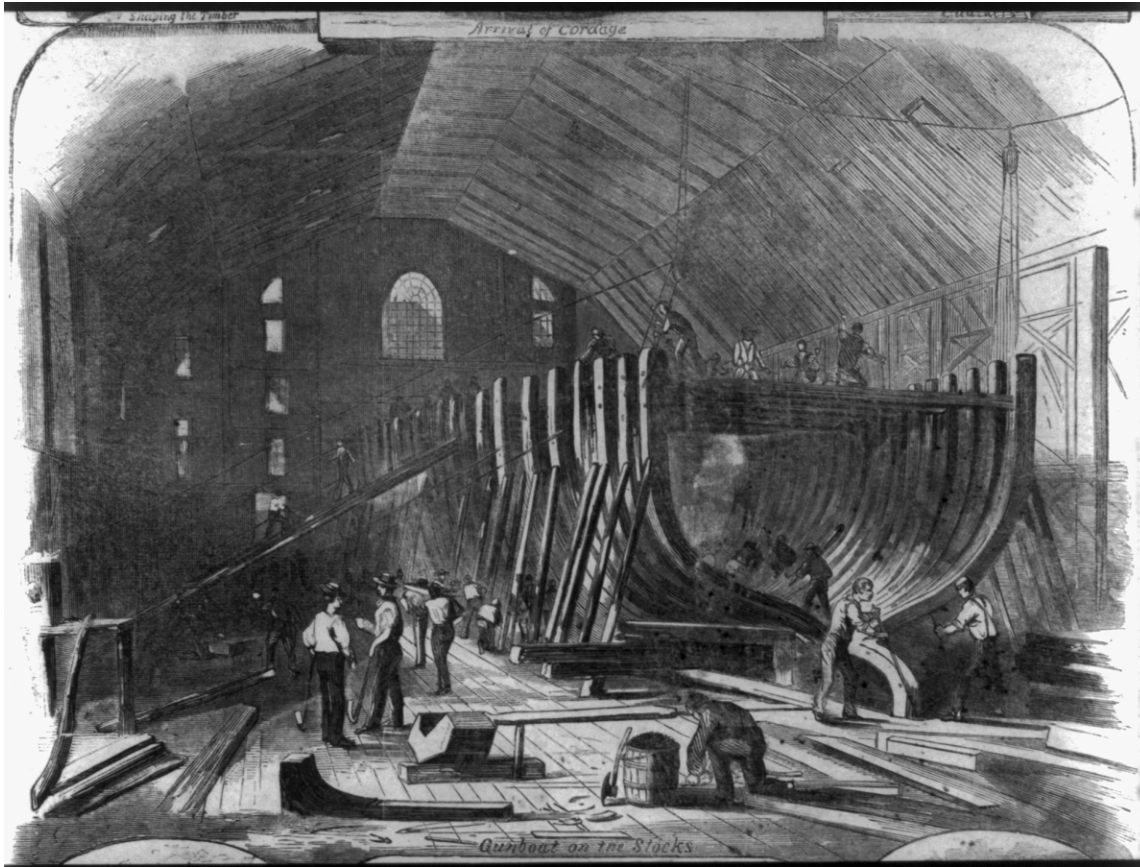


Figure 9: Shipwrights building a ship at Brooklyn Navy Yard

**EDMUND ROBERTS' *EMBASSY TO THE EASTERN COURTS*, HIS ACCOUNT ON ARRIVING AT MUSCAT, CARING FOR THE SHIP IN HARBOR AFTER THE PASSAGE FROM CHINA:, AND THEN ON TO AMERICA:<sup>11</sup>**

The ship's bottom being very foul, two large gangs of divers were employed to cleanse it, which was thoroughly effected with scrapers and rubbers in the course of four hours, taking off oysters nearly the size of the palm of the hand, and barnacles also of a very large size; this was done at an expense of twenty-five dollars. It had a very ludicrous effect to see so many venerable long beards, white, grizzled, and black, thus employed, and constantly popping their bare heads and dripping beards out of the water.

Our voyage from Muscat to Mozambique was not marked by any particular occurrence, excepting the death of a very young and valuable officer...The winds were very light, from the southward and eastward, the first part of the passage, until we arrived in about 5 degrees south, when it changed...we had abundance of rain about the equator, accompanied by light squalls and calms...our cares were lulled to rest, for the present, being most grateful to the Giver of all good, for having conducted us thus far in safety, though sickness and sorrow, anxiety and death, had caused sad havoc

<sup>11</sup> Edmund Roberts, pp. 356; 365-367; 375-376; 398-399



among us—making the ocean the grave and the winding sheet of many a brave and worthy heart...

Our passage from Mozambique to Table Bay, was marked with storms and tempests, violent and sudden gales, accompanied with a mountainous sea. After passing the dangerous reef of rocks, called the Bassas de India, in the southern part of the Mozambique channel, we were assailed by one gale, with the rapidity of lightning, in the latitude twenty-eight, and longitude thirty-four east, taking the ship “flat-aback” instantaneously, and placing us in a most dangerous and critical situation. It was a doubtful case, for some minutes, whether she would not overset, or go down stern foremost. But “He who holds the winds in his power, the waters in the hollow of his hand,” mercifully decreed that we should once more see the living objects of our affections, and be restored in safety to our beloved country...for the ship’s head “payed off,” and she was got before the wind, all sail being taken in, and drove before this furious hurricane for the space of eight hours, under bare poles, the captain not daring to loosen an inch of canvas to the tempest during that time. ...in the meantime, every article that would lessen the weight on the spar and gun-decks [was] placed in the hold and on the berth-deck...On the thirtieth, we made the most southern land of Africa, being cape Agulhas.

On the twenty-first, our stock of provisions being replenished, we took leave of our hospitable friends. The ship tacked and stood in shore, and then tacked again and stood off, the main topsail being aback. A salute of 21 guns was fired...the compliment was returned...the ship “filled away,” and we passed between Robbin island and the main...The convict-houses on the island are on the eastern side.<sup>12</sup> ...The weather was fine, the temperature of the air was delightful; a smooth sea, with light breezes, accompanied us to the coast of Brazil, so that the smallest boat in the ship [i.e. a rowboat] could have performed the passage in perfect ease and safety. We did not attempt to make much westing until the ship had arrived in the latitude of about eighteen, and in the longitude of about eight west, owing to the baffling and uncertain winds which are always experienced in a higher latitude, as an approach is made toward the sea, midway between the two continents, and toward the coast of America. ...On the twenty-fourth of April we caught the first sight of land at cape Cod, and that evening, after “battling the watch” all day with a furious northwester off cape Ann, we put into Boston Harbor and anchored near the lighthouse. On quitting the ship and her worthy commander and officers, the next morning, the music played, “Home, Sweet Home,” which I was upon the eve of visiting, after a painful absence of twenty-six months.

**Figure 10: Boston Harbor, 1876**



<sup>12</sup> This is Robben Island, the prison where Nelson Mandela was kept by the apartheid South African government for most of the time between 1964 and his release in 1990.

## Lesson 3: American Merchants and Trade in the Indian Ocean

The United States was a land rich in resources. During the colonial period, American imports and exports faced restrictions, but also protections, owing to the relationship with Great Britain. After the American Revolution, the new nation was free to establish its own independent trade relations around the world, and several port cities and entrepreneurial families became wealthy from the trade. View the images and read letters concerning this trade to gain a picture of this part of American life during the period of early nationhood.

Figure 11: Salem harbor, 1770s, engraving by B. F. Leizelt

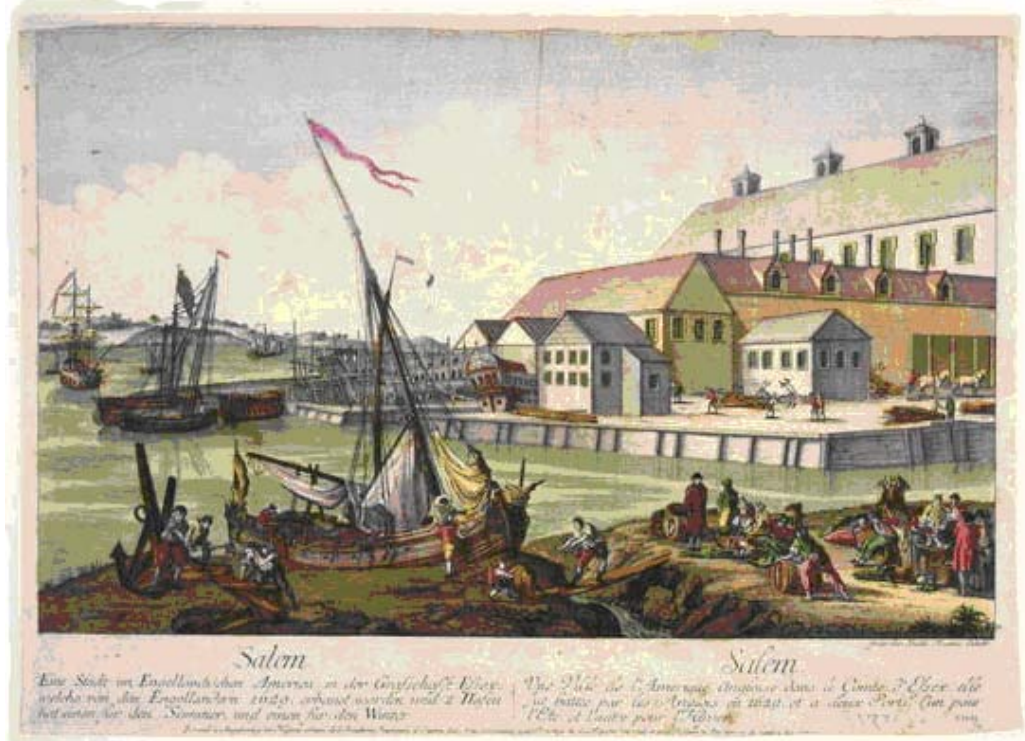


Figure 12: Crowinshield's Wharf, Salem, Massachusetts



Figure 13: Zanzibar Harbor, 1840

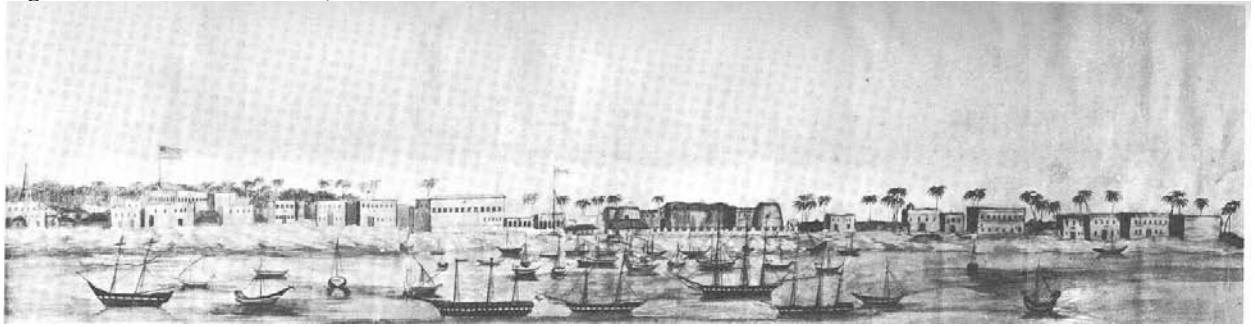




Figure 14: Unloading a ship at NY harbor, 1877



### LETTERS BETWEEN SALEM, MASSACHUSETTS MERCHANTS IN AFRICA:<sup>13</sup>

#### RICHARD P. WATERS TO JOHN FORSYTH, ZANZIBAR, MAY 6, 1837

“The interest of American commerce at this place requires that I should apprise the Department of certain customs which on my arrival I found to exist in this place, to the injury of American trade, and as I have supposed, in violation of the Treaty which the Sultan has made with the United States.

The Department are aware that previous to the Treaty American Vessels paid a duty of 5 per ct on imports and 5 per ct on exports, but by the Treaty the 5 per ct on exports was given up... It appears that the Sultan puts the Customs of this place up at auction once in three years, and for the last three years a Banyan by the name of Jeram has been the purchaser, by paying 150,000 per year ... He governs the whole business of the customhouse. This Master of Customs has continued the practice up to the present time of compelling the Americans to bring every article which they export to the Custom House, and making them pay the expense attending the transportation. That the Department may better understand the subject, I will state

<sup>13</sup> Norman R. Bennett and George E. Brooks, Jr., *New England Merchants in Africa: A History Through Documents, 1802-1865* (Boston: Boston University Press, 1965), pp. 216-217; 246-248; 250

the very case which has caused this communication. Capt Conant, of the American Brig *Generous* (owned by Michard Shepard Esq of Salem, Mass.) requested my permission to deposit for safe keeping his export cargo, (which he was collecting daily) in my store house, as it would facilitate his business, and be much more convenient for him, to take his export cargo all on board at the same time just before sailing for home, instead of taking it on board in small quantities, as he collected it, and before he had disposed of his outward Cargo.”

**RICHARD P. WATERS TO JOHN G. WATERS, ZANZIBAR, SEPTEMBER 2, 1843.**

“..Jeram sails tomorrow for Cutch in His Highness Schooner *Curlew*. He will return here in about three months. His business to Cutch is to settle the estate of his father. The *Elisas* Cotton begins to work off a little. We have sold between 20 & 30 Bales at \$2.37 t p pS.82 All the muskets are sold at \$4.25 each. I wish you had sent a thousand muskets. I notice they are very cheap in America, and I could sell one thousand at the present time at \$4.00 each as they are much wanted. ...I was pleased to have the *Elisa* bring so small a cargo. It was as large a quantity of Cottons as one vessel ever ought to bring out here. We can make as much profits on four hundred bales as we can on eight hundred. And then again we cannot invest to so good an advantage the funds which a large cargo turns us in as we can the proceeds of a more moderate cargo. Indeed, I fear that the large quantities of Ivory which we are sending you will overstock the market and thus it will remain on hand for a long time.83 But I am obliged to send it for there is nothing else in which to invest such a large amount of funds as we had on hand. ...

His Highness is disposed to send a ship to America, but he will be guided by my advise in respect to sending her. He wants a large quantity of spars, cordage, canvas & duck for several new vessels which he is about building. But I think it may be best for me to contract with him to bring them out in one of our vessels. ...His Highness told me yesterday that I must not think of going to America. That if I would remain here he would do anything for me I might wish. But I made him no promises and I will not make any at present. ...”



**Figure 15: Crowinshield House, Salem, 1891**

**JOHN F. WEBB TO BENJAMIN F. FABENS, ZANZIBAR, FEBRUARY 2, 1844.**

“In pursuance of my promise I will endeavor to give you a few hints regarding the trade to the Red Sea & Persian Gulf. ...85 Mocha is the port most frequented by Americans & although the trade is in a declining state yet continues to be a place of considerable trade. The principal export is Coffee which is generally to be had at all seasons, but March & April are the best months to be there, as it is the regular season, & generally cheaper than at any other period of the year. There may also be procured here Gums, Myrrh & Arabic, some Hides & Goat Skins, & generally at fair rates. It has of late years become an outlet for a considerable quantity of Cotton goods, such as are usually imported here. Prices generally rule higher than here or at Muscat. ...I imagine 1500

to 2000 Bales might annually be sold at Mocha & Hodeida. I know of nothing else except the Cottons which would find a ready sale. ...The merchants are generally Arabs, & I have uniformly found them upright in their transactions & generally able to meet all their contracts. Sales are usually made at Mocha & returns contracted for at once. Sometimes however it is difficult to make a contract except by giving time, & I have remained at one time 7 months in Mocha roads, when we had only Specie, but generally 2 t to 4 mos. is ample time. It would be difficult to get Cash returns, at any port in the Red Sea. The goods are sold by the piece without reference to yards. ...The custom is to deliver the goods on shore, boat & coolie hire paid by the seller. The custom duty is 3 %. ...A charge is made of anchorage & varies 2 to 400 \$ as you can make a bargain. It is necessary to threaten to leave the port, &c. This always brings them to terms. ...Some presents are necessary to be made to those in authority. Since the occupation of Aden by the English, it has become a place of some trade & a few thousand dollars worth of merchandise will find a ready market & for Cash these should consist of Eatables, Tobacco, Sugar (refined) & many smaller articles such as are usually taken to Bombay. ...The port of Berbera, opposite to Aden on the African Coast, is a place of great trade during the months of October, November & December, but as the articles to be had there are about as cheap at Aden & Mocha, the object is hardly worth the risk. The people are a savage tribe & not accustomed to white men.<sup>80</sup> The other ports on the Arabian coast between Cape Aden & Ras al Had are not frequented at all by Europeans. ...”

**CONTRACT BETWEEN MICHAEL SHEPARD, JOHN BERTRAM, AND OTHERS, AND BENJAMIN F. FABENS, SALEM, MAY 14, 1844.**

“This agreement made this 14th day of May 1844 between Michael Shepard, John Bertram & others. ..on the one part and Benjamin Franklin Fabens on the other part, all of Salem witnesseth that the said Fabens is to take passage on board the Bark *Star* for Zanzibar and there he is to act as agent for said Shepard, Bertram & others, and to give the whole of his services to said Shepard, Bertram & others, in consideration that they. ..are to , send there three or more vessels if necessary from Salem to Zanzibar consigned to said Fabens.

...In full compensation for all his services said Fabens is to be allowed a commission of two & a half per cent on all sales, & the same on all purchases made by him, and the said Fabens is to be interested one eighth part in the profit or loss of the cargo of the said Bark *Star's* voyage. ..and said Fabens is to have a like interest in all the other vessels sent to him by virtue of this agreement. ...

This agreement to continue until either party shall notify the other of his wish to discontinue the same, & in six months after receiving the said notice this agreement is to be no longer binding. ...”

**JOHN G. WATERS TO RICHARD P. WATERS, NEW YORK, JUNE 9, 1844**

“...We shall put another Vessel in the trade. This we do for several reasons, & first to keep others out of the trade as much as possible, secondly that we may send to the north or on the East Coast Madagascar or any other places you may think best, and to



**Figure 16: Capt. John Bertram, Salem Merchant, 1796-1882**

keep up with the other concern [company] who have now five vessels & if Capt Bertram had Mr. Pingrees Means he would hire twenty...”



**Figure 17: Photo and a 19<sup>th</sup> century lithograph of the Salem, Massachusetts Custom House where American author Nathaniel Hawthorne worked**

## *Image Credits*

Number	Subject	Credit
Figure 1	Zanzibar Harbor, 1846	Burton, Richard Francis. <i>The Lake Regions of Central Africa: A Picture of Exploration</i> , Vol. I. London: Longman, Green, Longman, and Roberts, 1860, pp. 1-2] [Princeton University Library, Rare Books Division] <a href="http://libweb5.princeton.edu/visual_materials/maps/websites/africa/burton/burton2-1.jpg">http://libweb5.princeton.edu/visual_materials/maps/websites/africa/burton/burton2-1.jpg</a>
Figure 2	H. M. Sultan Sayyid Sa'id of Muscat	Peabody Essex Museum, Salem, Massachusetts, in Hermann Friedrich Eilts, <i>A Friendship Two Centuries Old: the United States and the Sultanate of Oman</i> (Washington DC: Middle East Institute, 1990), p. 2.
Figure 3	Muscat treaty publication facsimile, 1854	Cotheal, Alexander I., "Treaty between the United States of America and the Sultan of Maskat:: the Arabic Text," <i>Journal of the American Oriental Society</i> , Vol. 4 (1854), p. 341.
Figure 4	Page from the Muscat treaty publication in Arabic	Cotheal, Alexander I., "Treaty between the United States of America and the Sultan of Maskat:: the Arabic Text," <i>Journal of the American Oriental Society</i> , Vol. 4 (1854), p. 349.
Figure 5	Sloop of War 1833	John Bower, <i>Dictionary of American Fighting Ships</i> , (Washington, DC: Naval History Division, Navy Department, 1969). Museum of Local History, John C. Fremont, retrieved at <a href="http://www.museumoflocalhistory.org/fremont/page.php?pid=109">www.museumoflocalhistory.org/fremont/page.php?pid=109</a>
Figure 6	The <i>Peacock</i> on US Exploring Expedition, 1838-1842, in Antarctic ice	Smithsonian Institution Libraries, "The United States Exploring Expedition, 1838-1842: US Ship <i>Peacock</i> ," at <a href="http://www.sil.si.edu/digitalcollections/usexex/html/Peacock.htm">http://www.sil.si.edu/digitalcollections/usexex/html/Peacock.htm</a> (retrieved 11/28/06)
Figure 7	Brooklyn Navy Yard, 1836	Drawn by Lundi for the Ladies Companion, Library of Congress Reproduction number LC-USZ62-29185, digital ID cph 3a29865.
Figure 8	Scenes in the Brooklyn Navy Yard, Gunboat on the Stocks, 1861	Wood engraving, Library of Congress Reproduction Number LC-USZ62-53586, digital ID cph 3b01556 [note: image reversed with below in LOC cataloguing information-see caption on image]
Figure 9	Scenes in the Brooklyn Navy Yard, Arrival of Cordage, 1861	Wood engraving, Library of Congress Reproduction Number LC-USZ62-53585, digital ID cph 3b01555 [note: image reversed with above in LOC cataloguing information-see caption on image]
Figure 10	Boston Harbor, 1876	Irving Underhill, Photographic print: gelatin silver, Library of Congress, digital ID pan 6a36453
Figure 11	Vue de Salem, 177-	Leizelt, Balthasar Friedrich, engraver, hand-colored etching, Library of Congress Reproduction number LC-USZ62-41172
Figure 12	Crowninshield's Wharf, Salem, Massachusetts	Peabody Essex Museum, Salem, Massachusetts, in Hermann Friedrich Eilts, <i>A Friendship Two Centuries Old: the United States and the Sultanate of Oman</i> (Washington DC: Middle East Institute, 1990), p. 3.
Figure 13	Zanzibar Harbor, 1840	Norman R. Bennet and George E. Brooks, Jr. <i>New England Merchants in Africa: A History through Documents, 1802 to 1865</i> (Boston: Boston University Press, 1965), p. 299.
Figure 14	Crowninshield House, Salem, 1891	"Salem," Essex County, USA Collections, Essex Image Vault, retrieved at <a href="http://www.esseximages.com/detail.aspx?ID=763">http://www.esseximages.com/detail.aspx?ID=763</a>
Figure 15	Scene on a New York Dock, 1877	I.P. Pranishnikoff, wood engraving, Library of Congress Reproduction number LC-USZ62-130187, digital ID cph 3c30187
Figure 16	Capt. John Bertram, 1796-1882	"History of the Building," Salem Public Library [housed in the former Bertram mansion], retrieved at <a href="http://www.noblenet.org/salem/library/history.html">http://www.noblenet.org/salem/library/history.html</a>
Figure 17	Salem, Massachusetts Custom House [photo & lithograph]	Photo from Salem Maritime National Historic Site, retrieved at <a href="http://www.nps.gov/archive/sama/indepth/tour/ch/ch01.htm">http://www.nps.gov/archive/sama/indepth/tour/ch/ch01.htm</a> ; lithograph from "Public Buildings: American Images" by Planning Commissioner's Journal retrieved at <a href="http://www.plannersweb.com/publicbldgs.html">http://www.plannersweb.com/publicbldgs.html</a>



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