

**Chapter 1 : Passage To America Poem by Ayyappa Paniker - Poem Hunter**

*The passage to America was treacherous by any standard. Many of the immigrants were too poor to pay for the journey and therefore indentured themselves to wealthier colonialists - selling their services for a period of years in return for the price of the passage.*

The following century saw an explosion in numbers with the population doubling about every 25 years. The majority of these new immigrants were Scotch-Irish, Germans or African slaves. Between and the beginning of the American Revolution, approximately , Africans, , Europeans and 50, convicts had reached the colonial shores. The passage to America was treacherous by any standard. Many of the immigrants were too poor to pay for the journey and therefore indentured themselves to wealthier colonialists - selling their services for a period of years in return for the price of the passage. Crammed into a small wooden ship, rolling and rocking at the mercy of the sea, the voyagers - men, women and children - endured hardships unimaginable to us today. Misery was the most common description of a journey that typically lasted seven weeks. He arrived at the port of Philadelphia on October He represents the thousands of Germans who settled in middle Pennsylvania during this period. He returned to his homeland in His diary was published in this country in The misery reaches a climax when a gale rages for two or three nights and days, so that every one believes that the ship will go to the bottom with all human beings on board. In such a visitation the people cry and pray most piteously. No one can have an idea of the sufferings which women in confinement have to bear with their innocent children on board these ships. Few of this class escape with their lives; many a mother is cast into the water with her child as soon as she is dead. One day, just as we had a heavy gale, a woman in our ship, who was to give birth and could not give birth under the circumstances, was pushed through a loophole porthole in the ship and dropped into the sea, because she was far in the rear of the ship and could not be brought forward. Children from one to seven years rarely survive the voyage; and many a time parents are compelled to see their children miserably suffer and die from hunger, thirst, and sickness, and then to see them cast into the water. I witnessed such misery in no less than thirty-two children in our ship, all of whom were thrown into the sea. The parents grieve all the more since their children find no resting place in the earth, but are devoured by the monsters of the sea. It is a notable fact that children who have not yet had the measles or smallpox generally get them on board the ship, and mostly die of them. When the ships have landed at Philadelphia after their long voyage, no one is permitted to leave them except those who pay for their passage or can give good security; the others, who cannot pay, must remain on board the ships till they are purchased and are released from the ships by their purchasers. The sick always fare the worst, for the healthy are naturally preferred and purchased first; and so the sick and wretched must often remain on board in front of the city for two or three weeks, and frequently die, whereas many a one, if he could pay his debt and were permitted to leave the ship immediately, might recover and remain alive. The port of Philadelphia, The sale of human beings in the market on board the ship is carried on thus: Every day Englishmen, Dutchmen, and High German people come from the city of Philadelphia and other places, in part from a great distance, say twenty, thirty, or forty hours away, and go on board the newly-arrived ship that has brought and offers for sale passengers from Europe, and select among the healthy persons such as they deem suitable for their business, and bargain with them how long they will serve for their passage money, which most of them are still in debt for, When they have come to an agreement, it happens that adult persons bind themselves in writing to serve three, four, five, or six years for the amount due by them, according to their age and strength. But very young people, from ten to fifteen years, must serve till they are twenty-one years old. Many parents must sell and trade away their children like so many head of cattle, for if their children take the debt upon them- selves, the parents can leave the ship free and unrestrained; but as the parents often do not know where and to what people their children are going, it often happens that such parents and children, after leaving the ship, do not see each other again for many years, perhaps no more in all their lives. It often happens that whole families, husband, wife, and children, are separated by being sold to different purchasers, especially when they have not paid any part of their passage money. When a husband or wife has died at sea, when the ship has made more than half of her trip, the

survivor must pay or serve not only for himself or herself, but also for the deceased. When one has served his or her term, he or she is entitled to a new suit of clothes at parting; and if it has been so stipulated, a man gets in addition a horse, a woman, a cow.

### Chapter 2 : 14 Night Passage to America on Koningsdam,

*Elisa Albo's PASSAGE TO AMERICA is a brave attempt to connect with a past which has grown much more distant than the ninety miles from her birthplace of Cuba to her current home in South Florida, and which continues to grow in both physical and emotional distance.*

Enterprise on the Water After the War of 1812, shipping expanded its reach and the nation grew with it. Shipping was the lifeblood of the growing American nation in the first half of the 19th century. Ships and sailors connected manufacturers and customers, farmers and consumers, immigrants and their new homes across the oceans, along the coasts, and up inland waterways. Ships ran on a regular schedule and began to take advantage of the power of steam. The road from Liverpool to New York, as they who have traveled it well know, is very long, crooked, rough, and eminently disagreeable. Traditionally, ships sailed when they had loaded enough cargo to justify a voyage. Passengers could be delayed days or even weeks waiting for the holds to fill. After the War of 1812, ship owners began experimenting with regular timetables, and the 1820s and 1830s saw a boom of scheduled shipping lines across the ocean and along the coasts. They sought economic opportunity, religious and political freedom, and the chance to join family members who had gone ahead. Many immigrants sailed to America or back to their homelands in packet ships, vessels that carried mail, cargo, and people. Most crossed in the steerage area, below decks. Conditions varied from ship to ship, but steerage was normally crowded, dark, and damp. Limited sanitation and stormy seas often combined to make it dirty and foul-smelling, too. Rats, insects, and disease were common problems. A typical packet in the 1820s and 1830s could also accommodate 10 to 20 well-to-do cabin passengers. Rich or poor, many travelers alternated between anxiety and boredom on long ocean crossings, depending on the weather. Many Scandinavians also sailed to America through the British port. From Some famous sailing ships and their builder, Donald McKay. Staterooms, although tiny, normally came equipped with a mattress and linens, a washbasin, and some drawers. Their ventilated doors opened directly into the cabin or saloon, a common area for eating and socializing. On many ships, the captain dined with the cabin passengers. How would this announcement help you prepare for your voyage? What was included in the price of a steerage ticket? What could you expect to eat while on board? What was not included with your ticket? How could Irish travelers starting in Belfast get to Liverpool, England, to catch the ship for their transatlantic crossing? This document uses traditional English weights and measures. He is obliged to cook it the best way he can in a cook shop 12 feet by 6! This is the cause of so many quarrels and They brought their own bedding. Although food was provided, passengers had to cook it themselves. On rough crossings, steerage passengers often had little time in the fresh air on the upper deck. Enlarge Image German cartoon, about Complaints about overcrowding, poor food, abuse, and disease on immigrant ships led the United States and countries in Europe to enact new laws in the 1840s and 1850s. From Die Reform, Nr.

**Chapter 3 : A PASSAGE TO AMERICA - MAX BRECHER**

*A PASSAGE TO AMERICA is the first and only book to systematically explore the complex sequence of events that led to Rajneesh's deportation and the death of a \$ million commune-city in the Oregon desert. Based entirely on historical records and more than a hundred interviews conducted in the United States, Europe and India, it re-examines.*

The Atlantic Slave Trade was likely the most costly in human life of all of long-distance global migrations. The first Africans forced to work in the New World left from Europe at the beginning of the sixteenth century, not from Africa. The first slave voyage direct from Africa to the Americas probably sailed in 1482. The volume of slaves carried off from Africa reached thirty thousand per year in the 1580s and eighty-five thousand per year a century later. More than eight out of ten Africans forced into the slave trade made their journeys in the century and a half after 1500. By 1600, nearly four Africans for every one European had crossed the Atlantic. About four out of every five females that traversed the Atlantic were from Africa. The majority of enslaved Africans were brought to British North America between 1600 and 1700. The decade to still saw over 80,000 people a year leaving Africa in slave ships. Well over a million more — one tenth of the volume carried off in the slave trade era — followed within the next twenty years. Africans carried to Brazil came overwhelmingly from Angola. Well over 90 percent of enslaved Africans were imported into the Caribbean and South America. Only about 6 percent of African captives were sent directly to British North America. Yet by 1700, the US had a quarter of blacks in the New World. The Middle Passage was dangerous and miserable for African slaves. The sexes were separated, kept naked, packed close together, and the men were chained for long periods. About twelve percent of those who embarked did not survive the voyage. In the Caribbean, slaves were held on much larger units, with many plantations holding slaves or more. In the American South, in contrast, only one slaveholder held as many as a thousand slaves, and just had over slaves. In the Caribbean, Dutch Guiana, and Brazil, the slave death rate was so high and the birth rate so low that they could not sustain their population without importations from Africa. Rates of natural decrease ran as high as 5 percent a year. While the death rate of US slaves was about the same as that of Jamaican slaves, the fertility rate was more than 80 percent higher in the United States. US slaves were more generations removed from Africa than those in the Caribbean. In the nineteenth century, the majority of slaves in the British Caribbean and Brazil were born in Africa. In contrast, by 1800, most US slaves were third-, fourth-, or fifth generation Americans. Slavery in the US was distinctive in the near balance of the sexes and the ability of the slave population to increase its numbers by natural reproduction. Unlike any other slave society, the US had a high and sustained natural increase in the slave population for a more than a century and a half. Even during the last week before childbirth, pregnant women on average picked three-quarters or more of the amount normal for women. Infant and child mortality rates were twice as high among slave children as among southern white children. Half of all slave infants died in their first year of life. A major contributor to the high infant and child death rate was chronic undernourishment. The average birth weight of slave infants was less than 5 pounds. Most infants of enslaved mothers were weaned within three or four months. Even in the eighteenth century, the earliest weaning age advised by doctors was eight months. After weaning, slave infants were fed a starch-based diet, consisting of foods such as gruel, which lacked sufficient nutrients for health and growth. Common symptoms among enslaved populations included: Diarrhea, dysentery, whooping cough, and respiratory diseases as well as worms pushed the infant and early childhood death rate of slaves to twice that experienced by white infants and children. Though Congress outlawed the African slave trade in 1808, domestic slave trade flourished, and the slave population in the US nearly tripled over the next 50 years. The domestic trade continued into the 1850s and displaced approximately 1 million slaves. To be "sold down the river" was one of the most dreaded prospects of the enslaved population. Some destinations, particularly the Louisiana sugar plantations, had especially grim reputations. But it was the destruction of family that made the domestic slave trade so terrifying. Even considering the relative expense of owning and keeping a slave, slavery was profitable. In order to ensure the profitability of slaves, and to produce maximum "return on investment," slave owners generally supplied only the minimum food and shelter needed for survival, and forced their slaves to

work from sunrise to sunset. Although young adult men had the highest expected levels of output, young adult women had value over and above their ability to work in the fields; they were able to have children who by law were also slaves of the owner of the mother. Therefore, the average price of female slaves was higher than their male counterparts up to puberty age. Men around the age of years-old were the most "valuable. The fraction of households owning slaves fell from 36 percent in to 25 percent in During the Civil War, roughly , black men served in the Union Army, and another 29, served in the Navy. Three-fifths of all black troops were former slaves.

**Chapter 4 : A Passage to America - Kindle Magazine Kindle Magazine**

*So, he came to America at the tender age of nineteen, found a job in Chicago, got married, went west to Nebraska, bought some land, and worked hard and his children became farmers and teachers and nurses and soldiers.*

Every step we took was one away from the songs, old dances, memories, some of us dark and not speaking English, some of us white, or married to the dark, or children of translators the half-white, all of us watched by America, all of us longing for trees for shade, homing, rooting, even more for food along the hunger way. With the possibility of such cosmic proportions of wealth, land speculators including President Andrew Jackson demanded that the US Congress devolve all land properties from the indigenous communities of the region. Consequently, Congress passed the Indian Removal Act. Military and indigenous records suggest that approximately 15,000 indigenous people were forcibly removed from their homes during that period, and that some 15,000 passed away from exposure, malnutrition, exhaustion, and disease during the journey west. The relocation was in direct violation of the British Proclamation of 1763, which had designated the region between the Appalachian Mountains and the Mississippi River as Indian Territory. Even though the region had been marked as exclusive to the indigenous peoples, many Euro-American land speculators had entered these areas, and the British and later the US governments ignored these acts of trespass. The Trail of Tears invokes a story of deprivation, disenfranchisement and gradual eradication of an entire civilisation in the United States. In 1838, Congress designated the Trail of Tears as a National Historic Trail and by 1925, the original trail had more than doubled in size due to the addition of newly documented routes. On 31 May 1838, Reverend Steven Foreman, Cherokee citizen and member of the National Council, awaited soldiers to come and forcibly remove him from his home in southeastern Tennessee and writes thus in a letter: From the date of my letter you will perceive that I am still in Cherokee Nation East. How much longer we shall be permitted to remain in our own lands, to enjoy our rights and privileges, I do not know. From the present state of affairs, we shall very soon be without house and home. First, the death of her infant son, Charley, evoked the lamentation. Second, the novel is a sharp indictment and protest against the Fugitive Slave Law, which mandated northerners to capture and return runaway slaves. For eighteen years, Stowe lived in Cincinnati, separated by the Ohio River from a slave holding community where she came in contact with runaway slaves, who form the basis of her story. Evoking tears and outrage, the book is also responsible for racist essentialisms with the depiction of Uncle Tom as docile, religious and childlike. This would in turn help articulate an epistemological debate around literature and social reform, US legal and political thought. One of the modes of direct defiance of the Fugitive Slave Acts and, repealed was the development of the Underground Railroad. In the antebellum period, this was a system by which runaway slaves were aided by abolitionists and sympathetic Northerners such that they could reach places of safety in the north or in Canada. The clandestine activities of the movement and the usage of railway terms prompted the name, though it was neither underground, nor a railroad. For the world, the Underground Railroad offers a story of endurance, faith and courage on one hand. As a caveat, it also draws attention to the ongoing pattern of force, betrayal and a persistent denial of freedom. Still was made executive director and secretary to the General Vigilance Committee. This was an assistance group for the Underground Railroad formed by a group of Philadelphia abolitionists in the winter of 1837. Indeed, the movement of the Underground Railroad creates an unforgettable route to the deadly struggles, brutal hardships and narrow escapes of the slaves in the United States. The Underground Railroad allows us to move beyond a critical paradigm which may allow the United States to be either only trapped or to be transcendent. My desire is to have them as free citizens of this nation. Knowing what property I may have, is to be divided amongst the Best of my friends, how can I think of them having bone of my bone and flesh of my flesh to be called their property. In fact, after years of contact with the Europeans, the Cherokee Nation delegitimised Cherokee families that included black members and outlawed marriage between Cherokees and black slaves, even as it legalised Cherokee-white intermarriage. The fluid relationship between blacks and Cherokees became more rigid and stringent. Blacks were systematically thrust on subordinate positions in Cherokee society, legally and socially. In both these Nations, the family was

subjugated to laws of racial prejudice and discrimination. In its insistence on citizenship rights within the Cherokee Nation, the Afro-Cherokee Shoe Boots family disrupted the ideal family unit as prescribed by American codes. By centring on the family as a category, Miles traces social change and transformation in dual National contexts: Between and , members of the newly formed National Committee such as John Ross, Charles Hicks, and John Ridge with their upbringing as an emergent Cherokee biracial westernised aristocracy, revamped Cherokee governance into a centralised order, replacing the mores of traditional community consensus. While Shoe Boots adopts a confessional tone at the supposed indiscretion influenced by the Euro-American prejudice against intermarriage , he effectively connects his case to traditional laws of Cherokee kinship. The story of Shoe Boots and Doll has been recognised by chroniclers of Cherokee history as the first black-Cherokee marriage. While there definitely might have been instances of Afro-Cherokee alliances in earlier times, this was the first relationship to be recorded in the Cherokee national government. Miles thus juxtaposes history, anthropology, law and literature in order to negotiate with a central paradox: Through a micro-history of a local institution and a family unit such as the Shoe Boots, we find an instance of intimate contact between Afro-Americans and Cherokees in the United States. This further examines joint Indian and African enslavement, American Indian participation in the larger US southern slave economy and black experience as slaves of Indians. The story of Doll, therefore, leads to the creation of a narrative based on the impossibility of expressing the horror of slavery and also on the complex historical route of an Afro-Cherokee identity, which had been hitherto bypassed or neglected. I will put in my poems that with you is heroism upon land and sea, And I will report all heroism from an American point of view. They function as fundamental texts, which may attempt to recover the latent possibility of rethinking political futures beyond regressive structures where the primary concern has been acquisition. Trail of Tears Greenwood: Trail of Tears and Indian Removal. Greenwood Press, , â€” [5] [http: Alton Hornsby Malden, MA: Blackwell , â€”](http://AltonHornsbyMaldenMA.com)

### Chapter 5 : Jane Yolen "Works" Blog Archive » Ekaterinoslav: A Family's Passage to America

*See details and pricing for the Koningsdam 14 Night Passage to America Cruise sailing October 28, from Civitavecchia (Rome). Book Holland America Line online or call - [www.nxgvision.com](http://www.nxgvision.com)*

Improvements in air flow on board the ships helped to decrease the infamous mortality rate that these ships had become known for throughout the 16th and 17th centuries. Therefore, ship captains and investors sought technologies that would protect their human cargo. This equated to about to enslaved Africans on each slave ship, or 1. The English ships of the time normally fell on the larger side of this spectrum and the French on the smaller side. Ships purposely designed to be smaller and more maneuverable were meant to navigate the African coastal rivers into farther inland ports; these ships therefore increased the effects of the slave trade on Africa. This reduction in the ratio of enslaved Africans to ship tonnage was designed to increase the amount of space per person and thus improve the survival chances of everyone on board. These ships also had temporary storage decks which were separated by an open latticework or grate bulkhead, Ship masters would presumably use these chambers to divide enslaved Africans and help prevent mutiny. Some ships developed by the turn of the 19th century even had ventilation ports built into the sides and between gun ports with hatches to keep inclement weather out. These open deck designs increased airflow and thus helped improve survival rates, diminishing potential investment losses. First the Dutch East India Company in the 18th century, followed by some other countries and companies in the late 18th early 19th centuries, realized that the inclusion of surgeons and other medical practitioners aboard their ships was an endeavor that proved too costly for the benefits. So instead of including medical personnel they just stocked the ships with a large variety of medicines; while this was better than no medicines, and given the fact that many crew members at least had some idea of how disease was spread, without the inclusion of medical personnel the mortality rate was still very high in the 18th century. Women with children were not as desirable for they took up too much space and toddlers were not wanted because of everyday maintenance. Overcrowding combined with malnutrition and disease killed several crew members and around 60 slaves. The crew decided to drown some slaves at sea, to conserve water and allow the owners to collect insurance for lost cargo. About slaves were killed and a number chose to kill themselves in defiance, by jumping into the water willingly. The Zong incident became fuel for the abolitionist movement and a major court case, as the insurance company refused to compensate for the loss. While slaves were generally kept fed and supplied with drink as healthy slaves were more valuable, if resources ran low on the long, unpredictable voyages, the crew received preferential treatment. Slave punishment and torture was very common, as on the voyage the crew had to turn independent people into obedient slaves. Suicide[ edit ] Slaves resisted in many ways. The two most common types of resistance were refusal to eat and suicide. Suicide was a frequent occurrence, often by refusal of food or medicine or jumping overboard, as well as by a variety of other opportunistic means. Often when an uprising failed, the mutineers would jump en masse into the sea. Slaves generally believed that if they jumped overboard, they would be returned to their family and friends in their village or to their ancestors in the afterlife. They used the sharks that followed the ships as a terror weapon. One captain, who had a rash of suicides on his ship, took a woman and lowered her into the water on a rope, and pulled her out as fast as possible. When she came in view, the sharks had already killed her and bitten off the lower half of her body. They would construct choruses on the passages using their voices, bodies, and ships themselves; the hollow design of the ships allowed slaves to use them as percussive instruments and to amplify their songs. This combination of "instruments" was both a way for slaves to communicate as well as create a new identity since slavers attempted to strip them of that. Although most slaves were from various regions around Africa, their situation allowed them to come together and create a new culture and identity aboard the ships with a common language and method of communication: In fact, on board the Hubridas, what began as murmurs and morphed into song erupted before long into the shouts and cries of coordinated revolt. Furthermore, such organization and coming together enabled revolts and uprisings to actually be coordinated and successful at times. Uprisings[ edit ] Aboard ships, the captives were not always willing to follow orders. Sometimes they

reacted in violence. Slave ships were designed and operated to try to prevent the slaves from revolting. Resistance among the slaves usually ended in failure and participants in the rebellion were punished severely. About one out of ten ships experienced some sort of rebellion. When we found ourselves at last taken away, death was more preferable than life, and a plan was concerted amongst us, that we might burn and blow up the ship, and to perish all together in the flames. Surviving rebels were punished or executed as examples to the other slaves on board. African religion[ edit ] Slaves also resisted through certain manifestations of their religions and mythology. They would appeal to their gods for protection and vengeance upon their captors, and would also try to curse and otherwise harm the crew using idols and fetishes. One crew found fetishes in their water supply, placed by slaves who believed they would kill all who drank from it. In port towns, recruiters and tavern owners would induce sailors to become very drunk and indebted and then offer to relieve their debt if they signed contracts with slave ships. If they did not, they would be imprisoned. Sailors in prison had a hard time getting jobs outside of the slave ship industry since most other maritime industries would not hire "jail-birds", so they were forced to go to the slave ships anyway.

**Chapter 6 : Cost of passage, Norway - America**

*PASSAGE TO AMERICA has 7 ratings and 0 reviews. In the middle years of the last century more than two million men, women and children abandoned the Briti.*

North America[ edit ] Until the late 18th century, indentured servitude was very common in British North America. It was often a way for poor Europeans to immigrate to the American colonies: After their indenture expired, the immigrants were free to work for themselves or another employer. It has been argued by at least one economist that indentured servitude occurred largely as "an institutional response to a capital market imperfection". Most indentured servants worked as farm laborers or domestic servants, although some were apprenticed to craftsmen. The terms of an indenture were not always enforced by American courts, although runaways were usually sought out and returned to their employer. Between one-half and two-thirds of white immigrants to the American colonies between the s and American Revolution had come under indentures. Other colonies saw far fewer of them. The total number of European immigrants to all 13 colonies before was about ,; of these 55, were involuntary prisoners. The age of adulthood for men was 24 years not 21 ; those over 24 generally came on contracts lasting about 3 years. As historian Richard Hofstadter pointed out, "Although efforts were made to regulate or check their activities, and they diminished in importance in the eighteenth century, it remains true that a certain small part of the white colonial population of America was brought by force, and a much larger portion came in response to deceit and misrepresentation on the part of the spirits [recruiting agents]. Oliver Cromwell sent into enforced indentured service thousands of prisoners captured in the Battle of Preston and the Battle of Worcester. King James II acted similarly after the Monmouth Rebellion in , and use of such measures continued also in the 18th Century. Indentured servants could not marry without the permission of their master, were sometimes subject to physical punishment and did not receive legal favor from the courts. To ensure that the indenture contract was satisfied completely with the allotted amount of time, the term of indenture was lengthened for female servants if they became pregnant. Upon finishing their term they received "freedom dues" and were set free. Sharon Salinger argues that the economic crisis that followed the war made long-term labor contracts unattractive. But these were temporary rather than lasting". An American law passed in abolished imprisonment of debtors, which made prosecuting runaway servants more difficult, increasing the risk of indenture contract purchases. The 13th Amendment , passed in the wake of the American Civil War , made indentured servitude illegal in the United States. Contracts[ edit ] Through its introduction, the details regarding indentured labor varied across import and export regions and most overseas contracts were made before the voyage with the understanding that prospective migrants were competent enough to make overseas contracts on their own account and that they preferred to have a contract before the voyage. Many contracts also provided free passage home after the dictated labor was completed. However, there were generally no policies regulating employers once the labor hours were completed, which led to frequent ill-treatment. Women, looking for what they believed would be a better life in the colonies, were specifically sought after and recruited at a much higher rate than men due to the high population of men already in the colonies. However, women had to prove their status as a single and eligible to emigrate, as married women could not leave without their husbands. Many women seeking escape from abusive relationships were willing to take that chance. The Indian Immigration Act of [17] prevented women from exiting India as widowed or single in order to escape. Many were forced into signing labor contracts that exposed them to the hard field labor on the plantation. A half million Europeans went as indentured servants to the Caribbean primarily the English-speaking islands of the Caribbean before During the late 17th and early 18th centuries, children from England and France were kidnapped and sold into indentured labor in the Caribbean. Indian indenture system[ edit ] The Indian indenture system was a system of indenture , a form of debt bondage , by which 3. It started from the end of slavery in and continued until This resulted in the development of large Indian diaspora , which spread from the Indian Ocean i. Fiji , as well as the growth of Indo-Caribbean and Indo-African population. The British wanted Indians to work in Natal as workers. But the Indians refused, and as a result, the British introduced the indenture system. Each man was required to appear

before a magistrate and declare that he was going voluntarily. The first attempt at importing Indian labour into Mauritius , in , ended in failure, but by , with abolition throughout most of the British Empire , transportation of Indian labour to the island gained pace. By , 25, Indian labourers had been shipped to Mauritius. After the end of slavery, the West Indian sugar colonies tried the use of emancipated slaves , families from Ireland , Germany and Malta and Portuguese from Madeira. All these efforts failed to satisfy the labour needs of the colonies due to high mortality of the new arrivals and their reluctance to continue working at the end of their indenture. Transportation to the Caribbean stopped in due to problems in the sugar industry and resumed in Demerara and Trinidad in and Jamaica in The Indian indenture system was finally banned in Blackbirding Convicts transported to the Australian colonies before the s often found themselves hired out in a form of indentured labor. At the height of the labor trade, more than one-half the adult male population of several of the islands worked abroad. The workers came mainly from Melanesia â€” mainly from the Solomon Islands and Vanuatu â€” with a small number from Polynesian and Micronesian areas such as Samoa , the Gilbert Islands subsequently known as Kiribati and the Ellice Islands subsequently known as Tuvalu. They became collectively known as " Kanakas ". Whether the system legally recruited Islanders, persuaded, deceived, coerced or forced them to leave their homes and travel by ship to Queensland remains difficult to determine. Official documents and accounts from the period often conflict with the oral tradition passed down to the descendants of workers. Stories of blatantly violent kidnapping tend to relate to the first 10â€”15 years of the trade. Coolies from India were imported, frequently under indenture, for such projects as the Uganda Railway , as farm labor, and as miners. They and their descendants formed a significant portion of the population and economy of Kenya and Uganda, although not without engendering resentment from others. Initially brought to work the sugar estates following the abolition of slavery in the British Empire an estimated half a million indentured laborees were present on the island during this period. However, only national legislation can establish the unlawfulness of indentured labor in a specific jurisdiction.

**Chapter 7 : On the Water - Maritime Nation, Enterprise on the Water**

*That WAS America, and it is the America most of us still secretly long for as we face each working day in a sea of alien faces and nonEuropean tongues. Ms. Shippen's book was a chance find, and yielded a most amazing ing result: I read Chapter 8 on the Irish potato famine to a friend from my Catholic high school days, complete with my brogue.*

Passage to America shares Once you become known as the Official Family Historian, a wonderful phenomenon begins to occur. Make Instant Discoveries in Your Family Tree Now Imagine adding your family tree to a simple website and getting hundreds of new family history discoveries instantly. MyHeritage is offering 2 free weeks of access to their extensive collection of 9 billion historical records, as well as their matching technology that instantly connects you with new information about your ancestors. Sign up using the link below to find out what you can uncover about your family. Carl August Peterson my great-grandfather, came to the United States in He first settled in Chicago, where he had a brother, Theodore. He married Emelia Fryksdal there, and later they went west to Nebraska. His passenger contract, written in both Swedish and English, gives these details: From Gothenburg the passengers are forwarded on steerage place to Hull, and further, never later than twelve hours after the custom house examination, to Liverpool, in third class carriages on the railroad. With the first steamer belonging to the Cunard Line, the departure from Liverpool will take place never later than eight days from the arrival there. In the above payment 30 kronor is included: Steerage place in the Steamers and third class carriages on the Railroads. Forwarding of luggage viz: Secondly, he could take 10 cubic feet of luggage. Everything else from his old life had to be left behind. I wonder what he packed? The s were a hard time in Sweden, with crop failures causing food shortages and lack of employment. Leaving everything he had ever known must have been difficult, but staying where he was must have been the less attractive option. So, he came to America at the tender age of nineteen, found a job in Chicago, got married, went west to Nebraska, bought some land, and worked hard and his children became farmers and teachers and nurses and soldiers. Carl August Peterson, an immigrant I am proud to call my ancestor. Storytelling is one of her favorite aspects of genealogy, as can be seen on her blog, Pages from the Ancestry Binders. Another special interest is Amish genealogy. Sue has been doing genealogy as a hobby for about 20 years and has been putting together ancestry binders for others since Sue lives in Yorkville, Illinois with her husband Gary. Her website can be found at [www](http://www). To begin receiving the free weekly newsletter please take a moment to check your email and confirm your subscription. There was an error submitting your subscription.

### Chapter 8 : PASSAGE TO AMERICA by Terry Coleman

*Holland America Line and O, The Oprah Magazine have partnered on an exciting initiative that will unite the soul-stirring power of travel with O's deep commitment to wellness, connection and personal growth through a series of cruises and activities that will bring the magazine to life for all on board.*

Falling My Books All the books on this site are available in a digital format. After receiving payment we will send them to you via email. Please make sure your server can easily handle the load. Sex with an abundance of fellow travelers and intimacies of the body and heart not previously experienced. Yet for the majority of those opened up and transformed through contact with Rajneesh and his meditations, any quantity of earthly delights was only foreplay on the way towards something bigger, better and brighter. Blazing like a thousand suns brighter. The ultimate in cosmic consciousness. They said he was a hi-tech con man who seduced the young and impressionable, the rich and beautiful, and eventually broke them psychologically, spiritually and financially. For almost two decades, the Indian mystic was a media hot spot, a source of inspiration for many and irritation for more. Then, after his arrest and deportation from the United States in the fall of , he became a black hole on the news map. Even when he was still alive, most thought he was in prison or dead. His lovers said his being dumped down the memory hole was the result of a US government conspiracy. Hard as it is for some people to imagine and admit, they do that sort of thing. It was standing room only conspiracies, not very well organized by numerous state and federal agencies and departments who were often at odds with themselves and each other. For example, there were assassination plots. The intent was to shut down a city and shut up a man threatening business as usual. The historical record, as unearthed and pieced together by the author, clearly indicates that in the minds of many high- middle- and lower- level government officials Rajneesh represented an upsurge of the riotous s, something they wished to prevent or put down at all costs. A Passage to America proves all that. But its purpose is not to square circles or build bridges across the chasms separating those who would praise Rajneesh and those who would bury him. Or to proselytize for anyone or anything. Let readers draw their own conclusions. Those familiar with the first edition of this volume should know that this is a totally revised work. The stress then was on stop the presses scoop journalism. Here I have delved more into the abundant and high quality academic research on this and related topics and been more generous with the use of footnotes. There are more than of them. Without sacrificing rigor and accuracy, I have also opted for a more literary approach. Appropriate rhythms, telling metaphors, and more precisely chosen words. The results are, in my opinion, a stronger, tighter argument and more pleasing peruse. It should be noted that the first 20 pages of that chapter were sent in a slightly different form to about 40 newspapers and television stations in Oregon – including The Oregonian - and not a single one of them deemed it or me worth a response. At least as far as this theme is concerned.

### Chapter 9 : Middle Passage - Wikipedia

*I had tried for years to write a memoir of my father's family and their travels to America from a small shtetel (Jewish village) in the Ukraine in.*