

NO RELIEF FROM PREVIOUS WARNINGS: PITFALLS AS HITHERTO! A CONTINUATION OF *GERMANS TO AMERICA*.¹ THE SUPERFLUOUS EDITION²

By Prof. Dr. Antonius Holtmann, University of Oldenburg (Oldenburg, Germany)
Translated by Prof. Dr. LaVern J. Rippley, St. Olaf College (Northfield, MN, USA)

Professor Antonius Holtmann was born in 1936 and is the head of the Research Center for German Immigrants (www.dausa.de), established 1986 at Oldenburg University in Germany, a division of the Institute for Political Science. Professor Holtmann studied German and History at Muenster and Marburg Universities (1956-1962), and earned his Ph.D degree at Bremen University in 1974.

As a refresher course, let me offer a brief reflection on the first series of this critique.³ Recently a customer of the Research Center for German Immigrants in the USA (DAUSA) at Oldenburg University inquired about passenger list date for Fritz Lenthe who reportedly emigrated to the United States in the 1880s. We found him in our National Archives Microfilm Publications (NAMP). He departed on August 19, 1885 on board the *Hermann* from Bremen to Baltimore (NAMP 255, Roll 40). *Germans to America* CD 1875-1888 had already published this information.⁴ In the original he appears as a “miller” who comes from Prussia. The helpful CD however, gives his last residence as the “Pfalz in Preussen” (Palatinate in Prussia). The Deutsche Auswanderer-Datenbank (DAD) in Bremerhaven confirms that his last permanent domicile was the Pfalz in Prussia and it adds as well that the man’s profession as a miller was expanded by his job as a “baker,” with the source of information alleged to be the dependable National Archives of the USA. Volume 52 of the *Germans to America* book limits his work to his job at the mill but in the latter case Fritz Lenthe is said to come from the Pfalz in “Saxony.”

The printed and non-German selective list clarifies the confusion a bit: Auguste and Ida Buckert came from Saxony and Johann Palms with his four children came from the Pfalz. From this point forward, however, the GTA team in the book put down all the subsequent listed passengers as coming from the Pfalz in

Saxony. The CD and DAD correctly offer the county of departure but then insist that it was the Pfalz, for example the Pfalz in Thüringen (Emil Proeger) and in Baden (Johanna Roehling), the Pfalz in Bremen (Heinrich Lemke) and in Oldenburg (Agnes Hoppe); even the Pfalz in “Deutschland” because Minna Schwemm is indeed registered in the original as coming from the Pfalz which is reported as “the country of which they are citizens.” The ship *Hermann* in *Germans to America* arrives with 240 passengers who are mentioned, of which 159 come from the Pfalz. But on the original microfilms, there are only five females and two males from the Pfalz.

Series II

Anyone who has published a first series is careful not to repeat the obvious inaccuracies, which have been criticized publicly ten years prior to the succeeding edition.⁵ But GTA has absolutely no hesitation to do that very thing.

In order that I do not tediously repeat myself, the following is only a summary about the series 1850-1897. These are likewise deficient but helpful in finding (even though deficient) access to the original passenger lists which are on the National Archives Microfilm Publications (NAMP), especially if the time frame of immigration cannot be determined succinctly, thereby escaping search for the proverbial needle in a haystack. It is my

suspicion that this opinion will also apply to volumes three through six.

The second series is superfluous. For the years 1820-1850 there are name indexes on the CD-Rom for each port, Boston and Baltimore (until 1852), for New York and New Orleans and even for Philadelphia (from the year 1800), in which they also register non-Germans, Austrians and German-Americans as well.⁶

The new volumes are not more than unreliable name indexes, and beyond that they delete the non-Germans, even the Germans of Austria from 1840-1866. Nor can we learn the status of their travel (cabin or steerage), nor the total number of passengers, nor the names and representation of German-Americans. What they did in the last volumes of the first series is also omitted. The names in meager transcribed lists do not appear in the sequence of the original but in alphabetical order and then sorted according to age. Local and internal relationships of one name to another are lost, and if we take a name like Meyer multiplied on the same ship, he easily loses his place of origin and virtually all would be indistinguishable as to relationship or family connections. Therefore these volumes are not worthy of citation and are apparently not complete. Every entry has to be checked against the originals. Any immigrant who cannot be found in the books can likely be discovered on the originals. Anyone who relies on *Germans to America* is truly left in the lurch.

To have Series II (1840-1849) begin with the year 1840 is as ridiculous as to have Series I (1850-1897) begin with the year 1850. Since the year 1820, Federal law required passenger lists for all ships arriving in the United States.

Even now the GTA team is unable to make use of a calligraphic and church historical

*List of Passengers on board of the Bremen Ship Olbers. H. W. Carter
N.Y. bound from Bremen to New Orleans*

<i>Names</i>	<i>Last Dwelling place</i>	<i>Occupation</i>	<i>Years of Age</i>
<i>Cabin</i>			
<i>Martin Stephan</i>	<i>Dresden</i>	<i>Preacher</i>	<i>61.</i>
<i>Martin</i> his son	"	"	<i>16.</i>
<i>Theodor Julius Brohm</i>	"	<i>Candidate</i>	<i>34.</i>
<i>Mrs. Fischer</i>	"	<i>Merchant</i>	<i>70.</i>
<i>Julie</i> his wife	"	"	<i>32.</i>
<i>Louise Günther</i>	"	"	<i>32.</i>
<i>Gustav Tacchel</i>	"	<i>Cashier</i>	<i>32.</i>
<i>Francis Adolph Marbach</i>	"	<i>Attorney</i>	<i>40.</i>
<i>Louise</i> his wife	"	"	<i>34.</i>
<i>Gustav</i>	"	"	<i>11.</i>
<i>Clara</i>	"	"	<i>6.</i>
<i>Victor</i> } his children,	"	"	<i>5.</i>
<i>Martin</i> *	"	"	<i>2.</i>
<i>Eduard Fehse</i>	"	<i>Recorder</i>	<i>35.</i>
<i>Mathilde</i> his children	"	"	<i>9.</i>
<i>M. Emil Julius Moritz Wege</i>	"	<i>Candidate</i>	<i>38.</i>
<i>Hermann Wallker</i>	"	<i>Preacher</i>	<i>29.</i>
<i>Joseph Schneiderin</i>	"	"	<i>40.</i>
<i>Friedr. Loeschner</i>	<i>Hörigbrück</i>	<i>Painter</i>	<i>44.</i>
<i>Steerage</i>			
<i>Heinr. Aug. Doederlein</i>	<i>Lipszig</i>	<i>Merchant</i>	<i>33.</i>
<i>Fr. Wm. Barthel</i>	"	<i>Oeconomist</i>	<i>47.</i>
<i>Caroline Juliane</i> his wife	"	"	<i>37.</i>
<i>Richard</i>	"	"	<i>11.</i>
<i>Mathilde</i> } his children,	"	"	<i>9.</i>
<i>Theodor</i>	"	"	<i>7.</i>

Passenger list of the ship *Olbers*, Bremen-New Orleans, arriving January 21, 1839.

treat offered by the list of *Olbers* (January 21, 1839 Bremen to New Orleans) which supplied the Old Lutheran Saxon founding fathers of the Missouri Synod on board, with Martin Stephan from Dresden at their head and its appendix of families (NAMP 259, R. 17). But then, what's the point? There is in existence the CD-ROM, which came not from the GTA team which offers access to the original list of *Olbers*. And in several years the Ellis Island

Internet offering (www.ellisland.org: *American Family Immigration History Center*), which so far has only covered the years 1892-1924 for the New York Harbor, but might expand to the years 1800/1820-1891 with reference to all arrival harbors for the United States.⁷

The Year 1840

The discoveries in the new edition are also terrifying.

In GTA **Boston** loses the list for the Stettin double-masted *Traub* which in Rotterdam had taken on 85 Germans and arrived in the United States on August 10, 1840. In the process we lost the doctor, Johann Sebastian Deisen, age 33, in the GTA publication (NAMP 277, R. 13). On the CD (256) his harbor for departure is kept a secret. Our only recourse is to turn to the original.

The National Archives make the lists for three ships carrying German passengers available to the public: Two ships with one German passenger each, and one ship with 85 German passengers. None of these passengers were taken into consideration--in all 87 passengers are missing.

As for **Philadelphia**, it loses for example the list for the Bremen two-masted *Stern*, onto which 62 Germans took passage on the 25th of June, 1840 (NAMP 425 R. 56), among them the upholsterer August Lautenbach, 35 years of age, and not 25 as the CD (359) tries to have us believe.

The National Archives makes available to the public on microfilm the lists of ten ships carrying German passengers: on five ships there are 14 passengers; on five other ships there were in all 353 passengers. None of these lists were taken under advisement. In all, 367 passengers are missing from consideration.

New Orleans loses decisively more: e.g., ten Germans on the *Liverpool* leaving from Liverpool on June 19, 1840; e.g. the merchant, Heinz Volcker, 25, who arrived from Havana on March 21, 1840 on board the two-masted *Emilio* (NAMP 259, R. 20). But there were also 11 persons from the family of the coppersmith C.A. Schmidt (34) and of the jeweler, A.D. Meyer (50), who arrived from Hamburg *Altona* on September 14, 1840 on board the *Tiber* (NAMP 259, R. 21). The CD (358) reports only "Germany" and already in 1840, well before the real action of 1864, allocates Danish Altona to the North German League.

GTA also withholds information from the *Quarterly Abstracts of Passenger Lists of Vessels Arriving at New Orleans* (NAMP 272, 17 Rolls, 1820-1875). They do not issue the copied lists with the arrival dates, the names of the ships and the departure harbors. For example, the list of the ship arriving on November 23, 1840 from Bremen called the *J.H. Adami* with its 120 Germans on board (NAMP 272, R. 2). In total there were 21 such lists, which were shoved under the table, though they cover a time span of three months. From October to December 1840, the originals that were given to the harbor personnel are missing on the microfilm.

On four of the New Orleans lists that are included in the GTA, more than half of the travelers lose their hometowns. On the list for the ship *Louise Friederike* (arriving on January 27, 1840) for example, 24 of the 40 passengers (NAMP 259, R. 19) lose their hometowns. Because of this, Professor Seidensticker of St. Louis comes from "an unknown spot in" Germany and the same holds true for the businessman George Mo. Spange, who is entered in the original as coming from the Netherlands town of Vlissingen.

The lists of 93 ships with German passengers on board are made known by the National Archives on microfilm, 21 of them in the configuration used by the *Quarterly Abstracts*. From the 93 missing, 51 lists were not even considered; among these, all 21 in the *Quarterly Abstracts*, a source that is entirely omitted by *Germans to America* (from October to December, 1840 they took into account only the freight reports without passenger names on the passenger list roll of film): 24 lists with 90 German passengers; 27 lists with about 2,660 German passengers. Thus, there are around 2,750 passengers missing in all.

The treatment of the lists for **New York** is no less appalling. For the double-masted *Perry S. Hamilton* from Hamburg people are missing, like the rope maker Friedrich August Klarich (40 years old) who arrived on September 2, 1840 as well as the list of those on board the *William H. Ruessell* from Le Havre with numerous "Rheinbayern" (Palatines) on board (arriving on April 20, 1840).

All 105 passengers on the Bremen three-masted *Republik* (with arrival on June 3, 1840) who were robbed of their hometowns,

**There are around
2,750 passengers
missing in all.**

as well as seven of the 12 passengers on the Bremen two-masted *Bremen Packet* (which arrived on February 24, 1840): Both Charles Thielmann and G.C. Huett unmistakably come from the city of Bielefeld. Huett loses his hometown in GTA; Thielemann keeps his. What sloppy oversight is this?

In dealing with the list of the *Albany* from Le Havre (arriving on August 20, 1840), the GTA team bumps into the geographic and regional historical boundaries to their great embarrassment. All the passengers from the German region Franconia (in German: *Franken*) are left out of the publication.

These Franconians add up to 125 of the total 186 passengers who were on board (NAMP 2237, R. 41-44). The National Archives do make the lists of 223 ships with German passengers on board available to the public on microfilm. From among them 96 ships were not even considered. Sixty-eight of the lists with approximately 300 German passengers, 28 lists with about 2,700 German passengers. In all, around 3000 passengers are missing from consideration.

About **Baltimore** enough has been said already (Footnote 5). But not enough has been said about the Meyer trio on the GTA lists for the *Gustav* (going from Bremen to Baltimore, arriving May 25, 1840 – NAMP 255, R. 2). Ann Mary Meyer arrives from her hometown Venne, Henry Meyer from his town called Recke, and Derrik Meyer from Glane as logged in the original. In the GTA, Ann Mary Meyer retains her hometown. However, she loses her second given name. Henry and Derrik Meyer lose their hometowns. Venne is about 15 kilometers northward, Recke about 25 kilometers northwestward and Glane about 15 kilometers southward of Osnabrück - providing that the hometown is not the town of Glane near Wildeshausen which is about 100 kilometers north of Osnabrück. Thanks to the GTA team, we have a collage that makes no sense. For indeed Derrik Meyer, age 30, comes from an unknown village, Henry Meyer, 29, is from an equally unknown village, while Ann, 20, comes from Venne. The alphabetical and hierarchical ordering according to their ages results in a reorganization of the passenger list and a unique mention of the family name by the GTA team suggest a unity into a Meyer duo, if not a Meyer trio.

The lists of 38 ships with German

passengers on board are available from the National Archives. All these lists have been taken into consideration. Thirty-two lists retain the hometowns of each and every passenger. Fifty percent and more of these passengers however lost their hometown on every list offered by *Germans to America*.

In summary it can be said: The lists of 367 ships with German passengers on board are available from the National Archives for the Boston, Philadelphia, New Orleans and New York harbors. *Germans to America* takes into account 207 of them. Not considered are 160 ships with about 6,200 German passengers. During the year of 1840 some 30,000 Germans immigrated to the United States. Therefore, about 20% of the German arrivals are left out of the books *Germans to America*.⁸

Curiosities

Let me return to the list for the *Albany*. Two one-year-old children died en route, one on July 8, two days after their departure, and the other on August 6, 1840. In GTA the editors compound the incidents into 49 deaths and they deleted 125 people from Franconia; furthermore, only 12 of the 186 passengers disembark from the ship on August 20, 1840 in New York Harbor.

On the same day the *Great Britain* from Le Havre arrived in New York. What the *Albany* lost in terms of passengers in GTA, the *Great Britain* more than made up. In addition to one real birth on board, they recorded 220 virtual births among the passengers. Its GTA list documents some marvelous unrealities: entire

Entire families are born into the world during a trip of a few weeks on the water.

families are born into the world during a trip of a few weeks on the water. For example, we find a ten-member family named Kussel (ranging from 49 down to 3 years old) and an eight-member family named Wagner (ranging from 44 down to 4 years old). Even the birth of the 67-year old Barbara Zweifel (in English: "Barbara Doubt"), as reported by the GTA team, raised no eyebrows – or caused anyone to despair. Who would not doubt the competence of the GTA team? And who would not like to make his puns with the

*List of Steerage Passengers on board the Ship
Tiber, Lovell is Master from Hamburg*

<i>Names</i>	<i>Age</i>	<i>Occupation</i>	<i>Where from</i>	<i>To. Reside</i>	<i>Sex</i>
<i>C. A. d. Schmidt</i>	<i>34</i>	<i>Engraver</i>	<i>Hamburg</i>	<i>New Orleans</i>	<i>Male</i>
<i>C. S. E. Schmidt</i>	<i>32</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>Female</i>
<i>B. E. R. Schmidt</i>	<i>9 1/2</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>Female</i>
<i>A. R. H. Schmidt</i>	<i>7</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>Male</i>
<i>J. A. M. Schmidt</i>	<i>4 1/2</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>Female</i>
<i>J. A. Schmidt</i>	<i>2</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>Male</i>
<i>A. D. Meyer</i>	<i>50</i>	<i>Jeweler</i>	<i>Altona</i>	<i>New Orleans</i>	<i>Female</i>
<i>M. Meyer</i>	<i>29</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>Female</i>
<i>H. Meyer</i>	<i>19</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>Male</i>
<i>C. Meyer</i>	<i>14</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>Male</i>
<i>J. Meyer</i>	<i>5</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>Male</i>
<i>C. Gofse</i>	<i>26</i>	<i>Subinet Maker</i>	<i>Hamburg</i>	<i>New Orleans</i>	<i>Male</i>
<i>J. H. Roschats</i>	<i>22</i>	<i>Book Smith</i>	<i>Hamburg</i>	<i>New Orleans</i>	<i>Female</i>

*New Orleans Sept 14 1840
Daniel Conner*

Passenger list of the ship *Tiber*, Hamburg-New Orleans, arriving September 14, 1840, ignored by Germans to America.

name "Doubt"?

But even that is not all! *Germans to America* claims 121 passengers on the *Ferdinand* (sailing from Bremen to Baltimore on June 11, 1840 – NAMP 327, R. 2) come from Darmstadt even though on the originals only 27 come from Darmstadt under the rubric of the kingdom from which they depart. What is meant is not the city but the state of Hessen-Darmstadt, and in no way is the intent a fictive city in Bavaria, Saxony, Hessen, Hannover, Württemberg or Germany. GTA also succeeds during passage from Le Havre to New Orleans to reposition the Kingdom of Bavaria into France (the *Sea Lion* arriving on June 8, 1843). They do the same with Baden (*Mozart*, arriving January 30, 1843) and finally they also succeed in moving the entire country of Germany into France for the *Echo* arriving March 10, 1843 (NAMP 259, R. 22).

Nor is Oldenburg spared. The GTA team did it to the *Mozart*. This time only two of the passengers are from the Grand Duchy of Oldenburg, arriving in New York on July 1, 1842 from Bremen. But the GTA tells of 181 now as inhabitants of the capital city of Oldenburg and at that, they are scattered among differing Oldenburgs all over Germany – an Oldenburg in Bavaria, and one in Bremen, another Oldenburg in Hessen and yet another in Saxony, not to mention an Oldenburg in Württemberg and one in Prussia, an Oldenburg in Baden – and yes indeed – an Oldenburg in Oldenburg. W.M. Meyer who according to the original comes from the Grand Duchy of Oldenburg is the "leader" of the mass exodus of the individuals who follow him: but he himself according to the GTA comes from the City of Oldenburg in the Free and Hanseatic City of Bremen (NAMP 237, R. 49).

So we must conclude that the GTA team reports some astonishing phenomena. They present in *Germans to America* a virtual drawer full of curiosities for the year 1840 which have nothing to do with the realities reported by the originals of the National Archives.

Following is an explanation of massive deviations between the GTA reports and the original documents:

Mass Emigration: The *Georgiana* from Le Havre to New Orleans arriving on April 20, 1840: 25 passengers come from Frankfurt coded as FRA which used as the city of destination in Germany. The *Europe* from Bremen to Baltimore arriving on May 29, 1840: Coming from Weimar in Württemberg, Hessen, Hannover, Bavaria and Prussia are 168 passengers when in the original only five come from Weimar, entered as a state. On the *Elsie* from Bremen to Baltimore arriving on June 1, 1840 are 177 passengers from Bremen, e.g. from Kulmbach in Bremen, Lengerich in Bremen, Oberndorf in Bremen, Neudorf in Bremen, Windheim in Bremen whereas in the original, only four passengers are travelling "cabin class" are entered with their origin in Bremen. On the *Ferdinand* from Bremen to Baltimore arriving on June 11, 1840 there are 121 passengers coming from Darmstadt in Bavaria, in Germany, in Württemberg, in Hessen, in Saxony, in Hannover while in the original document only 27 are entered for Hessen-Darmstadt. On the *Clementine* from Bremen to Baltimore arriving on July 28, 1840 are 222 passengers coming from Bavaria, whereas only 29 come from Bavaria in the original, most of them all with the exact home town entered.

Births on a mass scale: On the *Silvie de Grasse* from Le Havre to New York, with arrival on May 2, 1840, 89 passengers of all ages and whole families are born while on board this vessel. In the original documents only one person is born en route. On the *Tybee* coming from Le Havre to New York arriving on June 4, 1840 are 74 passengers of all ages were born on board while in the original there was only one birth. On the *Alabamian* from Le Havre to New York with arrival on July 24, 1840 nine passengers are entering the world on board ship, among them the Svoboda family aged 36, 30, 6 and one year of age whereas in the original there were two births registered.

On the *Great Britain* from Le Havre to New York arriving on August 20, 1840 were 221 passengers of varying ages and whole families born on board while in the original there was only one birth on board.

Innumerable deaths on board: On the *Iris* arriving from Le Havre to New York on May 19, 1840, 34 passengers die while on the original there were no deaths at all. On the *Louis Philippe* from Le Havre to New York arriving on July 27, 1840, were 124 passengers who died while in the original only one passenger dies on board. On the *Albany* coming from Le Havre to New York on August 20, 1840, 49 passengers die on board and only twelve survive while in reality only two passengers died on board according to the original documents. On the *Ville de Lyon* arriving from Le Havre to New York on October 14, 1840, 74 passengers die on board while in the original only two passengers die.

Volume 2 (July 1843 to December 1845)

Superficially leafing through the volume reveals at a glance a desolate state of affairs. The *Cumberland* arriving from Bremen to Baltimore on August 11, 1845 yields the following. Of 147 passengers, the GTA has 91 lose their home towns, 20 of them rightly so due to a damaged original and 101 passengers who die although in the original only three persons are reported as having died (NAMP 255, R. 4).

Volume 2 takes us to the end of December 1845. The final list for a ship that arrives in New Orleans according to the *Germans to America* book, is the Bremen-based *Everhard* arriving on December 29, 1843. The *Westphalia* that arrives on December 31, 1843, likewise from Bremen, is missing entirely. The microfilm rolls taking us from January, 1844 to October 16, 1844 give only Cargo manifests, but thereafter 117 lists with German passengers filling the gap from October 17 to December 31, 1845. From January to March, 1845 all lists are missing on the roll.

But the *Quarterly Abstracts of Passenger Lists of Vessels Arriving at New Orleans* preserve 24 lists for this time frame, supplying us with the names of the ships and the arrival dates and at times also the places of origin (NAMP 272, R. 2, 3).⁹ GTA makes no note of this. In conclusion, then, for the time period

of two years from 1844 to 1845 in Volume 2 of the *Series II Germans to America*, 141 passenger lists with German travelers who have New Orleans as their destination are missing. With reference to December 1845, there are 25 missing lists with a total of 3,733 passengers. Thus on average 150 passengers are missing from each ship (NAMP 259, R. 23, 24).

Thus for the years 1844-1845, at least 20,000 passengers arriving at New Orleans are left out of consideration. Jürgen Eichhoff has calculated the number of German immigrants in these two years totally about 55,000. If we assume that these figures are correct, that would amount to about 36%. But if we compute using 100 passengers per ship, they would still amount to about 25%.

Lists Missing from Both Series

Again and again, passenger lists are missing as individual items in *Germans to America*. This is especially true when the number of Germans on a ship was low and put out to sea from British ports. However, there are also many absentees. In eleven spans of time containing 548 lists that are on the *National Archives Microfilm Publications*, the DAUSA team bump into the problems less from any systematic search for deficiencies but in connection with individual searches for genealogists and historians.

Hitherto these block absentees are missing in the book edition, and from 1850 onward also on the CDs (1850-1888) and in the DAD (1850-1892): At the port of **Galveston** 1850-1871 39 lists are missing. At **Baltimore**, between August 4, 1856 and January 17, 1860 there are 79 lists missing (all the city passenger lists). At **New Orleans** from October 1, 1840 to December 31, 1841 there are 21 lists missing, which are available in the Quarterly Abstracts. From January 1, 1844 to December 31, 1845 141 lists are missing but available in the originals and in the Quarterly Abstracts, and from January 1, 1847 – March 31, 1847 there are 45 lists with the names of German passengers missing, which are available not in the originals but in the Quarterly Abstracts. At **New York** from July 10, 1851 to October 9, 1851 there are 86 missing lists (as well as for the same period four Baltimore and three Philadelphia lists). From May 19, 1855 until May 30, 1855, 13 lists are missing. From August 22, 1890

until November 28, 1890 there are 42 missing lists (an additional 11 for Boston). From June 1, 1892 until June 30, 1892 there are 32 lists missing. From June 15, 1893 until June 24, 1893, there are 17 lists missing.

For example, from July 1, to December 31, 1854 (*Germans to America, Series I, Volumes 7-9*) loses 61 passengers from ships that reached New Orleans with German passengers on board (NAMP 259, R. 40, 41): 20 came from Bremen, 10 from Le Havre, 9 from Liverpool, 2 from Hamburg, 1 from Antwerp, thus, 42 from Europe and an additional 19 from the Caribbean - 14 from Vera Cruz and five from Havana. To take another example, the *Juno* arrived on October 16, 1854. Its list is cleanly written and is available on (NAMP 259, R. 40) microfilm as well as being preserved in the *Quarterly Abstracts of Passenger Lists Arriving at New Orleans* which are adequately legible (NAMP 272, R. 12). Why is this list missing? Perhaps did it get lost by the National Archives after being filmed? Could we ascribe the deficit to sloppy work by the GTA team? Presumably they were relying only on the originals which were placed at the disposal of Ira A. Glazier and William P. Filby as editors of the *Germans to America* in 1984. They did not pay regard to the National Archives microfilms to find missing parts in the remaining paper originals.

It would have been a requirement that the gaps in *Germans to America* be reconciled with the help of the microfilm lists and with reference to the *Quarterly Abstracts of Passenger Lists Arriving at New Orleans and at Baltimore* but this would have been complicated and expensive. This would not seem meaningful at this time. Ellis Island's American Family Immigration History Center will soon achieve this objective (provided that the deficiencies of *Germans to America* do not continue to repeat, and above all, provided that the Quarterly Abstracts are not ignored), by the expected publication on the Internet of the original lists for all ports of arrival after 1820 (see footnote 7). In that case they will not differentiate among nationalities with the result that also Austrian Germans and German-Americans of the 19th century will have a chance to appear in the published lists.¹⁰

Passenger Lists: Accessibilities

Germans to America (1840-1897, on CD):

1850-1888, DAD: 1850-1892) can already be viewed as largely superfluous.

CDs (to be purchased at www.ancestry.com and www.genealogy.com) cover the following places and periods and not only Germans(!):

- Boston (1820-1850),
- New York (1820-1850),
- Philadelphia (1800-1850),
- Baltimore (1820-1872),
- New Orleans (1820-1850),
- Russians to America (1850-1896),
- Passenger and Immigration Lists Index (1500s-1900s),
- Immigrants to the New World (1600s-1800s),
- Immigration Records: German and Swiss Settlers in America (1700s-1800s).

At www.ancestry.com the following data can be accessed (liable for costs):

- most of the data included in the above-mentioned CD-indexes,
- Baltimore 1892-1948 (download of the original passenger lists),
- New York 1851-1957 (download...),
- Boston 1884, 1891-1943 (download...),
- Philadelphia 1883-1845 (download...),
- Atlantic, Gulf and Great Lakes Ports 1820-1874 (including Galveston/Texas 1846-1871; 1896-1948: (download...).
- Baltimore 1820-1897 (including the Quarterly Abstracts 1820-1869)
- New Orleans 1853-1899 (for the present the only available index)

At the *American Family Immigration History Center*: The Statue of Liberty – Ellis Island Foundation, Inc. (www.ellisland.org) and at *The Battery Conservancy* (www.castlegarden.org) the following Data can be accessed (without charge):

- New York 1892-1924 (download and order of the original passenger lists),
- New York 1820-1913.

The *Research Center German Emigrants in the USA* at Oldenburg University, Germany (DAUSA: www.dausa.de) holds the above-mentioned CDs and, on National Archives microfilms, the original passenger lists (1800/1820-1897) and these indexes even on National Archives microfilms:

- New York 1820-1846,
- Philadelphia 1800-1906,
- Baltimore 1820-1897,
- New Orleans 1853-1899.

However, these databases also include some wrong information and gaps so that *Germans to America* should not be entirely locked away.

It seems no longer meaningful to create an additional database on German Immigrants (Deutsche Auswanderer--Datenbank) based on the arrival lists, that can be accessed online. Rather, it seems advisable to correlate and use local and regional databases with their departure documents and departure passenger lists. The Hamburg State Archive (*Staatsarchiv Hamburg*) holds the Hamburg departure lists (1850-1934) as well as an alphabetical name index 1850-1872 and an online (www.linktoyourroots.hamburg.de) index 1890-1908. The Bremen genealogical society *Die Maus* has put data on individuals on the internet who emigrated from Bremen 1820-1839, till now 1920-1934 (www.passagierlisten.de). The Bremen departure passenger lists do not cover the 19th and early 20th century because high-level administrators decided in 1875--also because storage space was limited--that passenger lists were valueless. They were not stored longer than 3 years. Lists beginning with 1898 are missing since World War II. Record cards with the names of emigrants holds the Bremen Government (*Senator für Häfen, Schifffahrt und Verkehr*) beginning with 1946.¹¹

Addendum I

Volume 6 of *Series II: Germans to America* (April 1, 1848 – October 19, 1848): For the period from October 1–19, 1848 the following deficits were observed: The lists for 11 ships with 870 German passengers are missing. The passengers on the *Minna* from Bremen to New York with arrival on October 15, 1848 (NAMP 237, R. 75) all have their hometowns. In *Germans to America*, only 52 of the 154 keep one and only 52 of the 139 passengers of the *Jason* going from Bremen to New York on October 17, 1848 (NAMP 237, R. 76) keep theirs. Their names were mixed up with a stroke of evil, i.e., the names are neither organized alphabetically nor in any logical sequence on the *Germans to America* list. They also subdivided the family Johann (48 years old) and Mathilda (8) Gloth and separate Anna (31) and Mita (1) Brunsen from Herman (32) and Wilhelm (20) Brunsen.

The passengers on the *Clio* from Hamburg to New York with arrival on October 16, 1848

(NAMP 237, R. 75) are allocated 57 births on the high seas by GTA, but of course only one really happened. Matchen Simberg (26) gave birth to a son on board the *Clio*. The parents named the newly born son Clio. Fifty-six passengers, whose names are listed on the original behind this suckling Clio, get born on board according to *Germans to America*. W. Neumann at the age of 52 is the oldest.

Only New York is taken into account for the period from October 1-19, 1848. Not Boston (NAMP 277, R. 27: 1 list), and neither is mention made of Baltimore (NAMP 255, R. 6: 1 list), not Philadelphia (NAMP 425, R. 67: 4 lists) and not even New Orleans (NAMP 259, R. 28: 3 lists).

passengers arriving at U.S. ports” with but two exceptions, only New York lists were found worthy of inclusion. Take for example the *Thomas Wright* arriving on March 10, 1849 from Dublin to New Orleans. The original passenger lists in the National Archives on microfilm M259, Roll 30 offers no affirmation as to nationality, only Irish and English names, e.g., Kennedy, O’Brien, O’Hea, Monaghan and Flanagan. However, in the Glazier lists, without exception, the travelers gain citizenship exclusively as Swiss citizens. On the *Wyoming* arriving from Liverpool on August 15, 1849 in Philadelphia, we note that the originals (NAMP: M425, Roll 69) indicate 252 passengers, of whom 247 survived the trip. But *Germans to*

	<i>Names</i>	<i>Age</i>	<i>Occupation</i>	<i>The country he was born in</i>	<i>The country in which he became naturalized</i>	<i>Died on the Voyage</i>
1	<i> Joh. Henry Haupt</i>	<i>25</i>	<i>merchant</i>	<i>Sterrich</i>	<i>New Orleans</i>	<i>1 trunk part of dress</i>
2	<i> Adolph Scheidewitz</i>	<i>20</i>	<i>saddler</i>	<i>Bremen</i>	<i>do</i>	<i>2 do</i>
1	<i> Carl Söhde</i>	<i>24</i>	<i>schoemaker</i>	<i>Karitz</i>	<i>Sora</i>	<i>2 do</i>
2	<i> Wilhelmine, wife</i>	<i>27</i>		<i>do</i>	<i>do</i>	
3	<i> Matthies Schieber</i>	<i>26</i>		<i>Neisse</i>	<i>New Orleans</i>	<i>2 do</i>
4	<i> Carl Kersch</i>	<i>54</i>	<i>coppersmith</i>	<i>Breslau</i>	<i>St. Louis</i>	<i>1 do</i>
5	<i> Albrecht Walthor</i>	<i>18</i>	<i>dai labourer</i>	<i>Heinungen</i>	<i>New Orleans</i>	<i>1 do</i>
6	<i> Julius Kersch, son</i>	<i>16</i>		<i>Breslau</i>	<i>St. Louis</i>	<i>2 travelling pouch</i>
7	<i> Heinrich Tenk</i>	<i>29</i>	<i>painter</i>	<i>Lobenstein</i>	<i>New Orleans</i>	<i>1 trunk part of dress</i>
8	<i> C. F. Liebing</i>	<i>52</i>	<i>economist</i>	<i>St. Lubke</i>	<i>Rehlehem</i>	<i>6 do</i>
9	<i> Anna Maria, wife</i>	<i>44</i>		<i>do</i>	<i>do</i>	
10	<i> Louise, daughter</i>	<i>20</i>		<i>do</i>	<i>do</i>	
11	<i> Heinrich, son</i>	<i>18</i>		<i>do</i>	<i>do</i>	
12	<i> Anna Maria, daughter</i>	<i>16</i>		<i>do</i>	<i>do</i>	
13	<i> Heinrich Wilhelm, son</i>	<i>9</i>		<i>do</i>	<i>do</i>	
14	<i> Fritz, son</i>	<i>9</i>		<i>do</i>	<i>do</i>	
15	<i> Wilhelm, son</i>	<i>20</i>		<i>do</i>	<i>do</i>	
16	<i> Ludwig Nordsyk</i>	<i>19</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>1 do</i>
17	<i> Wlth. Hermann</i>	<i>44</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>2 do</i>
18	<i> Marie, wife</i>	<i>44</i>		<i>do</i>	<i>do</i>	
19	<i> Louise Hallmann</i>	<i>26</i>		<i>do</i>	<i>do</i>	<i>1 do</i>
20	<i> Herrn. St. Becken</i>	<i>48</i>	<i>do</i>	<i>Minden</i>	<i>Illinois</i>	<i>4 do</i>
21	<i> Anna, wife</i>	<i>48</i>		<i>do</i>	<i>do</i>	
22	<i> Sof. Friederich, son</i>	<i>16</i>	<i>do</i>	<i>do</i>	<i>do</i>	
23	<i> Friederike, daughter</i>	<i>10</i>		<i>do</i>	<i>do</i>	
24	<i> Johanna Pätz</i>	<i>28</i>		<i>do</i>	<i>do</i>	<i>2 do</i>
25	<i> Herrn. Baumayer</i>	<i>35</i>	<i>do</i>	<i>Herbert</i>	<i>St. Louis</i>	<i>1 do</i>
26	<i> Gerhard Beckhoff</i>	<i>28</i>	<i>do</i>	<i>do</i>	<i>Reimsy</i>	<i>1 do</i>

Passenger list of the ship *Juno*, Bremen-New Orleans, arriving October 16, 1854.

Addendum II

Volume 7 of *Series II: Germans to America* (October 1848 - December 1849): This is the final volume covering the time period from 22 October 1848 to 22 December 1849. Even though the title puts forward “Lists of all

America gives us one list with three American citizens, even though there were 19 on board. The four German passengers simply disappear. In the timeframe from 1 July 1849 to 31 December 1849 in Volume 7, the following passenger lists are missing: six Philadelphia lists

(M425, Rolls 68/69), 18 Baltimore lists (M255, Roll 7), 19 Boston lists (M377, Rolls 30-33), 48 New Orleans lists (M259, Roll 31), 95 New York lists (M237, Rolls 80-85), all containing

the names of German passengers who appear on the microfilms at the national archives. As for the four ships departing Bremen and one other that arrived in November and December

List of 40 passengers and two babies of the Russian vessel, 'Frau Martha von Riga.' Captain Kemmerjers from Bremen to Baltimore

No.	Name	character.	age	native country	town.	last stay.	has any baggage?
<i>Passengers of cabin.</i>							
1.	Edward Willigerod	clerk	20.	Hannover	Borden	Nordberg	1 trunk 1 box coffee
2.	Albanus Wolf	agricultural.	22.	Prussia	Berlin	Berlin	1 c.
3.	Emanuel Bahr	jurist	20.	Itz.	Patritzen	Itz.	1 c.
4.	Ferdinand Lange	carpenter	17.	Itz.	Gruthen	Lammox.	1 parcel 1 parcel
5.	Lewis Franke	millor	27.	Itz.	Delich	Delich	2 chests
6.	John Schmelz	joiner	26.	Russia	Iha	Beth in Hungary	2 c.
<i>Passengers of storage.</i>							
7.	Robert Schindler	taylor	28.	Prussia	Hovikby	Warontrunn	1 chest
8.	Amelia Schindler	his wife	34.				
9.	Charles Steinrich	shoe-maker	21.	Hanover.	Wenabich	Wenabich	1 c.
10.	Yane etc.	his wife	24.				
<i>Passengers between deck</i>							
11.	Julian Sell	bookbinder	24.	Bavaria	Baldheim		1 parcel
12.	Josephus Menke	husbandman	27.	Prussia	Nordbrunten		1 chest
13.	Ertrude Menke	his wife	27.				
14.	Francis Horn	brewer	20.	Bavaria	Elbach	Neustadt	1 parcel
15.	Pauline Schmidt	maid-servant	20.	Saxonia	Soranberg		1 chest
16.	William Glaser	millor	37.	Prussia	Lampung	Laien	5 chests
17.	Henriette Glaser	his wife	29.	Itz.			
18.	John Putner	mason	19.	Bavaria	Orlbach		1 parcel
19.	John Giepl	taylor	29.	Huntenberg	Laudheim		1 c.
20.	Augustus Tieman	husbandman	27.	Hannover	Crichsburg		1 chest
21.	Charlotte Tieman	his wife	24.				
22.	Henry Kurth	brewer	28.	Russia	Katzenhausen		1 chest
23.	John Leber	gardener	25.	Itz.	Balthra	Itz.	1 chest
24.	Christophen Lieben	stonemason	21.	Itz.		Wiltstein	2 c.
25.	Henry Hageron	husbandman	21.	Prussia		Kavenbach	1 c.
26.	John Hageron	his wife	25.	Itz.		Itz.	1 c.

Passenger list of the ship Frau Martha von Riga, Bremen-Baltimore, arriving September 21, 1849, ignored by the Germans to America team.

1849 in Galveston, all neatly maintained by the National Archives (NAMP: M575, Roll 3), *Germans to America* leaves not a trace. This Texas harbor appears nowhere in all 74 volumes.

Germans were still arriving there on 31 December 1849. Mr. A. Rindskopf and Mrs. Rindskopf, in addition to other countrymen, arrive on the Steamer *Cambria* in Boston (NAMP: M277, Roll 33) as well as Wilhelm Müller on the *Philadelphia* arriving in New York (NAMP M237, Roll 85). *Germans to America* simply overlooked them.

So, with Volume 7, Ira A. Glazier either changed his publisher or the same changed its title. But still there seems to be no improvement. We can only hope that this superfluous *Germans to America* edition with its curious cacophony is now at an end. Both private and public libraries ought to be spared the costs of a Series III with "Lists of Passengers Arriving at U.S. Ports in the 1830s."

(Endnotes)

1 Glazier/Filby, eds., *Germans to America. Lists of Passengers Arriving at US-Ports. Series II. Volumes 1-7* (January 1840 - December 1849. Wilmington, Delaware: Scholarly Resources 2002/2003 (Volume 7: Lanham/Toronto/Oxford: The Scarecrow Press 2004)

2 This article follows from a lecture given June 14, 2003 in Bad Marienberg in connection with a dialogue by the Atlantic Academy of Rheinland-Pfalz concerning emigration to North America. It is true that repetition can bore the reader but I mention this for the simple reason that in the face of the all criticism of "Series I" 1850-1897 (See Footnote 5), it would have been reasonable to expect that there would no longer be the major inaccuracies in "Series II." But Series II indeed warrants further criticism. This review first has been published in German in *Genealogie* 53 (2004), 3 / 4, 96-108, and on the *DAUSA-homepage*: www.dausa.de ("Passagierlisten/ Passenger Lists").

3 Glazier/Filby, eds., *Germans to America. Lists of Passengers Arriving at U. S. Ports. Series I*, Volumes 1-67 (January 1850-June 1897). Wilmington, Delaware: Scholarly Resources, 1988-2002.

4 CD No. 356 is available at www.ancestry.com and www.genealogy.com, as is CD No. 355 (1850-1874).

5 See **Antonius Holtmann**, *Wie man mit genealogischen Daten nicht umgehen sollte. 15 Jahre Germans to America*, in *Genealogie*, 52 (2003), 1-2, 385-401. Included in the criticism of this book edition are the corresponding CD edition (see note 4 above) and the status of the data of the Deutschen Auswanderer-Datenbank (DAD: [\[auswanderer-datenbank.de\]\(http://auswanderer-datenbank.de\)\), for which the data from Germans to America for the years 1850-1892 serve as the sources. This review also has been published in English: *Fifteen Years of Germans to America, Truly Enough! Passenger lists and their Outcomes*, in *Society for German-American Studies Newsletter* 24 \(2003\), 2, 10-15, and in *AEMI Journal* 1 \(2003\), 127-136 \(Translated by LaVern J. Rippley, St. Olaf College, Northfield, MN.\). See also \[www.dausa.de\]\(http://www.dausa.de\) \("Passagierlisten/ Passenger Lists"\)](http://www.deutsche-</p>
</div>
<div data-bbox=)

6 The CDs are available from www.ancestry.com and www.genealogy.com: Boston, No. 256; Baltimore, No. 259 and No. 260 (1851-1872); New York, No. 273; New Orleans, No. 358; Philadelphia No. 359. See farther on: "Passenger Lists: Accessibilities".

7 **Judy Giuricea**, *Immigration through Ellis Island and the Genealogical Researcher*, in Sielemann, Hering, Bollmann, eds., *Overseas Emigration and Family Research*. Bergenfield, NJ: Avotaynu 2003, 9-17. (Publication of the State Archives of the Free and Hanseatic City of Hamburg, Volume 18) See farther on: "Passenger Lists: Accessibilities."

8 **Jürgen Eichhoff**, *Diagramm Immigration from Germany 1820-1988*. Madison, Wisconsin: German House Research 1989.

9 The *Quarterly Abstracts of Passenger Lists of Vessels Arriving at New Orleans* has gaps e. g. the years 1820-1875 (R. 1-17). *Baltimore* also has its *Quarterly Abstracts of Passenger Lists of Vessels* (NAMP 596, R. 1-6). However, they have no ship names and also no dates of arrival. Yet, quarterly they do give the names of passengers as well as ages, gender, country of origin and deaths. With some gaps, they cover the time span from 1820-1869. On the Microfilm (NAMP 255, R. 2) are missing, e.g., nearly all passenger lists for the years 1820-1833 and those for the year 1839. The *Quarterly Abstracts* do contain the names of numerous passengers (R. 1, 1820-1829, R. 2: 1830-1833), the Abstracts on R. 4 (1838-1845) for the year 1839 the names of about 5,800 Germans. On the *Baltimore CD No. 259* (1820-1852), but also on the *New Orleans-CD 358* (1820-1850) the passengers who are entered in the *Quarterly Abstracts* are deleted. They were however included by **Michael Pepper**, *Passenger Arrivals at the Port of Baltimore 1820-1834*. Baltimore: Genealogical Publishing Co., 1982.

10 The German Research Association in San Diego, California (GRA) started this process in 1997 to correct the deficiencies for the years 1850-1855 in *Germans to America* (Volumes 1-9), which they are publishing in their magazine "The German Connection." German Research Association, P.O. Box 71160, San Diego, CA 92171-1600 (donaritichi@aol.com). By now they have reached the mid year 1851 and this with reference to New York Harbor. To be sure also, in volumes 1-9 they are adding the lists which Germans to America intentionally did not take into consideration. That is the lists of ships on which less than 80% of the passengers were German! This decision on the part of *Germans to*

America (Volume 10: "In the 1850-1855 volumes, the passenger lists reproduced contain a minimum of 80% German surnames".) amounted to arbitrary selection. The business man C.H. Kahl from Hamburg, the only passenger on the *Dalma* (100%) from St. Thomas to New Orleans with arrival on March 16, 1850 (NAMP 259, R. 32; GTA 1), was not overlooked in *Germans to America*, while the businessman Charles Harnish and his wife, Philippine, the only Germans on the ship *Wisconsin* from Liverpool to New York arriving on January 2, 1850 (NAMP 237 R. 32) were left out. They are victims of the 80% rule, default factors in *Germans to America*. Or do they perhaps fall victim to the customary exercises in all the subsequent volumes of both series, lists that never come into consideration, e.g. for the three-masted *Columbia* from Bremen to New Orleans with arrival on January 12, 1850 (NAMP 259, R. 1) on which 95.4% of the passengers were German? Sloppy work is the only word for it when a ship list is evaluated in violation to one's own established guidelines, e.g. when the list is significantly below the 80% level. In the list for the *Hermann* coming from Bremen and Southampton to New York and arriving on October 9, 1850 (NAMP 237, R. 93), 48 of the 128 passengers are registered as German, i.e., 37.5%. Nevertheless, they are included in the first volume of *Germans to America*.

As to the delivery of the originals to Temple University's Balch Institute in Philadelphia, see **Joan Lowrey**, *Immigrant Passenger Lists Indexes*, in *The German Connection*, 14 (1990), 4, 84-85, 88. The head of Scholarly Resources (see footnote 1) is reported to have remarked that in 1984 "eleven tons of passenger lists" were relegated to Temple University to make space for President Nixon's "records and administration paper." Ira A. Glazier allegedly told Joan Lowrey his team would make good use only of the paper originals that were received, for the archives had to

many abbreviated handwritten copies of the originals on the microfilms. He was not of the opinion that there were any originals only on the microfilms and not in the materials delivered to Temple University's Balch Institute.

To believe this was his oversight. For example the Baltimore city passenger lists were not in these materials, but they are on the National Archives microfilms as a substitution for missing federal passenger lists.

In relatively few instances were there mistakes made in the National Archives. Although the original was available, they copied it and only filmed the copy and not also the original passenger list. In such an instance, the copy on the microfilm is authenticated by a stamp which relates "Filmed because of the poor condition of the original." Precisely that list which was in poor condition should have been microfilmed so that the archival authenticity had been preserved. Then the copied version could be compared to the original. According to an email received from the National Archives on November 6, 2003, the originals have been relegated to branch offices of the National Archives. With assistance these branch offices can be ascertained from the internet: <http://www.archives.gov/facilities/index.html>. Ira A. Glazier would have done a great service if he had used the microfilms of the National Archives as the basis. He could not be sure that not one of the originals got lost after filming. Anyone who would even try to rework the volumes *Germans to America* (books, CDs and DAD) will have to undertake this task and he will have to check up the microfilms for missing original passenger lists.

11 **Adolf Hofmeister**, *Familiengeschichtliche Quellen zur Auswanderung in Bremer Archiven*, in *Die Maus*, ed., Genealogie und Auswanderung: Über Bremen in die Welt. Clausthal-Zellerfeld: Papierflieger 2002, 29-44. See also this article in the internet: www.genealogienetz.de/verein/maus/blaetter/dgt2002_seite_29-44.pdf.