

Our Family News Letter

Issue 60

Greendale, Wisconsin

March, 2008

Passenger Contracts in 1853

Our ancestors, Johann Heck, his spouse, Anna Barbara Schaefer, and their five children, Peter, Henry, Joseph, Lucy, and Clara, traveled from the Port of Antwerp to New York in 1853. The following document shows what a typical Passenger Agreement looked like in 1853 for the Port of Antwerp, shown here as "Antwerpen".

Some of the terms used in the document are strange to us and thus require a little explanation.

Centner of luggage: This means a container of luggage that would be equal to a large suitcase today.

Thaler: This was also known as a crown and was equal to one dollar. (Johann Heck sold his home and property for 740 Thalers in 1853.)

Silver Pennies: In Germany a silver penny was known as a pfenning. There were 100 pfennings per thaler.

Sea Grass Pillow: This was a pillow stuffed with dried seaweed.

Straw Mattress: This was a linen mattress stuffed with dried straw.

Sweet Water: This generally means clean drinking water.

Paragraphs of particular interest are 7, 8, 9, and 11. Note that passengers were required to help out with the cooking and with KP (cleaning up the kitchen pots and pans, dishes and utensils.)

Steffes-Miessen, Ship's Contract

This document obligates thee in the Kingdom of Prussia licensed contractor Joseph Stock in Kreuznach, the power of attorney and through the negotiation between the shiploader, C. W. Strecker in Antwerpen, in reverence to regulations from the sixth of September, 1853 and the supplement from the Nineteenth of January 1854. Containing regulations.

First and last name, Age, Occupation, Residence, County, Country

Joh. Jos. Steffes 40 Farmhand at Mullenbach, Cochem, Prussia.

His wife 23 ' ' ' Joh. Steffes 11 ' ' ' Ann a Steffes 6 ' ' ' Steffes 4 Steffes 2

Two grownup over the age of twelve, one child from eight to twelve three children from one to eight years of age, together six persons according to the agreement from Coblenz to Antwerpen and from there according to the receipt No. 2 to the ship which is named in their receipt No. 2 also the fixed date of the departure under the following regulations to New York to deliver.

Paragraph 1. In the above named town the passengers will receive their tickets to Antwerpen. Every adult can take two Centner and each child one Centner of luggage with them free of cost. For extra weight there will be an extra charge of one 1/16 Thaler per Centner.

Paragraph 2. The cost of going through customs at the border will be paid by the ship's loader, all false statements and not mentioned effects are the responsibility of the owner.

Paragraph 3. The overnight lodging in the cities has to be paid by the passengers, however, the luggage will be transferred from ship to ship and

also to the train.

Paragraph 4. The possessor of this contract must arrive two days prior to the time of his departure in the mentioned seaport. Lateness or false statements concerning the ages of the children may cost the possessor all rights and claims mentioned in **Paragraph 9**. Furthermore, the possessor has to pay the additional charge.

Paragraph 5. Persons with contagious sickness cannot board ship, but will be put aboard on the first leaving ship after full recovery. The persons have no claim of compensation while detained.

Paragraph 6. By law the following persons cannot land in New York. Mentally ill, one eyed, blind, deaf and dumb, women with small children and pregnant women without men, persons over the age of sixty without one able bodied member of the family.

Paragraph 7. All passengers have to bring their own bedding, eating and drinking essentials, if not, one straw mattress and a wool blanket plus tin ware and sea grass pillow can be obtained for two or three Thalers per person.

Paragraph 8. Their sea provisions contain of sea biscuits, salt beef, and salt pork, potatoes, peas, beans, grits, rice, and flour plentiful and good according to law and regulations. The provisions are under the supervision of the captain. He will have the ready meals distributed to the passengers. Some passengers must help the cook in the kitchen.

Paragraph 9. Their passage and sea provisions cost of the passengers are: 2 grownups over twelve years 36 Thaler 1 child from eight to twelve 32 Thaler 3 children from one to eight 22 Thaler 66 ----- 170 Thaler has to be paid under todays agreement.

Paragraph 10. At a down payment of one-third according to the contract you will be given the

day of departure. To those who have paid the full amount, will be paid 12 silver pennies per grownup and 8 silver pennies per child per day if there should be any delay of departure either by strong winds or bad weather. Also the shiploader should pay for lodging and food.

Paragraph 11. On the assigned ship every booked passenger has to obey the ship's law and obtains a place on the middle deck, free transportation of luggage and of needed free medical aide, a bedstead a cooking place in the kitchen, sweet water, light and wood at the arrival in the departure harbor at Coblenz for 48 hours on board.

Paragraph 12. Their shiploader is obligated to deliver the immigrants and their effects to thee in the contract named destination even if the ship should have any delay or accident due to bad weather.

Paragraph 13. If the passengers travel with a conductor it is guaranteed that their luggage will arrive in time.

Paragraph 14. The contractor agrees that all conflicts and disagreements are best settled by the Prussian Consulate in whatever seaport it occurs and has to accept whatever verdict the referee hands down.

Paragraph 15. This contract cannot be broken by one party alone and is not transferable to any other ship. . (hereafter cited as Steffes-Miessen, Ship's Contract). They emigrated to America on 1 November 1854 on the 'Katherine.'

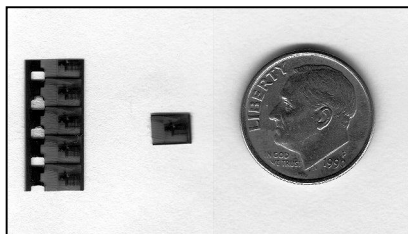
For the Johann Heck family, the cost of passage and sea provisions would have been 36 Thalers each for six passengers over the age of 12 years plus 32 Thalers for one child under the age of 12 years. The total cost to the family would have been 248 Thalers or about 33.5% of the value of the property they sold at Alendorf.

According to the book, "**Von der Eifel Nach Amerika**", on page 61 Peter Heck, the 18 year old son of Johann Heck, had to pay 50 Thalers to the government of Prussia to be exempt from military duty in order to emigrate to America in 1853. Young men aged 17 years were required to serve three years in the military. Fifty Thalers for an exemption was a significant amount to pay for a family in 1853. This would have brought the total cost for the Heck family's emigration to America to be about 300 Thalers.

Photos From 8mm Movies



The photo above is of my brother, Gary Heck, in 1941, at Racine, Wisconsin. The photo was taken from an 8mm black and white movie, and enhanced using my computer. If you look closely you will see something white tied around his mid section. Yes, you guessed it. That is a pillow tied to his butt.



In order to put things in perspective, to the left of the dime you will see a small rectangle, which is

actually one frame from an 8mm movie. A piece of 8mm-movie film is shown at far left containing four and one half frames.

I started by projecting the movie into a conversion box and recording it with a Digital Video camcorder. Next, using a program called "Video Show Expressions" by ArcSoft, I imported the digital video movie into my computer. That program allowed me to capture the movie into my computer, and it allowed me to select individual frames. I then used Corel's PaintShop Pro XI to copy and paste and save the image. When I had the photo in Paint Shop Pro XI, I was then able to sharpen, enhance, and finally save the photo in a JPG format. It's a long drawn out process but the results are well worth it.

When you consider the size of the negative film, it is remarkable that the finished photo is as clear and sharp as it is.



The photo above was also taken from an 8mm movie film. In the front row L-R is John Mikel, Anna (Pastyrikova) Mikel, Margaret (Henningfeld) Heck, Mary (Mikel) Heck. In the back row L-R is Lydia Mikel, Bernice Heck, and Tillie Mikel. The movie was taken in 1940.

John and Anna Mikel were my maternal grandparents. Lydia and Tillie Mikel were my aunts as was Bernice Heck. The movie was taken by my

dad, Robert G. Heck, at Margaret's home in Racine, Wisconsin.



The photo above is from an 8mm movie and shows Alvin Heck Jr. attending the birthday party for Bob Heck in 1941.



The photo above is from an 8mm movie taken in January 1941. The photo shows me, Bob Heck, with my dad, Robert G. Heck.

We were very lucky that our parents owned a movie camera as early as 1939. I know that we always groaned when our parents wanted us to go outside for movies. Over the years my parents took over 14,000 feet of movies. Each movie was originally 50 feet long and they were spliced into 400 foot reels.



The picture above was from an 8mm movie taken in 1958. It shows me, Bob Heck, in the US Air Force following Basic Training. I was 17 years old at the time. After a year in Nevada I was stationed at Ramstein and Giebelstadt Germany for three years.



The picture above was from an 8mm movie and shows Gary Heck in the US Army in 1956 with his maternal grandparents, John and Anna Mikel. Gary was stationed at Heilbraun, Germany. Bob and Gary were able to get together several times while stationed in Germany. During one of the visits Gary and Bob were able to travel to Luxembourg together. They had just enough money to buy a few beers and a bratwurst.



In the photo above, Don and Sharon Heck were visiting his maternal grandparents in Racine prior to his departure for Viet Nam. The movie was taken in the Winter of 1966-67. Don served in the US Army. The day that the movie was taken was bitterly cold.

In the photo above are Clarence and Fanny Heck. The picture was from an 8mm movie that was taken by Robert G. Heck in 1942 at Racine, Wisconsin.



On the following photo, the Clarence and Fanny Heck children are shown in 1942. In the back from L-R are Marjorie, Larry, Clarence Sr., and Richard. The others from L-R are Eugene, Bob, Clarence Jr., Dolores, and Shirley.



The photo above is one of Margaret (Henningfeld) Heck taken in 1942. The photo was from an 8mm movie. Margaret was talking to one of her grandchildren. When she died in 1963 she had 23 grandchildren and 27 great grandchildren.

This newsletter is written and published by **Robert J. Heck, 4910 Steeple Drive, Greendale, WI 53129.**

Our Family News Letter is published quarterly and is distributed without charge. Contributions to help cover the costs are greatly appreciated. My e-mail address is **bheck@execpc.com**

Meet a New Cousin



Michael Logan Henderson was born on 11 January 2008 at Anderson, South Carolina. He will be known as Logan. Shown above are the proud parents, PJ (Pamela Joan) and Michael Henderson. PJ is the daughter of Cindy & Dennis Landrum, and granddaughter of Gary and Carol Heck.



The photo above shows Logan with his grandmother, Cindy (Heck) Landrum. PJ and Michael purchased a house at Williamston, South Carolina, which is located within five minutes of their parents. That sure helps for finding a baby sitter.

Logan is the first great grandchild of Gary and Carol Heck.

Congratulations to PJ and Michael.

New Research Information on Peter McNulty

One of the puzzles in researching our family history has been finding Peter McNulty on board a ship traveling from Warren Point Northern Ireland to St. Johns, New Brunswick, Canada and from there to Boston in 1834.

Normally passengers would travel on a large ship to cross the Atlantic and then transfer to a smaller ship to make the voyage from New Brunswick to Boston. Many of the Irish immigrants chose to come to America by way of New Brunswick because the cost was less than traveling directly to New York or Boston.

Peter McNulty departed Warren Point, Northern Ireland on 10 April 1834 at the age of 27. He arrived at St. Johns, New Brunswick, Canada and then in Boston, on 8 June 1834. This information was from Peter McNulty's Petition for Naturalization.

There were three ships that left Newry and Warren Point on or about 10 April 1834. (Newry is a port just a short distance up river from Warren Point.) The first ship was the Neptune, the second was the brig Hannah, and the third was the Cupid. So far only the ship's manifest for the Neptune and the Cupid have been found. The manifest for the brig Hannah has not been found.

A complete search of the passenger lists of the Neptune and Cupid failed to locate a Peter McNulty. The brig Hannah frequently made trips from Warren Point to New Brunswick, and Quebec. More efforts to find a manifest for the brig Hannah will be made.

On 29 April 1849, the brig Hannah struck an ice mass while sailing from Warren Point to Quebec and sunk. There were approximately 200 passengers and a crew of 12 on board. The Captain estimated that between 50 and 60 passengers were crushed to death by the ice or were frozen to death. A total of 121 passengers were transferred to five rescue ships and survived. Many of those passengers had frostbite and other injuries. The exact number of passengers is unknown since the ship's log went down with the ship.

While the brig Hannah sank 15 years after Peter McNulty sailed on her to New Brunswick, the following accounting of the disaster will give us an idea of what it was like to be on board the brig. The report is from British newspapers. The Hannah's last voyage took place at the same time of the year as Peter McNulty's voyage 15 years earlier.

AWFUL WRECK OF AN EMIGRANT SHIP.

"The heart-rending tidings of the total wreck of the **Hannah**, freighted with nearly two hundred emigrants, bound for Quebec from Newry, was reported yesterday afternoon at Lloyd's, the particulars having been received by the American mail-steamer, **America**, at Liverpool.

The unfortunate vessel, the **Hannah**, was a brig between 150 and 200 tons burden, belonging to Maryport, and manned by a crew, it is said, of 12 seamen, under the command of Mr. Shaw, the master. On the 3rd of April last she sailed from Newry with the above number of emigrants on board, having previously been overhauled and examined by her Majesty's emigration agent at that port. The emigrants chiefly consisted of agricultural laborers and their wives and children. The passage up to the 27th, considering the season of the year, was as favorable as could be expected. The vessel then encountered heavy winds, and a quantity of floating ice. The master, as well as possible bore off, in order to clear it,

but it flocked round in huge masses, and on the morning of the 29th the unfortunate ship struck on a reef of ice of such magnitude as to carry away part of her bottom. It was about four o'clock when she took the ice, and the concussion threw the emigrants into a state of the most painful excitement.

The poor creatures were below asleep, and immediately after the fearful striking of the ship they were to be seen rushing up to the deck with merely their nightclothes on in the most indescribable confusion and alarm. The sounding of the pumps at once convinced them that the vessel was foundering.

There were several feet of water in the hold, and it was rapidly increasing. As the only chance of keeping the ship afloat, a cry was raised to keep to the pumps until assistance could be obtained from some passing vessel, and also, it is presumed, to allow of the boats being prepared for the rescue of the emigrants. What steps were taken to secure their preservation no mention is made in the report received.

A charge, however, is laid against the master and the first and second officers, of their having been guilty of one of the most revolting acts of inhumanity possible to be conceived. They had got the life-boat out, and the moment they found the vessel would inevitably go down, they jumped into it, and abandoned the wreck with the living mass on board. The gurgling noise of the rising water in her hold intimated to the helpless creatures their perilous condition, Already was the lower deck covered, too forcibly showing that her foundering was near at hand.

The terrible scene that here ensued may be briefly told as one of the most agonizing description, scarcely to be depicted. Their screams for help, rent the air, and it was with difficulty, that the remainder of the crew could induce the frantic creatures to comprehend the only chance left of saving their lives. Fortunately the ice was

firm under the ship's bows, and the seamen convincing them as to its security many got on it. Its solidity being then apparent, a desperate struggle took place among the emigrants to leave the wreck.

Men, women, and children many having infants suckling at the breast, with nothing on but their night-attire, were to be seen scrambling over the mass of ice. Many of the poor creatures slipped between the huge masses, and were either crushed to death or met with a watery grave.

The last to leave the wreck were some of the crew, who contrived to save a small portion of spirits and a few blankets. Soon after they had got clear the ship's stern rose, as it were, above water, and she went down head foremost, just forty minutes after the collision with the ice. The sufferings of the wretched creatures, exposed as they were amid towering masses of ice, with a raging freezing gale of wind from the S.S.E., were most harrowing. The seamen who were amongst them humanely gave up what covering they had to the females, who had been shockingly wounded and bruised in their course over the ice."



The image above is of the brig Hannah painted in 1798. In nautical terms, a **brig** is a vessel with two square-rigged masts. During the Age of Sail,

brigs were seen as fast and maneuverable and were used as both naval war ships and merchant ships.

Was this the brig that carried Peter McNulty from Ireland to Saint Johns, New Brunswick?

From the Boston Passenger Lists, 1820-1943, there was one entry that looked interesting. It showed a J. McNalty, born about 1808 in Ireland, age 26 years, male, a mariner, departed from the Port of St. Johns, Newfoundland aboard the vessel the John Fulton, and arrived at the Port of Boston, Massachusetts on 30 May 1834.

Was this our Peter McNulty arriving in Boston?

84		St. Mary's Catholic Church, Burlington, Wisconsin	
		Registrum Baptizatorum in Ecclesia	
		Diocesis	
Nomen Familiae	A. D. / 1880 Die Mensis	REGISTRUM BAPTISMORUM.	
Henningfeld	4 ^{to} Aprilis	Ego infrascriptus baptizavi <i>Margaretham Fredericam</i> natam & da Aprilis huius	
		ex loco <i>Waterford</i>	
		et <i>Clara</i> nata <i>Stratmann</i>	
		ex loco <i>Hamm, Borussiae</i> conjugibus	
		Patrini fuerunt <i>Margaretha Muhlaupt</i> <i>Henr. Frederic. Heitkemper</i>	
		<i>M. Wisbauer</i>	

The document above is a copy of the baptismal record of Margaret Frederica Henningfeld, my grandmother. Margaret later married Robert Steven Heck. The document shows that Margaret was born on 2 April 1880, and was baptized on 4 April 1880 at St. Mary's Catholic Church at Burlington, Wisconsin. The document shows that her father was Henry Henningfeld born at Waterford, Her mother was Clara Stratmann born at Ham (Hamm), Prussia. Her godparents were Margaret Muhaupt and Henry Fred Heitkemper.

This document is one of several that show that Clara Stratman(n) was born at Hamm, Prussia.