

# *THE GERMAN CONNECTION FOR MY DAUGHTER 'JOHANNA'*

## OTTO AND DISCHER FAMILIES

### PATERNAL THREAD FOR JOHANNA

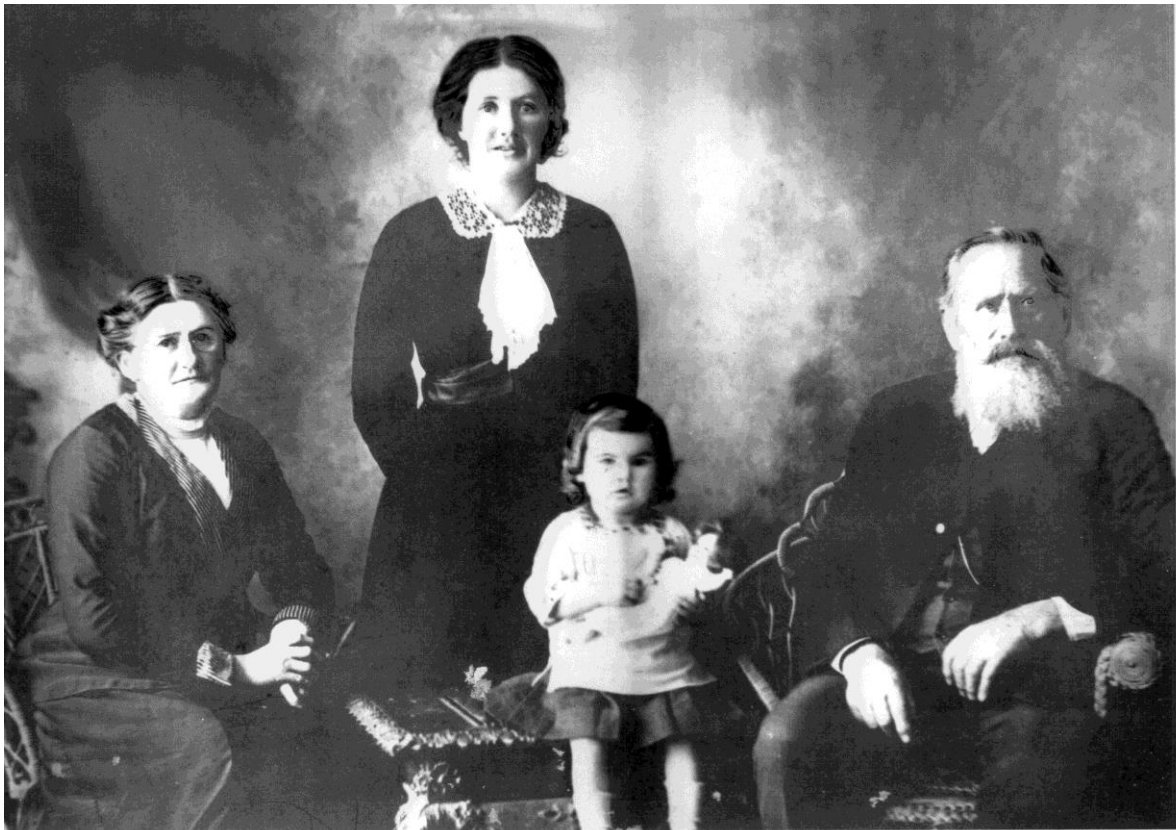
*(This journal is the complete paper trail)*

### THE GOOD SHIP *HELENSLEE*

SAILED FROM LONDON 2 OCTOBER 1869: ARRIVED IN AUCKLAND 18 JANUARY 1870

On board was Johanna's great, great, great grandfather **Friedrich Karl OTTO**

His daily experiences, written and recorded in a diary aboard the *Helenslee* during his journey are most interesting. The translated copy of his diary from German to English is held at the Turnbull Library in Wellington



ABOVE: FOUR GENERATIONS

THE BABY IS MY AUNT MOLLY PULLEN NEE MOLD WITH MY GRANDMOTHER HENRIETTA MOLD NEE WEBB DIRECTLY BEHIND  
ON THE LEFT IS MY GREAT GRANDMA FREDERICA WEBB NEE OTTO AND TO THE  
RIGHT IS GREAT, GREAT, GRANDFATHER FREDERIC CHARLES OTTO

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*1*  
*FROM THE SEA THEY CAME*  
*GERMANY TO ENGLAND*  
*TO NEW ZEALAND*

**THE OTTO'S VOYAGES TO NEW ZEALAND**

**MR F. C. OTTO**

**HELENSLEE 1869 – 1870**

**MRS HENRIETTA OTTO AND FREDERICA HER DAUGHTER**

**MR WILLIAM OTTO (BROTHER IN-LAW)**

**MAY QUEEN 1871**

**THE GOOD SHIP *HELENSLEE***

**Ship: 798 tons**

**Captain: John McDonald**

**Surgeon Superintendent**

**Sailed London October 2nd 1869 - arrived Auckland January 18th 1870**

On board was Johanna's great, great, great grandfather **Friedrich Karl OTTO**

His daily experiences, written and recorded in a diary aboard the *Helenslee* during his journey are most interesting. The translated copy of his diary from German to English is held at the Turnbull Library in Wellington

**FOLLOWING IS FRIEDRICH KARL OTTO'S ACCOUNT OF THE LAST FEW DAYS ABOARD AS THEY APPROACH AOTEA...**

***Saturday, the 15th of January:*** 8 in the morning: the same lovely weather and good wind but weaker. We all look for land but without success as yet. 11 in the morning: no change. We were at lunch yesterday exactly on the 36 1/2 degree Southern latitude and 170 degree Eastern longitude. At 11.30: we see the Coast of New Zealand. We see the 3 small Islands situated at the top of the West Coast of the North Cape, called the 3 Kings Islands. The joy on board of the ship to see the long awaited Coast can only be understood by one whom, as we did, spend 110 long days swimming on the ocean. At noon: we won't reach Auckland

yet. It is very warm to-day but not uncomfortable. At 1.30: to the left of the Islands one sees 9 mountains, to the right a strip of shore Coast of the mainland of N.Z. one can distinguish colour between rocks and soil. We have come close to the Coast that one can see the tidal waves crash high onto the rocks. All we have seen of the land so far are single high mountains and long ranges which appear inhospitable. The 3 Kings Islands are out of sight.

**Sunday, the 16th of January:** 8 in the morning: quite bright sky, no wind and rather warm to-day. We are now at the East corner of the North Cape; one does not see much of the Coast only far back to our right. 12 noon: it is not any warmer than yesterday. 1.30 The horizon is clearing and we see more land and near there a few small sailing boats. A deathly quietness rules on deck to-day. At 2: suddenly we have the best wind and we move quickly forwards. The sky has clouded over. At our left is a ship in sight. 11.30 At night. The wind lessened and had gone around by 9, but it had increased and now at 11 it has become so strong that after half an hour a great deal of water had fallen on deck. I had to bail out 2 buckets of water from our cabin. The wind increased continuously so that all top sails from each mast had to come down. The worst thing is we have to tack. As the wind comes from the land we drift away from our goal.

**Monday, the 17th of January:** 8 in the morning: bright sky, nice and warm with strong wind but unfavorable. The ship is turned round and we tack in a different direction. No land is to be seen. 12 noon: just now a mountain ridge becomes visible. 10 at night: little by little we see more land and we are quite close to it towards evening. The wind is still bad and the ship was turned again at 8. We go around the Coast like a cat around hot porridge, but we near our destination by only a few miles daily.

**Tuesday, the 18th of January:** 8 in the morning: last night shortly after we had gone to bed, the ship was turned again as the wind had changed in our favour. This morning it is the same. We could be in Auckland by lunch time. At 10: we see land on both sides and there are a few beautiful coves. To the right on a protruding rock stands a light house, the first sign of human activity which greets us here. The land comes nearer; one sees huge rocks and wood covered ranges. The ship was turned again because the wind comes now from the opposite side, it is however not any more in our favour and quite strong. Everyone is on deck, big, small and little and they all look at the surroundings. We see the pilot boat and the town of "AUCKLAND". At 11: the pilot boards the ship. We can see Auckland clearly now, the town lies by the side of a flat mountain and looks enchanting. There is also one windmill. The weather is sultry and warm, one perspires a lot. At 12: we are anchored in the Harbour, traffic is operated by boats.

**Wednesday, the 19th of January:** I have landed and wait for a week. A farmer, James Wallace from Mangere has employed me. It was arranged under the hand for 12 shillings the week. Later, when I can do more work, the pay will increase. At the moment times here are hard for the working class, many run around who have no work, they can find nothing. One can talk of luck if one can get a place. This I have to thank the Captain for whose cousin is the farmer.



**PASSENGER LIST *HELENSLEE* <sup>1</sup>**

Saloon Passengers...

Clayton	Mrs Susannah
Clarke	Mr Frederick
Holloway	Miss Mary
	Miss Eilen

Second Cabin Passengers

Brown	Samuel
	Ada
	Cecilia
Dakin	Mary
Eades	Annie
Graydon	Margaret
Hughes	William
Hyetz	Fanny
	Alice
Jenks	Rebecca
	Fanny
	Eveline
Lealan	David
	Elizabeth
Lock	Mr
McDonald	Mr M
	Mrs
	Helen
Montague	Bridget
	Catherine
	Francis
O'Callaghan	Mr
Otto	Mr
Short	A
Wilkins	Charles

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**1 OUR SINCERE THANKS TO BRUCE GOODMAN FOR THIS PASSENGER LIST...**

NEWS OF THE DAY FOR *HELENSLEE*...

DAILY SOUTHERN CROSS, VOLUME XXV, ISSUE 3789, 11 OCTOBER 1869, PAGE 4

ENGLISH SHIPPING.

LOADING.—Chile, Captain Cuthbert, at London (and for Napier); Celestial Queen, ship, Captain Watt, at Liverpool; Helenslee, ship, Captain Brown, at London; Thomas Daniels, barque, Captain Sholton, at Liverpool.

DAILY SOUTHERN CROSS, VOLUME XXVI, ISSUE 3872, 19 JANUARY 1870, PAGE 2

ARRIVALS — JANUARY 18

Helenslee, ship, 798 tons, Captain John McDonald, from London. Passengers—Saloon: Misses Mary and Ellen Holloway. Mrs Susannah Clayton, Mr. Frederick Clarke. Second cabin: Messrs. O'Callaghan, Lock, Otto; Samuel, Ada, and Cecilia Brown; Mary Dakin; Bridget, Catherine, and Francis Montague; Rebecca, Fanny, and Eveline Jenks; David and Elizabeth Lealan, Charles Wilkins, William Hughes, A. Short, Margaret Graydon, Annie Eades, Fanny and Alice Hyett, Mr. and Mrs M and Helen McDonald Esqrs.—Owen and Graham, agents.

## ARRIVAL OF THE HELENSLEE FROM LONDON

The fine clipper ship Helenslee arrived in harbour from London yesterday morning, after a fine-weather passage of 108 days. She brings a large cargo of general merchandise and 31 passengers. The Helenslee is under the command of Captain John McDonald, who, it will no doubt be remembered by many, was the chief officer on the same vessel on her last trip to this port. Captain McDonald seems to have made himself quite a favourite with his passengers, who have expressed their acknowledgment of his uniform kindness and attention to them all, during the passage, by presenting him with

a very flattering address, which we, with great pleasure, publish elsewhere. His chief officer also seems to have come in for a large share of their good opinions, he also having received an address. In fact the passengers are loud in praise of the attention shown them by all, both officers and crew. The ship has arrived in excellent condition, which reflects great credit on her commander, officers, and crew. There was one birth, Mrs. Ensor being safely delivered of a girl on October 11, the 9th day out. The following report of the passage has been kindly furnished to us by Captain McDonald. The Helenslee sailed from the Downs on October 2, and had light N.W. by W. winds, accompanied by dirty weather, down the Channel. She took her final departure from the Lizard on the 6th October, with moderate E.S.E. winds and fine weather. Picked up her N.E. trades on October 21, in latitude 28° N., longitude 20° W. Crossed the equator on the 8th November, in longitude 25° W., 38 days out. Fell in with her S.E. trades on the 10th, in latitude 3° 3' S. ; they continued light, and carried the ship down to 29° on the 21st November. Passed the meridian of the Cape of Good Hope on December 6, in latitude 48° 25' S. From the equator to the Cape experienced fine weather. From thence had alternate fine weather and gales from S. by W. to S.E., during which she experienced very heavy weather with high seas running, the vessel labouring heavily, the ship going down as far as 48° 5' S. Was off Tasmania on January 7, and from thence till making the Three Kings on January 15 had N.W. and S.W. winds. Down the coast the Helenslee had to contend against a succession of light variable winds and fine weather. On discharge of her inward cargo she will, we understand, be laid on the berth for London again direct.

### TESTIMONIALS.

The following flattering addresses were presented by the passengers of the ship Helenslee, on her arrival yesterday from London, to Captain J. McDonald and his chief officer, Mr. J. Seymore:—

“To Captain McDonald, ship Helenslee.

“Auckland, N.Z., January 17, 1870.

“Dear Sir,—We, the undersigned passengers in the ship Helenslee, wish to offer you our sincere thanks for your universal kind and courteous conduct to us during our passage from London to Auckland. On all occasions when we have been depressed by bad weather or the natural tedium of a voyage of 14,000 miles, you have always by your cheering voice and ready jest raised the spirits of those who were most dejected.

“The least we can say is that should we ever re-visit the old country we should be only too happy to use any means in our power whereby we might return in a vessel under your command,

“Wishing you a safe and prosperous voyage home, and hoping that you may find all your loved ones well and happy,

“We remain, dear sir,

“Yours sincerely.”

(Signed by the whole of the passengers.)

“To J. Seymour, Esq., Chief Officer of the ship Helenslee.

“Auckland, New Zealand,

“January 17, 1870.

“Dear Sir,—We cannot leave the Helenslee without expressing our thorough appreciation of your striking good qualities, both as an officer and a gentleman. Foremost always when any arduous duty was to be performed, or whether in the encouragement of pleasure and amusement, you have rendered yourself a universal favourite. Your strict attention to duty, and your thorough congeniality of spirit, make us wish that you may speedily command a ship of your own.—We remain.

dear sir, yours truly.”

(Signed by all the passengers.)

**L. D. NATHAN & CO.,**  
**IMPORTERS, WAREHOUSEMEN**  
 AND  
**WINE & SPIRIT MERCHANTS,**  
**SHORTLAND-STREET,**

Are now **OPENING UP**, and to arrive,

**454** PACKAGES, EX 'CHILE'  
 \* 483 packages, ex 'Helenslee'

The following are a few of the leading lines in the **DRAPERY** and **CLOTHING DEPARTMENTS**, which are constantly being supplemented by each arrival:—

**MANCHESTER GOODS.**—36, 70, 72 inch Grey Calico, Horrocks' and other Long-cloths, Rough Browns, Blue Dungaree, Grey Denims, American and English Drilling, Russia Duck, American Leather Cloth, Oil Baize, Table Covers, Turkish and Fluckaback Towels, Toilet Covers, Alhambra Quilts, &c., &c., &c.

**WOOLLENS.**—Superfine Black and Blue Broad, Tweeds, Doeskins, Blue Serge, Anti-rheumatic, Imitation, and Real Welsh, Saxony and Self-color Flannel, &c., &c., &c.

**PRINTS.**—Fancy and Regatta Stripes, Hoyle's, White Grounds and Brilliant, Pink Pads, 7-8 and 9-8 Navy and White, and Navy and Orange, &c.

**BLANKETS.**—Supers and Mediums in White, Gentian, Scarlet, Silver Gray, Fancy Striped, &c.; Railway Rugs, do. lined Waterproof.

**FANCY DRESSES.**—10 cases Splendid Goods, just landed; Muslins, Jaconettes, Cambrics, Lawns, &c., in great variety.

**CLOTHING.**—A large assortment of every description of Clothing and Shirts always on hand, and a succession of new and seasonable goods constantly arriving by each ship.

**HATS AND CAPS.**—Gents' Black Paris and Drab Shells, Men's, Boys' and Youths' Soft and Hard Felt Hats, in all the newest styles; Cloth Caps in great variety.

**HOSIERY AND GLOVES.**—Women's white Cotton and Balbriggan Hose, Men's and Boys' half-hose, in brown Cotton and striped Merino, striped Cotton, Alloa, Aberdeen, Lambswool, Military, and other descriptions; Gents' and Habits' Josephine white and colored Kid Gloves, Lisle, Patent Silk, Berlin &c.; Men's Cotton Merino, and Lambswool Shirts and Pants, white and colored Wool Scarves, Pugarees, Cambric, Cotton and Silk Corah Handkerchiefs, I.R. Belts and Braces, Scarves, Ties, &c., &c.

**HABERDASHERY.**—Black, Drab and whitey-brown Thread, Clark's & Carlile's black, white and colored Reels, Hooks and Eyes, Pins, Needles, Ladies' and Gents' Silk, Alpaca, and Gingham Umbrellas, Ladies' Silk Parachutes, &c., &c.

**SHAWLS.**—Long and Square, in all qualities.

**CARPETS.**— $\frac{1}{2}$  Brussels and Tapestry, Felt Carpet, squares in all sizes, Coir Matting and Druggetting, Hearth-rugs, &c., &c.

**BOOTS.**—150 cases Seasonable Boots & Shoes, now opening

Also,

Also,

**SHIP CHANDLER'S MATERIALS**—Long Flax, Boiled and Gourock Canvass and Sailcloth, in all qualities; Seaming and Roping Twine, Stay-sail Hanks, Deck Scrubbers, Bunting, Europe, Coir, and Galvanized Wire Rope; Coir Warps in all sizes, &c., &c.

**CUTLERY**—Knives and Scissors, Lockwood's, Rodgers', and other makers; Fish Hooks, Butcher's Knives, Table Cutlery, &c.

**PERFUMERY**.—Rimmel's, Piesse & Lubin, and all the best makers Soaps and Perfumery, Dressing Combs, in white and stained Bone and Indiarubber, Forehead Combs, Hair Brushes, Tooth, Clothes, and Boot Brushes.

**GROCERIES and OILMEN'S STORES** of every description.

**TOBACCOES and CIGARS**—In various Brands. T. D. Pipes, Meerschaum Pipes, &c., &c.

**SUNDRIES**.—Nails, Quicksilver, Tin Plates (I C), Slates, Cement, Resin, Paint, White Lead, &c., &c.


## RED BOOT.

H. FUGATE,

WHOLESALE AND RETAIL

BOOT AND SHOE WAREHOUSE,  
72, QUEEN STREET,

Next door to the *Southern Cross* Office.

 RED BOOT PAINTED ON THE WINDOW

**H. FUGATE** begs to inform the Public of Auckland, Grahamstown, and the inhabitants of the surrounding districts that he has always on hand the Largest and Best-selected Assortment of **BOOTS and SHOES** in Auckland, where a far superior article for durability and strength can be had at as reasonable a price as any house in town.

H. F. imports all his Goods direct from the first London Houses, of the best quality and most fashionable styles, which enables him to complete any orders with which he may be favoured with promptitude and despatch.

Has now on view a Great Variety of **LADIES', GENTLEMEN'S and CHILDREN'S BOOTS and SHOES.**

Also, at BROWN-STREET, GRAHAMSTOWN.

## GOLD SAVED! GOLD SAVED!!

NOTICE TO BUILDERS, MINERS,  
AND OTHERS.

**ALL KINDS of GOLD CRUSHING MACHINERY, STAMPERS, BERDANS, MORTARS AND PESTALS, RE-TORTS, TRUCK WHEELS, &c., &c., made to order.**

Ordinary Castings, 3d. per lb.  
5, 6, 7, and 8, Flange Pipes, cast at 25s. per cwt.

Stamper Heads cast from the best hard iron, 20s. per cwt.

Stamper Gratings, 5, 6in. 20s. each.

Nails, 3in. Ewbank's, 3d. per lb.

Nails, ditto light, 17s, 3½d. per lb.

Ditto 2½in. ditto 10s, 3½d. per lb.

Ditto 2in. ditto 7s, 4½d. per lb.

Spikes, 4, 5, and 6in., 2½d. per lb.

Galvanised Spikes, 3d. per lb.

Horse Nails, 8d. per lb.

Nails, in quantities of not less than 7lbs.

Chains, 7-8, 13-16, 3-4, and 5-8, at 23s.

6d. per cwt.

Chains, 9-16 1-2, 25s. per cwt.

Chains, 7-16, 3-8, 3½d. per lb.

Chains, 5-16, 1-4, 4d. per lb.

Budder Bands, 1s. 6d. per lb.

Patent Windlass Gearing, 15s 6d. per inch

Bolt Ends, 4d. per lb.

Rivets, 3d. per lb.

Bar Iron, 14s. 6d. per cwt.

**C. HAWKESWOOD,**  
Chapel-street Foundry.



### THE SHIP HELENSLEE

This fine clipper will, in all probability, finish taking on board her homeward cargo by Saturday next. It will be in the remembrance of our readers that the Helenslee arrived here from London on the 3rd January and hauled alongside the wharf on the 14th, and from the very rapid way in which her cargo has been discharged (some 1,600 tons in about 12 days), Captain McDonald has proved himself to be a thorough man of business, and her cargo was not only turned out with rapidity, but also in splendid condition. The Helenslee will proceed home a full ship, also by her a number of passengers have engaged passages, and we anticipate for them (from the very flattering manner in which the passengers on the outward voyage spoke of Captain McDonald and his officers), a very pleasant passage home. The Helenslee is advertised to sail on the 10th.

### THE HELENSLEE.

The ship Helenslee, Captain J. McDonald, will finish her loading (about 50 tons more) to-day. Her cargo on board consists of about 2,374 cases kauri gum, 571 bales wool, 586 bales flax, also about 150 casks tallow, 20 tons cotton seed, and a quantity of leather, horns, &c. The Helenslee will haul into the stream to-morrow, and sail for London about Friday next. The following is a list of the cargo already on board :— 164 bales flax, 232 cases gum, R. Walker ; 689 cases gum, 51 bales flax, 156 bales cotton 7 casks tallow, 27 casks oil, 52 bales wool, 20 tons cottonseed, Owen and Graham ; 311 cases gum, R. Sterry and Co. ; 112 cases gum, C. Davis ; 4 hhds. 223 cases gum, 6 bales wool, Brown, Campbell, and Co. ; 50 cases gum, 24 bales flax, 1 cask 2 sacks gum, 107 bales wool, 5 bales hide cuttings, 14 bales 16 cases leather, 8 casks tallow, 7 bales horns, Ireland Brothers ; 232 cases 18 sacks gum, 69 bales flax, W. J. Hurst and Co. ; 120 cases gum, Must and Co. ; 3 bales flax, 12 bales tow, Hawkeswood ; 50 cases gum, 174 sacks gum, 27 bales flax, J. Lamb ; 5 casks black sand, Bank of New Zealand ; 275 bales wool, 54 bales flax, Combes and Daldy ; 168 bales flax, 88 bales wool, J. S. Macfarlane ; 84 casks tallow, J. Hannandale ; 166 cases gum, Stone Brothers ; 3 bales wool, 6 casks fat, 23 casks tallow, L. D. Nathan and Co. ; 8 cases gum, E. and H. Isaacs.—Owen and Graham, agents.

### THE HELENSLEE FOR LONDON.

The good ship Helenslee, Captain M'Donald, will complete her loading for London this morning, and will in all probability haul off from the wharf to-morrow, taking her departure on Friday or Saturday next. The Helenslee has been only seven weeks in port, during which time she has discharged a very large cargo in good condition, and again loaded with flax, gum, wool, and other produce. The despatch which this vessel has received is both creditable to the agent and to the master and officers of the ship. The Helenslee will take about 6,000 ozs. of gold, shipped by the Bank of New Zealand, and the following passengers:—Mrs. Muir and family (4), Lieutenant Jackson, Mrs. Hamlin and family (6), Mr. Coope and family, Mr. Meyers, Mr. J. B. Collerson, Mr. Darrell, Eliza George, and Ellen Carey.

CARGO.—43 bales wool, Combes and Daldy; 91 cases gum, 75 cases ditto, Stewart and Anderson, 66 large bales cotton, 47 small ditto, Owen and Graham; 238 cases gum, 35 cases ditto, R. Walker; 15 bales wool, Must Co.; 53 bales flax, 29 packages gum, Bucholz and Co.; 7 casks tallow, Warnock Bros.; 27 casks oil, Owen and Graham; 102 cases gum, 39 casks tallow, L. D. Nathan and Co.; 311 cases gum, Rolph, Sterry and Co.; 82 bales wool, J. S. Macfarlane; 720 cases gum, 62 bales wool, Owen and Graham; 4 bales wool, T. Macky; 87 bales flax, R. Walker; 105 bales flax, Ireland Bros.; 8 casks tallow, 5 bales hide cuttings, 14 bales crop leather, 3 bales leather cuttings, 3 canvas bales, 4677 horns, Ireland Bros.; 19 bales wool, New Zealand Loan Company; 43 bales cotton, Owen and Graham; 19 bales wool, W. Must and Co.; 67 bales wool, Combes and Daldy; 20 bales wool, Owen and Graham; 70 bales flax, 84 casks tallow, J. S. Macfarlane; 17 tons flax, Combes and Daldy; 100 cases gum, W. Must and Co.; 232 cases gum, 18 sacks ditto, W. J. Hurst and Co.; 8 cases gum, 4 tons shells, E. and H. Isaacs; 256 cases gum, 4 hhds., Brown, Campbell, and Co.; 27 bales flax, 50 cases gum, 174 bags ditto, J. Lamb; 100 cases gum, C. Davis; 84 casks tallow, J. S. Macfarlane; 3 bales flax, 12 bales tow, Hawkeswood; 40 bales flax, Owen and Graham; 75 bales flax, J. S. Macfarlane; 86 bales flax, 140 bales ditto, W. J. Hurst and Co.; 3 bales wool, 10 cases gum, L. D. Nathan and Co.—Owen and Graham, agents.

# THE HELENSLEE

This fine ship took her departure for London on March 14. She took 24 passengers and a full general cargo, valued at £50,000; also 2 boxes gold (3,600oz.), and 5 bars silver, £1,500, shipped by the Bank of New Zealand. During the short stay of the Helenslee in this harbour Captain McDonald has, by his gentlemanly bearing to all with whom he has come in contact, made himself a general favourite, and from the manner in which his passengers on the outward voyage spoke of him we may anticipate for those proceeding home with the Helenslee a pleasant passage. The ship is in excellent trim, and we expect to hear of her making a quick run, if she only meets with anything like weather. The following are the particulars of her cargo:—

450 bales wool, 149,296lb.	£7,978	8	5
2,424 cases kauu gum, 276 tons	12,615	0	0
43 bales cotton, 24,654lb.	2,465	4	0
113 bales cotton, 20 tons ...	6,000	0	0
Cotton seed, 389cwt.	200	0	0
873 bales flax, 85 tons ...	2,621	10	0
165 casks tallow, 32 tons .	1,626	16	0
5 bales hide-cuttings, 15cwt.	5	0	0
17 bales sole leather, 10,008lb.	477	1	9
3 bales sale leather, 1,904lb.	95	4	0
4,677 horns ... .	7	0	0
60 bags shells, 4 tons . .	100	0	0
5 casks blacksand, 1 ton .	75	0	0
5 bars silver, 344lb. .	1,500	0	0
2 boxes gold, 3.606oz. }	15,000	0	0
11dwt. 2gr . . }			
<hr/>			
Total value of cargo	£50,766	4	2

*The Helenslee, a ship of 790 tons, was another of Shaw Savill's early ships which made several voyages to Auckland and Otago with immigrants. She never made any fast passages, but on her second visit to the colony she arrived at Auckland after a fairly good run of 100 days from Glasgow. This was her best work, the last voyage to Auckland occupying 145 days. On the passage out to Auckland in 1864 she had favorable winds almost from the start, but Captain Brown and the passengers had an anxious time when passing through icebergs on November 18, when in latitude 46 degrees 25 minutes south, longitude 41 degrees 30 minutes east.*

*The ice-bergs extended for several miles, and were from 80 feet to 100 feet high. The Helenslee encountered a series of gales in 1872 when bound for Auckland in command of Captain Cleary. The ship sailed from London on the 11th January, and beat into the Downs on the 16th in the face of a severe gale, where she anchored and was riding with 90 fathoms of chain. Three days later she made another start, but before she had got far a sudden squall came unexpectedly and split several sails. This was followed by another terrific gale from WSW, and Captain Cleary considered it advisable on the 27th to put back to Portland for repairs. These were effected, and the ship made another start, but ten days later, when in the Bay of Biscay, another terrific gale broke upon the ship, accompanied by a very high and broken sea. The vessel was severely strained, and shipped large quantities of water, which fell on deck in masses of tons weight at a time. On the 30th April another fearful gale struck the ship on her starboard quarter, accompanied by a heavy sea, which broke on board and stove in the port side of the deckhouse. This necessitated the intermediate passengers being removed to the cabin for safety. On the 18th May ill-luck still followed the ship. A terrific hurricane sprang up from the ENE, accompanied by a dangerous and fearfully high sea, which filled the decks and cabin with water and carried away several sails. One of the ships sudden lurches hove the steersman over the wheel and he was seriously injured. After a spell of moderate weather during the next week the Helenslee struck another storm on the 16th May, when several more sails were split and the decks filled with water. During the night a tremendous sea struck the ship clean amidships and smashed in the topgallant rail and doing much damage to the decks. Bad weather continued until the ship reached port on June 5th, 145 days from Gravesend. Captain Cleary stated the voyage had been the most trying and anxious one he had ever experienced.*

## VOYAGES OF THE *MAY QUEEN* 1871 AND 1878

**MRS HENRIETTA OTTO AND DAUGHTER FREDERICA**

**MR WILLIAM OTTO (BROTHER IN-LAW)**

***MAY QUEEN* 1871**



**ABOVE: THE IRON BARQUE MAY QUEEN 1869- 1888**

**REFERENCE NUMBER 10 X 8-0475-G**

**TYPE: IRON BARQUE**

**DISPLACEMENT: 733 TONS NET REGISTER, 849 GROSS**

**LENGTH: 178 FEET, 6 INCHES**

**BEAM: 31 FEET, 2 INCHES**

**DRAFT: 19 FEET**

**REGISTERED NUMBER: 60694**

**1869: BUILT IN SCOTLAND BY A. HALL AND COMPANY FOR  
SHIRRISS, LESLIE AND COMPANY OF ABERDEEN**

The *May Queen* was very significant for the arrival of some of Johanna's 'Old People' to Aotea.

**1871:** On board was her great, great, great grandmother Henrietta Otto, her daughter Frederica and Frederica's Uncle, William Otto. They arrived in Dunedin.<sup>2</sup>



LEFT: 1871: ON BOARD WERE JOHANNA'S GREAT, GREAT, GREAT GRANDMOTHER HENRIETTA OTTO, (LEFT) HER DAUGHTER FREDERICA (RIGHT) AND FREDERICA'S UNCLE WILLIAM OTTO. NOT IN PICTURE.

Note: Johanna's great, great, great grandfather Freidrich Karl Otto (centre) came two years earlier. It took him that long to save enough money to pay passage for his wife and daughter to come out from Germany.

## THE VOYAGES

**1871:** November 18, Otago Witness Report...

*The iron clipper ship May Queen so well known for her fast passages between this port and London, arrived at the Heads from the latter port at 4.45 p.m. on Wednesday, signaled all well on board and also for a tug. The wind was light from the Eastward, and as the tug Geelong was engaged towing the barque Northern Cross to sea, the ship under the charge of pilot Kelly, sailed in to an anchorage in the middle of the Cross Channel, where the wind failed her, and she brought up for the night.*

*The tug, on leaving the Southern Cross outside, came across the ship E. P. Bouverie from Glasgow and towed her up to a berth off Deborah Bay.*

*The Golden Age, after her arrival from Dunedin, was chartered to proceed down to the arrivals, and the authorities boarded the May Queen first and cleared her.*



*Of the May Queen's passage, the following was recorded from her log: - Left Gravesend on the 26 of August; brought up in the Downs same night; sailed again on the 27, and had a fine run down Channel, taking her final departure from off Start Point on the 29. Thence experienced light weather to the Equator, crossed on the 25 of September, in long. 26 W; had fine S.E. Trades to lat. 17° South, and variable Easterly breezes to passing the meridian of Greenwich on the 12 October: ran down her easting on a general parallel of 46° South, with light weather, and sighted several icebergs; made the Snares on Monday last at daylight, and had light variables on the Coast to arrival. She brings, besides a large and valuable cargo, 53 passengers, all of whom have enjoyed good health. Captain Leslie is still in command of this fine vessel, accompanied by his old chief mate Mr Williams, and several old faces. She comes into port neat, clean and tidy below and aloft, reflecting credit on all concerned.*

### PASSENGER LISTS...

#### ***May Queen***

Barque: 736 tons

Captain: Leslie

Sailed London 24th August 1871 - Arrived Otago November 15th 1871

The *May Queen* was a pretty little barque, and very popular with passengers. Although only 736 tons register she made excellent passages to several ports. After making sixteen voyages to New Zealand she came to grief at Lyttelton in 1888. She ran to Dunedin from 1871 until 1876, under charter to the Shaw Saville Company, and also made three voyages to Auckland, two to Lyttelton, and two to Nelson and one to Napier. The *May Queen* was wrecked at Lyttelton in 1888, while in the command of Captain Colville, who made six voyages in the ship.<sup>3</sup>

### PASSENGER LIST...<sup>4</sup>

Name		Address	Occupation
Bastions (Bastran)	John	Porthallow, Falmouth	Farm labourer
Cawston	Helen	13 Herne Place, Dulwich	Domestic Servant
Chadwick	Charles		
Charlton	William		
<u>Common</u>	Thomas		
Cottam	Richard		

---

3 WHITE WINGS - SIR HENRY BRETT

4 OUR SINCERE THANKS TO DAVE BROWN FOR HIS HELP WITH THIS LIST

Davison Hansford Hill	Frances William J. Thomas Mrs Sarah Elizabeth	Chiswell, Dorset Bedfordshire Northill, Bedfordshire	Farm Labourer
Holmes Hore	James Silas Rebecca William		
Hunt	William H. Jessie		
Jelley	Mary Anne		
Johns	Mary	South Terrace, Penzance	Domestic Servant
Maddon Martin Otto	Daniel William William Henrietta		
Poglaze Price	Frances Richard Mary Jane	Breage, Helston	Domestic Servant
Roper Rushton Sansom Smith	Charles Annie Priscilla J. John Mary Edward	Chiswell, Dorset	Domestic Servant Gardener
Wicks	Ellen	Melrose, Clapham, S.W.	Domestic Servant
Williams	John	Clarmont Crescent, Falmouth	Farm Labourer
Yorke	Sarah Lydia	George Street, Wisbeach	Dressmaker Dressmaker
Zuesman	Tobias		

**1878:** On board the *May Queen* were Johanna's great, great grandfather and mother Thomas Gascoigne and Eliza Mold and their three children who all arrived in Auckland. <sup>5</sup>

The ships skipper was Captain R. Tatchell and this was his tenth return voyage to Aotea. There was close to 300 soles on board the *May Queen* when she departed on 13 July 1878 from London's East End Docks. She arrived in Plymouth Port in England on 16 July 1878, and departed Plymouth on 20 July 1878. They crossed the equator 17 August 1878, striking South West gales and squalls off Tasmania on 4 October 1878 and finally arriving in Auckland on 19 October 1878.



LEFT: 1878: ON BOARD THE MAY QUEEN WAS JOHANNA'S GREAT, GREAT GRANDFATHER AND MOTHER, THOMAS GASCOIGNE AND ELIZA MOLD, AND THEIR THREE CHILDREN WHO ALL ARRIVED IN AUCKLAND. ON KNEE IS THOMAS GASCOIGNE JUNIOR.

### NEWS OF THE DAY FOR THE *MAY QUEEN*...

ARRIVALS LAST EVENING.

AUCKLAND STAR, VOLUME IX, ISSUE 2654, 19 OCTOBER 1878, PAGE 2

### ARRIVALS

LAST EVENING  
TO-DAY.

May Queen, ship, Tatchell, from London  
Iona, s.s., Farquhar, from Russell  
Saucy Kate, schooner, McKenzie, from Russell  
Fanny, cutter, Ricketts, from Wangaroa

AUCKLAND STAR, VOLUME IX, ISSUE 2654, 19 OCTOBER 1878, PAGE 2

ARRIVAL OF THE MAY QUEEN FROM  
LONDON WITH 250 IMMIGRANTS.

**Note:** The following news clip has our people spelt 'MOLT' in the passenger list...

The signal of a ship inside Tiritiri was hoisted at the signal station, Mount Victoria, North Shore, at an early hour this morning, and as she has been expected for some days past, it scarcely required the numbers of the vessel to be shown to confirm the belief that she was the May Queen from London. She rounded the Heads shortly after eleven o'clock, and came to an anchor in the stream off the railway wharf at about noon. The May Queen is a fine iron ship of about 732 tons register, and is commanded by Captain Tatchell, who made many friends during the visit of the vessel to this port last year. Mr Longmore also comes in his old position as chief officer. The return of both gentlemen to the port will, therefore, be hailed with pleasure by many, with whom they were previously acquainted. The ship was boarded by Mr Biophy, Immigrant Officer, and Dr Philson, Health Officer, who examined the immigrants on board, and granted a clean bill of health. The immigrants, in answer to the customary questions as to whether or not they were satisfied with the treatment they had received on the voyage, one and all replied in the affirmative. They speak highly of the care and attention bestowed upon them by Captain Tatchell and his officers. The passage has been a very pleasant one, occupying only 90 days from Plymouth. Good weather was experienced during the greater part of the time, and the vessel made some good running, especially so between the Cape and Tasmania, which was done in 13 days. Captain Tatchell used his utmost endeavours to amuse and interest the immigrants during the voyage, and organized amusements of various descriptions, which did a great deal towards making the time pass pleasantly by. There were two births during the passage, and four children died. The last death took place only three days ago. Great praise is due to the officers appointed for the purpose for the excellent conduct of the single men and women during the voyage, and we are glad to say that no cases of insubordination have been reported. On the contrary, all appear to be highly pleased with the actions of those placed in authority over them. The matron was Miss Clara Groosmith, and the Constables—Messrs Charles Norgrove, Edwin Stewart, John Cotter, Robert O-borne, Dominick Duggan, and Moses Bates. Mr George Percy, the surgeon, is highly spoken of by all on board. We are indebted to Mr Longmore, chief officer, for the following report of the passage:—The ship May Queen, 732 tons register, Captain Tatchell, left East India Docks on Saturday, July 13th, and arrived at Plymouth on Tuesday, the 16th; took on board 250 immigrants, and left Plymouth on the 20th with southerly wind. Fine weather and steady north-easterly breezes were experienced till off Madeira on the 26th August. Thence to the Equator, which was crossed on August 17th, in longitude 26 deg. 30, min. W.; fine weather and westerly wind. The south-east trades were picked up on August 17th, in latitude 1 deg. 36 min. S., and longitude 28 deg. 57 min., W., but they proved bad, and the ship had to tack three times. Lost the trades on the 26th, in latitude 19 deg. 21 min. S., and longitude 31 deg. 40 min. W. East and north east winds were then experienced for a few days, thence to the meridian of the Cape, which was passed on September 12th, in latitude 43 deg. 7 min. S., light baffling winds from the south-east. After rounding the Cape, encountered strong south-west gales and squalls, accompanied by rain and snow. Passed the meridian of Tasmania on October 4th, 13 days from the Cape. The vessel was then 77 days out. Thence to the North Cape, which was sighted on Thursday last, strong gale from the Northward, the vessel having to beat all the way. Down the coast experienced light winds from the south-west. Tiritiri was sighted last night, and the anchor let go in harbour at noon to-day."

#### BIRTHS.

The following were the births during the voyage:—

GENT—On September 22, Robert Tatchell Stapleford Gent.

EDWARDS—On October 5, George May Queen Edwards.

#### DEATHS.

# DEATHS.

The deaths were as follows:—

GILES.—On August 18, Lizzie G. Giles, aged 10 months.

NELSON.—On August 24, Elizabeth Nelson, aged 10 months.

GENT.—On October 16, Robert Tatchell Stapleford Gent, aged 24 days.

PEARSON.—On October 17, Lizzie Pearson, aged 8 months.

The May Queen brings a small cargo of general merchandise, valued at £7,800, one saloon passenger, Mrs Mullins, and 250 immigrants, equal to 215½ statute adults, as follows:—

Married Couples:—Bate: Moses, 25; Annie, 26; Lucy, infant. Cox: George P., 44; Emma, 43; Charles, 20; Emma, 18. Crawford: James, 28; Sarah, 28. Duggan: Dommick, 29; Annie, 25; Kate, 4; Bridget, 2. Edwards: Henry, 32; Caroline, 31; John H., 7; Edmond W., 4; Robert C., 1. Fothergill: William, 28; Elizabeth, 31; James W., 8. Gent: Herbert, 37; Eliza, 35; Eliza A., 13; Herbert T., 12; James R., 10; Florence, 8. Giles: Stephen, 31; Mary, 28; Edith M., 6; Walter H., 3; Lizzie, infant. Goodwin: Thomas, 35; Bessy, 34; Mary J., 9. John, 7; Lizzie, 5; Joseph, 3; Thresa, infant. Guest: John, 26; Mary E., 27; John, infant. Hamilton: John, 41; Sarah, 32; Robert, 2; Maud, infant. Hitchen: John, 27; Ellen, 26; Thomas, 7; Lily, 4; George F., 1. Hurle: John, 37; Elizabeth, 38; Edward, 14; Kate, 12; Amy, 7; Agnes, 1. Kenerley: Joseph, 33; Maria, 33; John, 9; William, 4; George, 2; Bertha, infant. Lee: Emerson, 26; Jane, 24; Sarah A., 1. Molt: Thomas G., 30; Eliza, 30; Rose, 8; Suannah, 3; Thomas, infant. Morris: James, 30; Sarah E., 26. Nelson: John, 24; Elizabeth, 24; Ellen, 6; Mary T., 4; Elizabeth, infant. Norgrove: Charles, 40; Jane, 40; George, 21; Sarah, 19; Emily, 17; David, 13; Charles, 10; Jane, 7; Edith, 2. Pearson: George, 27; Elizabeth, 27; George T., 2; Lizzie, infant. Phillips: John, 21; Mary, 21. Phillips: Joseph, 24; Emma, 20. Robinson: William, 38; Grace, 36; John, 13; James, 11; Roomly: David, 27; Mary A., 25; William, 7; Elizabeth, 4; David, 2. Roper: John, 28; Mary, 23; John E., 21. Stewart: Edwin, 24; Agnes F., 21. Stevens: Thomas, 42; Mary, 45; Thomas, 22; James, 20; Mary J., 18; Margaret, 16; William, 14; John, 11; Elizabeth, 8; Ambrose, 5. Stribley: William, 25; Mary J., 27. Sullivan: James, 30; Ellen, 24; Mary, 3; Michael, 1. Teesdale: George, 31; Margaret, 29; George, 6; Charles F., 4; Mary L., 1.

Single Men:—Allen, John, 21; Atkinson, John, 20; Barret, George, 22; Batchelor, William, 31; Beams, Edmund, 32; Bone, Thomas, 25; William, 22; Bracewell, Charles, 23; Buckley, James, 24; Burke, Patrick, 24; Carmody, Maurice, 23; Casey, Michael, 24; Connell, Richard, 22; Connor, Thomas, 21; John, 23; Cottie, John, 21; Donovan, John, 25; Doonan, Robert, 20; Greaves, David, 20; Guest, George, 18; Hay, James, 21; Hughes, Peter, 22; King, Nathaniel, 20; Lee, John, 23; Livarie, Michael, 22; McBride, James, 19; McCracken, George A., 20; McDavitt, Farrigle, 20; McDevitt, Denis, 28; McGarry, Patrick, 23; McKinlay, Michael, 20; McNamara, John, 21; Maher, John, 23; Matthews, John, 21; Moffat, Joseph, 20; John, 18; Herbert, 12; Moore, Maurice, 21; Moray, Joseph, 21; Mulcahy, John, 20; Mulverill, James, 23; Murphy, Eugene, 26; Nelson, Joseph, 34; Michael, 31; Noonan, John, 22; Osborne, Christopher, 20; Robert, 25; Pinder, John, 19; Shugg, Charles, 26; Smith, Jessie, 21; Stratter, John, 21; Sullivan, John, 20; Eugene, 18; Jeremiah, 14; James, 12; Thomas, John, 27; Walsh, James, 20; Welsh, John, 20; Woodford, Edward, 19; Young, John W., 20.

Single Women:—Bainbridge, Margaret, 22; Barnett, Eliza A., 32; John, Henry, 10; Botny, Priscilla, 21; Blay, Matilda, 25; Connel, Mary, 19; Collins, Mary, 21; Driscoll, Mary, 18; Catherine, 15; Enright, Margaret, 20; Toswell, Sarah A., 19; Gallagher, Annie, 18; Goodwin, Catherine, 60; Grossmith, Clara, 26; Handley, Mary, 21; Hughes, Alice, 20; Hooper, Ellen, 40; Hopkins, Alice, 19; Webster, Mary A., 34; Emma L., 16; Constance, 13; Brenda, 4; William R., 1; Looby, Catherine, 24; Mary, 22; Luxford, Josephine, 32; William H., 7; Charles F., 6; McGarry, Catherine, 18; McGrath, Ellen, 23; McCracken, Mary A., 18; McIntire, Maggie, 25; McLeod, Jessie, 24; Mayhew, Sarah, 34; Meade, Eliza, 28; Johanna, 24; Mary A., 26; Miller, Agnes, 33; Minogue, Kate, 17; Moffatt, Elizabeth, 40; Elizabeth A., 15; Mullins, Catherine, 20; O'Brien, Julia, 23; O'Halloran, Mary, 19; Payne, Emma, 22; Rowbottom, Sarah, 16; Smith, Mary, 19; Mary A., 26; Stack, Mary, 25;

**DISOBEDIENT SEAMAN.**—Charles La Rue, a seaman, was charged with absconding himself without leave from the British ship May Queen. —Captain Tatchell deposed that the prisoner was an article seaman on board the ship May Queen, which arrived from London on Saturday with immigrants. Prisoner went ashore in the North Shore Ferry Company's steamer without permission. He had asked permission to go ashore to the Hospital, and was referred to the ship's doctor. —Hugh Longmore, chief officer of the May Queen, deposed that he did not give prisoner permission to go ashore. He saw him on the steamer, and ordered him aboard. —Prisoner said he understood the captain to say that he might go ashore to the hospital. He did not wish to desert the ship, having no cause of complaint. He would have been discharged in port in the ordinary legal manner. —Sentenced to seven days' imprisonment with hard labour; and ordered to pay the costs of the case, or to be imprisoned for another seven days.

**ANOTHER CASE.** — Charles Alfred Johnston, Henry Marshall, and James McArdle were also charged with being absent without leave from the vessel. —Prisoner pleaded not guilty. —Capt. Tatchell deposed to the circumstances of the case, which were the same as in the last case. —Henry Longmore, chief officer, also gave evidence. —Prisoners all stated that they understood the mate to give them permission to leave the vessel. —Sentenced to four weeks' imprisonment with hard labour, and ordered to pay the costs of the case.

**ASSAULTING AN IMMIGRANT.** — James McArdle, seaman of the May Queen, was charged with assaulting an immigrant named Samuel Crawford, on that vessel, on the high seas. —Prisoner pleaded not guilty; —Prosecutor, who gave his evidence very reluctantly, and who said that he did not prefer the charge, and did not want to have anything to do with it, said the prisoner and himself had some words and blows passed. —George Percy, surgeon of the May Queen, said prisoner made game of Crawford, and the latter challenged him out to fight. Blows passed, and Crawford had his face covered with blood. McArdle had been interfering with passengers, and especially with the single girls during the voyage. —Prisoner was sentenced to 14 days imprisonment, in addition to the previous punishment inflicted. —Prisoner desired to take out a summons against Dr Percy for calling him a "a thief." —The Clerk: Why, he has just withdrawn several charges against you. —Prisoner: I don't care. He called me a thief. —Dr Percy explained that he had apologised for the words which were uttered in the heat of passion. —His Worship: You cannot take out a summons against a man for calling you a thief. You must bring an action in the Supreme Court for defamation of character. (Laughter.) —Prisoner was then removed.

This concluded the business.



## SHIPPING. PORT CHALMERS

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### SHIPPING TELEGRAMS.

LYTELTON, January 7th.

Sailed : Hawea, for Port Chalmers, at 3.30 p m.

WELLINGTON, January 7th.

Sailed : Albion, for the south, at 5 p.m. Passengers for the coast—Mrs Clarke and Mr Sutherland.

AUCKLAND, January 7th.

Arrived : Ship May Queen, 95 days out, from Gravesend. She brings 46 passengers, all well. Captain Lapsell had a testimonial presented to him by the passengers, who speak highly of him and his officers. The Fogolsea, schooner, from Samoa, has arrived for repairs. The Edith, from Tahiti and Karotonga, brings a cargo of cotton, copra, pearlshell, coffee, and oil.

The whaleship Gazelle has arrived at Russell with 325 barrels of sperm since leaving in May last. She reports the James Arundal with 145 barrels since December ; and the California with 170 barrels, only three months out from Monganui.



### ACCLIMATISATION.

By the *May Queen*, which arrived on the 15th November, the Acclimatisation Society received a female fallow deer, which was forwarded by Mr J. A. Ewen, under the care of Captain Leslie. This deer was one of a lot of six presented to the Society by R. C. Lippincott, Esq., of Overcomb, near Bristol. Five of them, however, died shortly after they were calved, and the one which has just been received, was reared by Messrs Mather, Gardiner, and Co., of Bristol. We learn that it is the intention of the Society to forward the hind to the station of Mr John M'Kellar, at Tapanui, where there is now a good sized herd of fallow deer, the original stock having been imported by the Society from Tasmania some years ago.

**OTTO AND DISCHER INFORMATION RE JOHANNA'S VISIT TO GERMANY DECEMBER 2011...**

*The following is "oh, so very exciting"...*

Johanna has always been very interested in our German Ancestry to the point of learning their language meticulously. And now finally with the help of her mum she has returned to the villages from whence they came.

And so after her visits and research we know for sure now, we have the...

**"Village of Rengshausen for our Family Discher"**

And the...

**"Village of Schrecksbach for our Family Otto"**

Johanna has discovered tombstones and records for both families dating back into the 1600's.

Interesting information is that there is two memorial stones built exactly the same for Discher and Otto:

One in the church yard of Rengshausen and the other in the church yard of Schrecksbach:

This for me is the final pieces of the puzzle for the genealogy of our very large and diverse family...

2

*GENERATION ONE FOR DISCHER*

(No. 1499) **JOHANN ADAM HELWIG**

Born about 1700

Married

**ANNA ELISABETH GROSS** in approximately 1726

((Johanna's 6 x great Grandparents?))

**THEY HAD THE FOLLOWING CHILDREN...**

Their son, **ADAM (JOHANN) HENRICH HELWIG**

Was born 1727 in Remsfeld and married

**ANNA HEDWIG WOLLENBERG** in 1750

It is possible that he may have been the brother of **Anna Martha Helwig** (generation two) as they are from the same town and his is the only entry with the correct spelling of "Helwig".

(Note: The above is conjecture only)

### *3 GENERATION TWO*

**ANNA MARTHA HELWIG**

Was born about 1730  
(She could be Adam Helwig's sister)

**ANNA MARRIED ADAM DISCHER**

(He was the "Obergrebe" of Remsfeld, the Village Mayor)  
From: Remsfeld

(Johanna's 5 x great Grandparents)

**THEY HAD THE FOLLOWING CHILDREN...GENERATION THREE**

**1/. JOHANNES DISCHER (Deuscher in the Remsfeld records)**

Was born 2-6-1768  
He died on 4-11-1840

(Paper manufacturer in Remsfeld: the paper mill was burnt  
down in 1798 and rebuilt in 1799)

He married **CATHERINA ELISABETH ILLICH**  
On 17 July 1796 but she died on 22 Oct 1798

(She was from a very old family in Rengshausen)

**THEY HAD THE FOLLOWING CHILDREN...**

**EVA SUSANNA**, born 15 Feb 1798

**JOHANNES DISCHER** remarried as a widower in 1799 to  
**CATHARINA ELISABETH OTTO** born 12 Jan 1776  
Died 25 April 1829

From: Nesselröden (it is her stone by the church in Rengshausen in Johanna's photo)

The engraving on the tomb stone says: "Denkmal der Liebe errichtete von dem hinterlassenen Gatten und Sohn", which translates to: "Presentation of love erected by the husband and son (below) she left behind"

**2/. CARL/KARL FRIEDRICH DISCHER**

Was born 26-11-1800

## *4* *GENERATION THREE*

(607) **CARL/KARL FRIEDRICH DISCHER**

Was born 26-11-1800

(Karl took over the paper mill from his father in 1830)

He married **MARGARETHE FRIEDRIKE RIEMENSCHNEIDER** in 1831

She was born 9-12-1806: From: Neukirchen

(Johanna's 4 x great grandparents)

Her parents were: **CHRISTIAN WILHELM RIEMENSCHNEIDER**

(School teacher and a choir master)

And **ANNA MARTHA OTTO** who was from Neukirchen

(Note: Henrietta Discher who married Friedrich Karl Otto

Both of her Grandmothers were Otto's)

### **THEY HAD THE FOLLOWING CHILDREN...**

**a). Martha Karoline Friederike**

Was born 1-6-1831 Died 19-9-1831

**b). Carl Ferdinand**

Was born 22-7-1832 Died 1890

Married Elise **Bippart** from Wilhelmshof in 1860

(They moved to Kassell and he died there in 1890)

**c). Christian Wilhelm**

Was born 26-3-1834

Married Margarethe Elisabeth **Bippart** in

Petersberg near Hersfeld on 7-7-1861

(Note: The Bippart girls' father was an economist called Wilhelm)

(Christian Wilhelm took over the paper company with his brother Carl Ferdinand in 1862 and the company was sold in 1878 to Julius Carl Rausch)

**d). Ernst Ferdinand**

Was born 1-7-1836

Married Christiane Friedericke Wilhelmine Grolp from Löbejün in 1861 in Jersheim

(Ernst was a book keeper in a sugar factory in Jersheim in the Braunschweigischen area)

e). **MARTHA ELISE HENRIETTE DISCHER**

Was born 17-3-1838



## 5 GENERATION FOUR

e). **MARTHA ELISE HENRIETTE DISCHER**

She was born 17-3-1838

(Note: In the records, Henriette married an Estate owner Mr. Hermann and immigrated to New Zealand with him. However, we know she instead moved here with Mr. Otto below:

Martha married **FRIEDRICH KARL OTTO** 16 10 1859

Friedrich was born 1834

(Johanna's 3 x great Grandparents)

**THEY HAD THE FOLLOWING CHILD...**

**Friederike/Frederica Otto**

Was born 15-2-

(Her death certificate says she was born in Frankfurt, however it is interesting to note that the main street in Kassel is "Frankfurter Strasse" (Frankfurt Street), so this could be possible as well given Kassel is the city where the family was generally based)

**Friedrich's Father was CHRISTOPH OTTO**

He married **ANNA CATHARINA EISENBERG**

(Christoph had been a conductor)



LEFT: CLOSE UP PHOTO OF HEADSTONE. TRANSLATION IS...

"HERE LIES WITH GOD

ANNA CATHERINE OTTO NEE EISENBERG

BORN 20TH OCTOBER 1793

DIED 18TH FEBRUARY 1851"



LEFT: ANNA'S TOMBSTONE OUTSIDE THE ENTRANCE TO THE CHURCH AT SCHRECKSBACH: WHERE OUR GREAT X GRANDPARENTS ARE BURIED. JOHANNA HAS THE CONTACT DETAILS FOR THIS CHURCH SO WE CAN FIND OUT WHAT THE SIGNIFICANCE OF ANNA'S TOMBSTONE IS OUTSIDE THE FRONT ENTRANCE... I HAVE A FEELING IT IS SOMETHING TO DO WITH MUSIC??

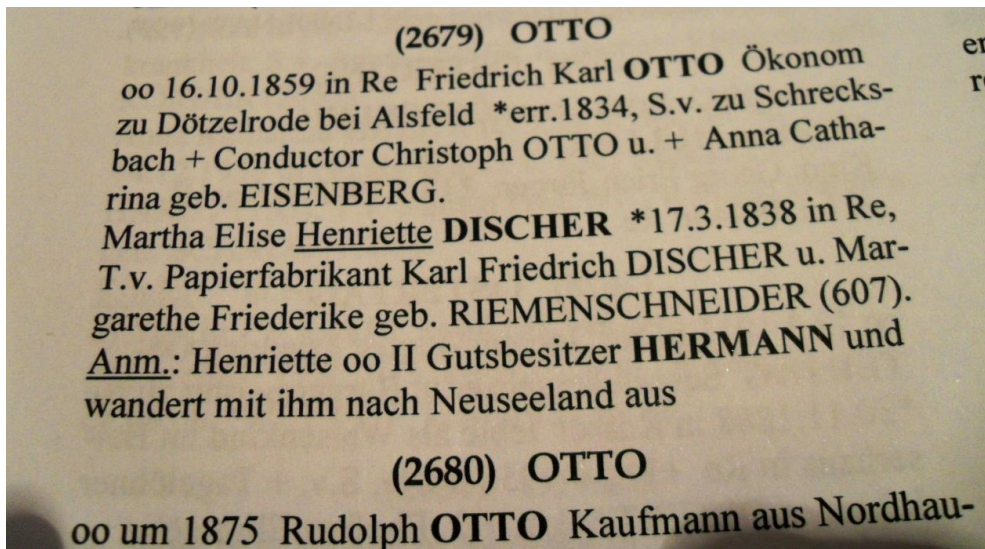
Landwirt in Re  
u. Wilhelmine  
Grafenau  
Wirt-  
ine geb.  
1953 in  
(313)  
HER lt.  
kant  
Brand-  
Re,  
t. Trb.  
b.  
Su-  
Re

T.v. Johannes DISCHER u. Catharina Elisabeth geb. ILLICH (602).  
Kind: Johann Wilhelm \*1.8.1828 unehel. in Re, als Vater erklärte sich der Unterförster Johann Heinrich APITZ zu Hersfeld

(607) DISCHER  
oo vor 1831 Carl Friedrich DISCHER Papierfabrikant zu Re \*26.11.1800 in Re übernimmt 1830 die Mühle vom Vater +1.2.1864 in Re, S.v. Johannes DISCHER u. Catharina Elisabeth geb. OTTO (603).  
Margarethe Friederike RIEMENSCHNEIDER \*9.12.1806 in Neukirchen +8.7.1865 in Re, T.v. Kantor u. Schullehrer Christian Wilhelm RIEMENSCHNEIDER u. Anna Martha geb. OTTO zu Neukirchen.  
Kinder: \* und konf. in Re  
a) Martha Karoline Friederike \*1.6.1831 +19.9.1831 in Re  
b) Carl Ferdinand \*22.7.1832 konf.1846 (609)  
c) Christian Wilhelm \*26.3.1834 konf.1848 (610)  
d) Ernst Ferdinand \*1.7.1836 konf.1850 (611)  
e) Martha Elise Henriette \*17.3.1838 konf.1852 (2679)

ABOVE: GREAT-GREAT-GRAN OTTO'S PARENTS AND HER SIBLINGS  
SHE IS "MARTHA ELISE HENRIETTE" AT BOTTOM OF PAGE





ABOVE: MARRIAGE FOR GREAT-GREAT-GRANDPARENTS FRIEDRICH OTTO AND MARTHA DISCHER

(Note: It reads Martha had been married to “Gutsbesitzer Hermann” and had come to New Zealand with him but they have it mixed up as we know who she came to New Zealand with.

So obviously Martha had been married before she married Friedrich Karl Otto



LEFT: JOHANNA WITH HER ANCESTOR “ANNA CATHERINE OTTO NEE EISENBERG”

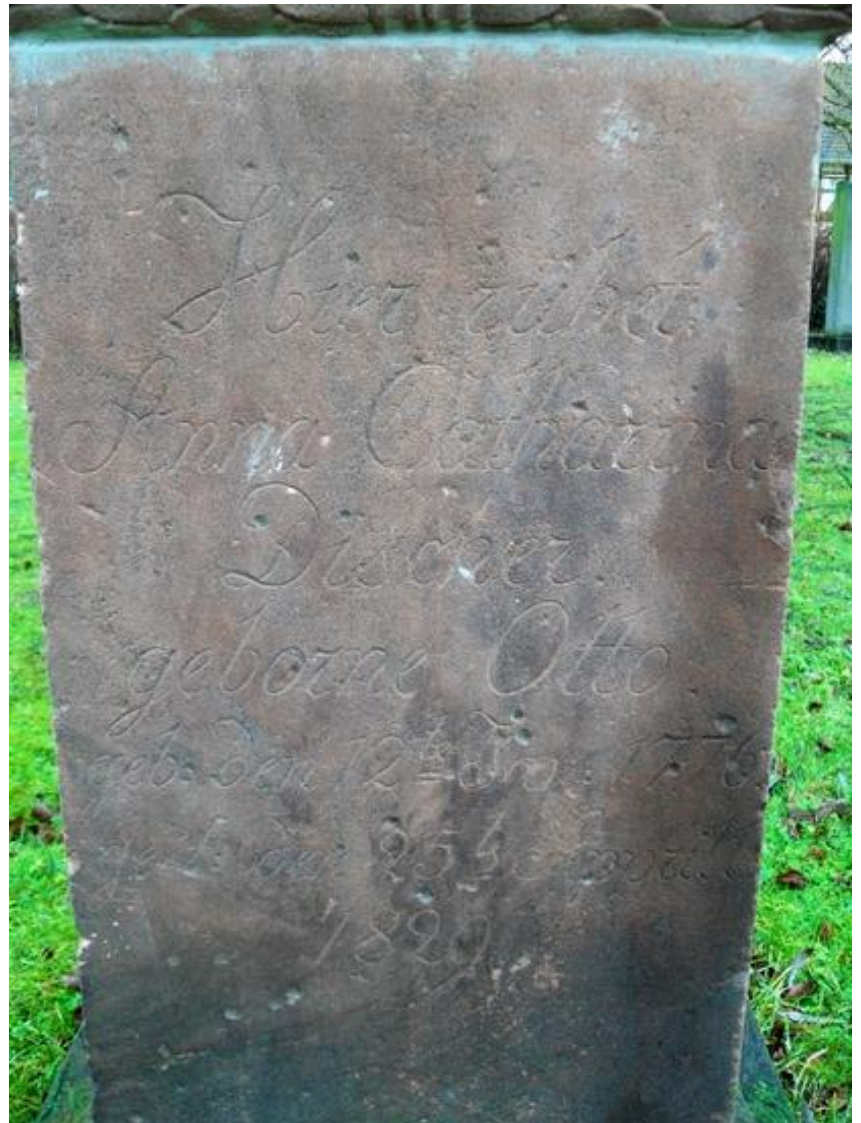
RIGHT: JOHANNA: WELCOME TO SCHRECKSBACH





LEFT: JOHANNA; WELCOME TO RENGSHAUSEN

RIGHT: INSCRIPTION FOR STONE AT RENGSHAUSEN







LEFT: JOHANNA AND SCHRECKSBACH CHURCH

RIGHT: MEMORIAL STONE AT SCHRECKSBACH





**ABOVE: MEMORIAL STONE FOR OTTO AND DISCHER RENGSHAUSEN**





ABOVE AND BELOW: MAY BE CHRISTOPH NEXT TO ANNA AT SCHRECKSBACH





~ 40 ~



**LEFT: 1581 ON OLD CASTLE DOOR!**

*6*

*GENERATION ONE FOR OTTO*

**CHRISTOPH OTTO**

He married **ANNA CATHARINA EISENBERG**

(Christoph had been a conductor)

**THEY HAD THE FOLLOWING CHILDREN...**

**FRIEDRICH KARL OTTO**

Friedrich was born 1834

George William **OTTO**

Died and buried at Arapohue

9 April 1905 age 78

## 7 *GENERATION TWO FOR OTTO*

### **FRIEDRICH KARL OTTO**

He was born 12-Oct-1833: Kassell - Germany

He died 6-Oct-1918, Arapohue – Dargaville.

He married **MARTHA ELISE HENRIETTE DISCHER** 16 10 1859

She was born 17-3-1838

(Johanna's 3 x great Grandparents)

(Note: In the records, Henriette married an Estate owner Mr. Hermann and immigrated to New Zealand with him. However, we know she instead moved here with Mr. Otto below:

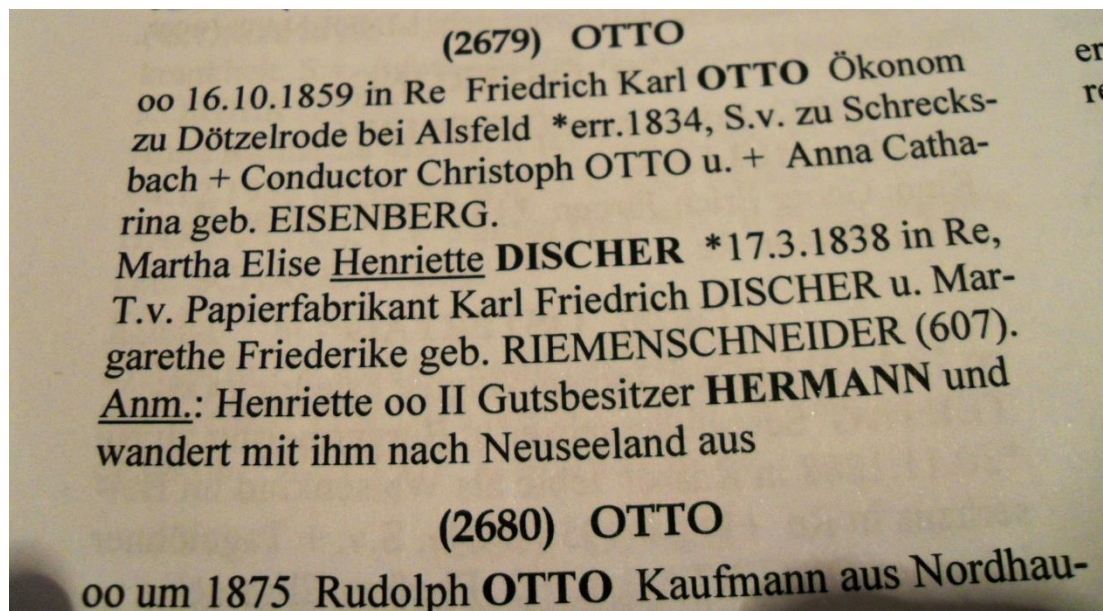
### **THEY HAD THE FOLLOWING CHILD...**

### **FRIEDERIKE/FREDERICA OTTO**

She was born about 15-2-1862

She died 1 Sept 1931 at her residence Arapohue

(Her death certificate says she was born in Frankfurt, however it is interesting to note that the main street in Kassel is "Frankfurter Strasse" (Frankfurt Street), so this could be possible as well given Kassel is the city where the family was generally based)



ABOVE: MARRIAGE FOR GREAT-GREAT-GRANDPARENTS FRIEDRICH OTTO AND MARTHA DISCHER

It reads Martha had been married to “Gutsbesitzer Hermann” and had come to New Zealand with him but they have it mixed up as we know who she came to New Zealand with.

So obviously Martha had been married before she married Friedrich Karl Otto. Friedrich’s Father was Christoph Otto: He had been a conductor and his mother was: Anna Catharina nee Eisenberg as the following Tombstone indicates...



Close up photo of headstone. Translation is:

“Here lies with God  
Anna Catherine Otto nee Eisenberg  
Born 20th October 1793  
Died 18th February 1851”

8

*GENERATION THREE FOR OTTO*

**FRIEDERIKE/FREDERICA OTTO**

(Johanna's great, great grandmother)

She was born about 15-2-1862

She died 1 Sept 1931 at her residence Arapohue

Her death certificate says she was born in Frankfurt; however it is interesting to note that the main street in Kassel is "Frankfurter Strasse" (Frankfurt Street), so this could be possible as well given Kassel is the city where the family was generally based.

Frederica emigrated from Germany about 1871 with her mother and Uncle see voyages posted at the beginning of this journal. Her Dad had come the year before)

She married...

**WILLIAM GREEN WEBB**

(Johanna's great, great, grandfather)

**THEY HAD THE FOLLOWING NEW ZEALAND CHILDREN...**

**(1) Fredrick WEBB**

(My Grandmothers brother)

Married Celestine and lived in Australia.

He died lost at sea between Helensville and Dargaville

Fred was an Engineer and was either lost at sea on the Kaipara or walked off the ship en-route and then disappeared. This held up the settlement of the Webb Estate with his share going to his wife's new husband. He had two Daughters...

Mrs. J. A. Barylett. Sydney

Mrs. A. Hearn. Los Angeles

MYSTERIOUS AFFAIR AUCKLAND STAR, VOLUME LVIII, ISSUE 28, 3 FEBRUARY 1927, PAGE 11

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## **SICK, MAN MISSING.**

---

### **LAST SEEN ON SHIP.**

---

#### **TRIP FOR HEALTH'S SAKE.**

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(By Telegraph—Special to "Star.")

**DARGAVILLE**, this day.

A mysterious affair marked the arrival here of the s.s. Ruawai from Helensville, yesterday morning.

It appears that Mr. F. C. Webb, eldest son of Mrs. F. Webb, of Arapohue, has been in Sydney for almost 16 years working at his trade as a mechanical engineer, and had a nervous breakdown some months ago, and doctors advised him to make a sea trip. He decided to come to New Zealand and see his mother. His brother Karl went to meet him. The party arrived at Helensville on Tuesday night and had sleeping berths in a four-berth cabin. A Mr. G. Ball was the only other occupant.

When the boat arrived here Mr. Webb was missing. The police were communicated with. Two deck hands on the Ruawai informed the police that a man of the description of the missing man came on deck at 6 a.m. at Dargaville wharf and asked them if it was Dargaville, and they replied, "Yes." One deck hand said he did not see him go ashore as he was very busy, but the other one said he saw a man go ashore.

Mr. Hall informed the "Star" representative that he got out of his berth during the night and went on deck to see what place the boat was tied to. He then saw the missing man sitting down, and asked him what place it was, and he replied Tokatoka. They both went back to their berths. When the boat arrived at Arapahua Mr. Ball got up again, but there was no sign of the missing man and his berth was empty.

Mr. Ball said that the man looked very ill as though he had been through a severe sickness.

When Mr. Karl Webb woke up at Dargaville wharf he missed his brother and made inquiries, but could not find him anywhere.

The missing man is married and has two children in Sydney. He is about 5ft 10in in height, thin and of dark complexion. When last seen he was wearing a light grey suit without a hat.

---



**(2) George Samuel WEBB:**  
(My Grandmothers brother)

Soldier in the First World War: Shot below eye with the bullet passing down on an angle and coming out through the gullet on the opposite side.

During his rehabilitation in England he met a nurse called Fanny Coy of Elly England who would later visit George in New Zealand and then they would marry at New Plymouth in 1923.

They had one child;  
(William WEBB)



**ABOVE: GEORGE AND FANNY**  
**BELOW: WITH GRANDCHILDREN**





**(3) William Otto WEBB**  
(My grandmother's brother)

Married: Martha Coy and then Eva Montgomery  
No Children.

**(4) Karl Shallard WEBB**  
(My grandmother's brother)

Married: Lila House  
Children...  
Thomas and Ngarie

**(5) Ann Winifred WEBB**

Married: A W GOODISON  
Ann died of flu: 1917  
No children.

**(6) Fredrica Mary WEBB.**

Married: Walter THOMPSON  
Children;  
Nicholas, Gordon, Rex, Noel, Lewis, Colin, Carol.

Notes for (Fredrica) Frieda WEBB:

Before she was married Frieda would visit her sister at Kaihu to take care of her sisters children while her sister was away she would have an affair with her sister's husband and become pregnant. The illegitimate child would be brought up and adopted by Frieda's mother.

My half Aunties name is Althea and she would eventually marry Eric Shepherd: They then farmed at Wellsford and had three children: a girl called Diane and two sons Wayne and Neville.

Altheas husband was a prominent cricketer in the North.

They are both buried at Port Albert.

It has only been a few years since the balance of the family received this news. It is quiet sad as I had an Auntie who I never met and also some cousins.

## Quick wit belies Frieda's 94 years

Ararapua's Frieda Thompson celebrated her 94th birthday on Wednesday with friends, family and a birthday cake at her daughter's home in Wainui.

A lady whose appearance and quick wit belie her 94 years, Mrs Thompson has lived in or near Ararapua most of her life.

Her memories extend back to her first job after schooling at Ararapua, where she spent a number of years helping her mother to run the Ararapua Post Office.

Part of her duties involved delivering mail between Ararapua and Mititai, either by horse or using a horse-drawn sulky.

"The roads were just mud and sometimes the mud was right up to the girth of the horses," she recalled.

In those times, Aratapu was the nearest shopping centre, which could be reached by ferry from Mititai, and Mrs Thompson remembers the "Pearl" running to a regular timetable, taking on horses, and later cars.

The "Pearl" ran until the first Northern Wairoa bridge was built, after which Aratapu used to be a good little village with a boarding house, two drapery shops, two grocers, a skating rink, a Post Office and a policeman, she said.

Mrs Thompson raised a family of eight, six boys and two girls. She already had four sons when the great depression struck, and recalls those times as "very tough."

Most of her life has revolved around farming, first at Turiwiri, then at Okahu.


Later, she kept house for a number of her sons while they worked at sharemilking or shepherding jobs — "but I never learnt to milk a cow," she joked.

For the last nine years, Mrs Thompson has lived with her daughter Carol Clements and son-in-law Jim at Wainui, where she still helps in the home, although she says "I can't do as much now."

She admits to a love of dancing, and attended many socials and balls in earlier years, when she also enjoyed playing tennis and hockey.

"Now, my main interest is my family," she says.

With 20 grandchildren and 35 great grandchildren, that would seem a pretty full time interest for this 94-year-old.



NINETY FOUR...Frieda Thompson pictured on her birthday last Wednesday.

### (7) Henrietta WEBB

(Johanna's Great Grandmother)

Born 30-03-1892, Dargaville, New Zealand

Died 31-10-1969, Hamilton, New Zealand

Married...

Herbert John MOLD

28-08-1912, at Grafton, Auckland

*9*  
*GENERATION FOUR FOR OTTO*

**(7) HENRIETTA WEBB**

(My Grandmother)

Born 30-03-1892, Dargaville, New Zealand

Died 31-10-1969, Hamilton, New Zealand

Married...

**HERBERT JOHN MOLD**

28-08-1912, at Grafton, Auckland

(Johanna's Great Grandparents)

They had the following Children... (See Mold family tree for all)

**William Edward Mold**

Born

Died Buried at Kaihu

Married

**Beatrice Frances Snowden**

Born

Died Buried at Waikanae

(Johanna's Grandparents)

They had the following Children...

**Roger Keith Mold**

Born: 8.11.1947

Peter William Mold



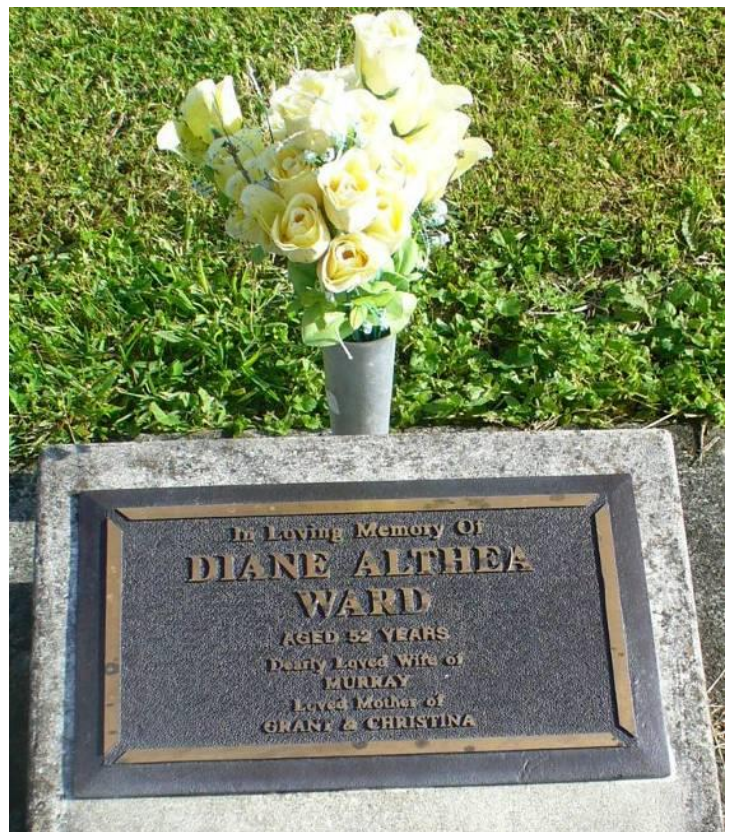
LEFT: JOHANNA'S GREAT  
GRANDPARENTS HENRIETTA NEE  
WEBB AND HERBERT JOHN  
MOLD



BELOW: ROGER WITH AUNT AND UNCLE AND THEIR CHILD: THIS FAMILY HE NEVER MET



BELOW: LEFT; ALTHEA MARY SHEPHERD NEE WEBB  
WITH HER HUSBAND ERIC KARL SHEPHERD  
RIGHT BELOW: THEIR DAUGHTER DIANE WARD



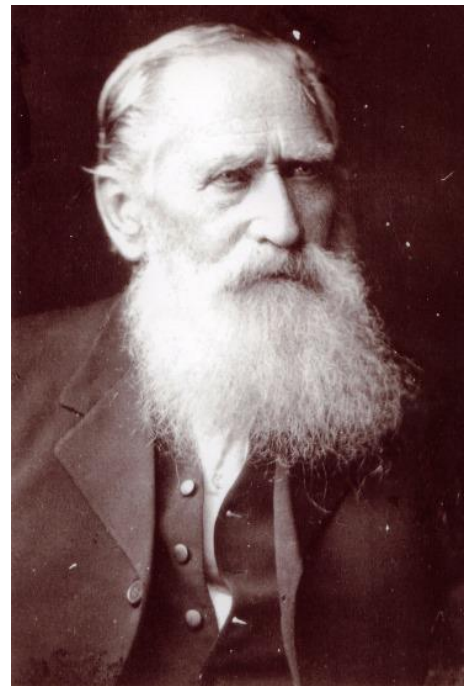


*10*  
*OTTO FAMILY PHOTO'S*



LEFT: JOHANNA'S GREAT, GREAT, GREAT, GRANDMOTHER, HENRIETTA OTTO NEE DISCHER AND HER GREAT, GREAT, GREAT GRANDFATHER, FREDRICK CHARLES OTTO.  
MARRIED: 16-10-1859, GERMANY.  
DAUGHTER, FREDERICKA OTTO:

RIGHT: FREDRICK CHARLES OTTO.



LEFT: JOHANNA'S GREAT, GREAT, GRANDMOTHER, FREDERICKA OTTO.  
ON HER WEDDING DAY  
BORN 15-2-1862,  
GERMANY  
DIED 1-9-1930, ARAPOHUE,  
DARGAVILLE.  
MARRIED; WILLIAM  
GEORGE WEBB

RIGHT: HENRIETTA OTTO  
NEE DISCHER





**LEFT: FREDERICA WEBB JOHANNA'S GREAT, GREAT GRANDMOTHER**



**RIGHT: WILLIAM GREEN WEBB JOHANNA'S GREAT, GREAT GRANDFATHER.**

SEPT 1  
Obituary. 1930

**MRS FREDERICA WEBB.**

As briefly announced in our yesterday's issue, the death took place at the family residence, Arapohue yesterday morning, of Mrs Frederica Webb. The late Mrs Webb was the only child of the late Mr Fredrichen Otto, who migrated from Germany in 1870 and came to Aratapu in 1880. The late Mrs Webb and her mother were actively employed in the dressmaking business at a time when Aratapu was the chief town on the river and quite a gay little city. She was always the belle of the ball at Aratapu balls; and when the late Mr H. Ludlow organised a very successful dramatic society she was one of the particular stars, her good looks, vivacity and dramatic force always attracting the public and making her a popular favourite. She was possessed of a wonderful amount of energy, and worked both night and day making dresses for others, and then would dance at night herself with as much energy as the rest. She eventually married the late Mr W. G. Webb and settled at Arapohue, where her father and mother resided with her until their decease. She

reared a family of four sons and three daughters, and leaves behind a large number of descendants. Her second son, George, took part in the Great War, and was very severely wounded. While living at Arapohue the deceased lady showed all her old time energy, and took part in all the social life of the district, and was always to the fore in arranging socials, etc. She was noted for her hospitality and kindness to the sick and distressed; no one ever appealed for her help in vain; and she assisted to give Arapohue its reputation for rendering help to those in need.

Her general health in recent years had been good, but about three months ago she had a seizure which necessitated her taking to her bed, where, despite the attentions of a trained nurse and those of her relatives, she gradually weakened and passed away. By her death Arapohue loses one of its most respected and esteemed settlers, and the family will have the sympathy of the whole district in their bereavement.

The late Mrs Webb's husband died some 20 years ago.

The funeral will leave the family residence for the Arapohue cemetery at 2 p.m. to-morrow (Thursday).

**BELOW: OBITUARY FOR MRS FREDERICA WEBB**

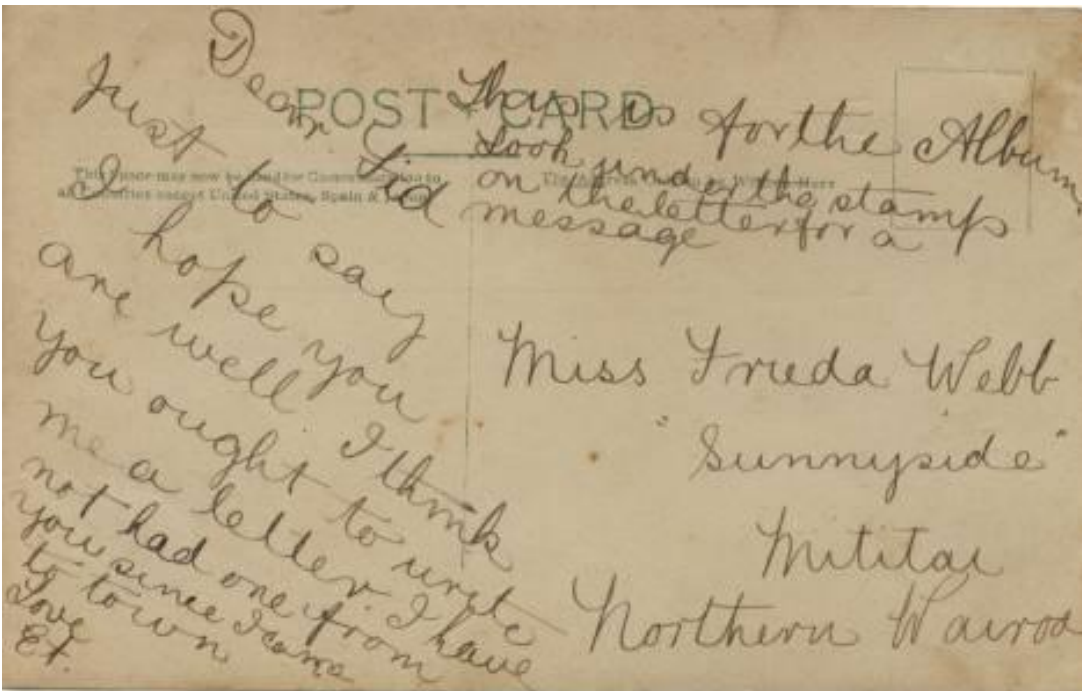




LEFT: JOHANNA'S GREAT AUNT WINIFRED WEBB WITH HER GREAT, GRANDMOTHER HENRIETTA ON RIGHT...



RIGHT AND BELOW: POST CARD FROM HENRIETTA TO HER SISTER FRIEDA. (FREDRICA)





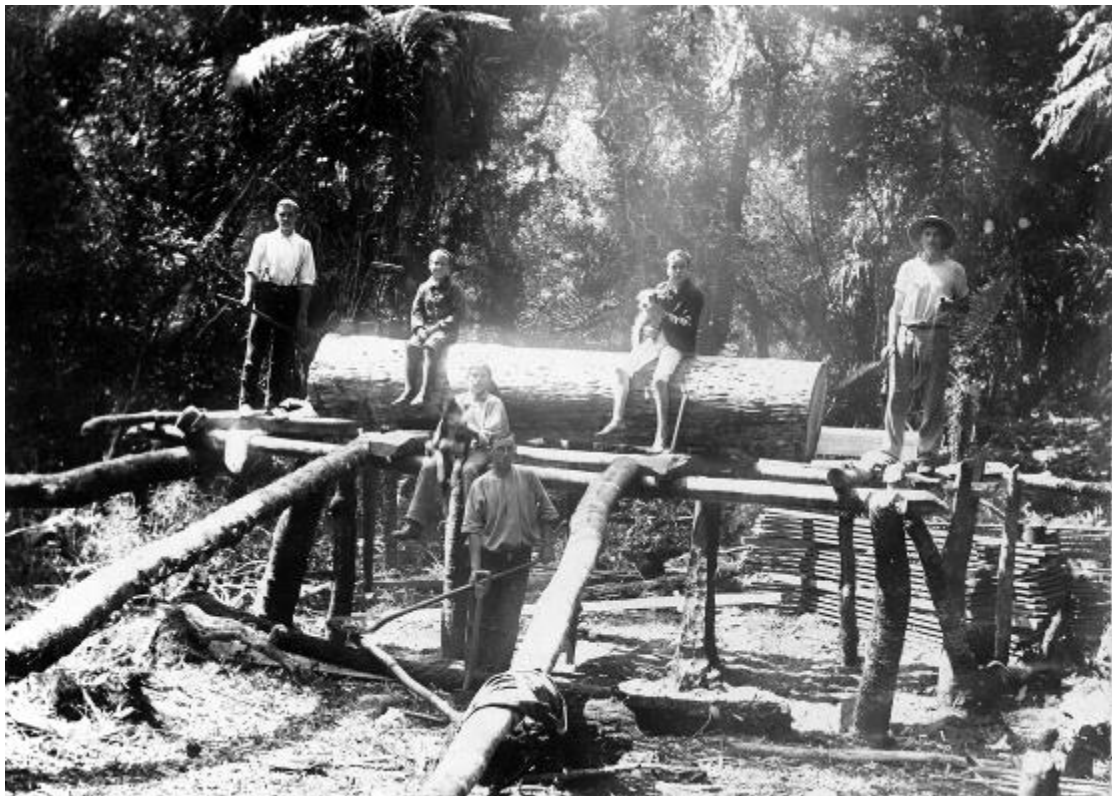
**ABOVE AND BELOW: HENRIETTA LEFT TO RIGHT  
HER SIBLINGS (NAMES UNKNOWN)  
GREAT GRAN WAS HORSEWOMEN OF THE YEAR AT THE ARAPOHUE SHOW FOR 18 YEARS IN A ROW**







**ABOVE: LEFT MRS SLOANE TUI FINLAYSON AND HENRIETTA MOLD NEE WEBB  
BOTH EX PUPILS AND EX TEACHERS AT THE 1961 ARAPOHUE SCHOOL REUNION**



**ABOVE: IMAGE 033: PROBABLY THE BELLS OR NICHOLSON'S OR WEBB'S: PIT SAWING A LOG FOR TIMBER.**



LEFT: IMAGE 019: GREAT, GREAT, GRANNY WEBB WITH A MEMBER OF HER FAMILY??



RIGHT: UNKNOWN: IMAGE 027: TAKEN BY J. MCALLISTER IN STRATFORD, TARANAKI.



LEFT: UNKNOWN: IMAGE 010:

RIGHT BELOW:  
IMAGE 005:  
BELLS,  
NICHOLSONS OR  
WEBB'S.





**LEFT: FREDRICK CHARLES OTTO:  
JOHANNA'S GREAT, GREAT GRANDFATHER  
BORN 12-10-1833: HESSEN CASSEL - GERMANY  
DIED 6-10-1918, ARAPOHUE – DARGAVILLE.**

**FREDRICK CHARLES IMMIGRATED TO NEW ZEALAND IN 1869 FROM  
GERMANY VIA ENGLAND.  
HE WORKED FOR NEARLY TWO YEARS THEN SENT HIS HARD EARNED  
SAVINGS TO HIS WIFE AND DAUGHTER SO THEY COULD JOIN HIM.**

*11*  
*THE TRANSLATED DIARY OF MR. FREDERIC*  
*CHARLES OTTO*

**GERMAN IMMIGRANT TO NEW ZEALAND 1869**

This diary was presented to Frederic by his family before he left his home town of Nassau, which is near the city of Cassel in the region of Hessen in Germany.

Included in this diary is a typed list of first aid treatments for both animals and man-kind, and various facts about farming which he may have needed to know and call upon during his travels. Also there is a calendar for the year, plus various advertisements.

My Great, Great Grandfathers writings provide a very interesting account of his voyage on the Good Ship "*Helenslee*" from London, England to Auckland, New Zealand. It also gives an in depth description of his early days of work in this English speaking country.

He remained in the Auckland region for a short time and then later decided to go to the South Island to seek his fortune in the gold fields of Otago with the intention of obtaining sufficient funds to bring his wife and young daughter to New Zealand.

During the journey to the South Island by steamer, he was apparently offered a job on the Sunnyside sheep station which was owned in partnership by John Wither and Bendix Hallenstein. (The Hallenstein families were also General Merchants in Queenstown and are the "Hallenstein's" in retail that we know today). The station was later named Cecil Peake and is situated on Lake Whakatipu across from Queenstown.

Frederic worked on the sheep station for approximately one year during which time he saved enough money to send for his wife Henrietta and daughter, Frederica. After re-uniting, the family moved to Auckland where they purchased a shop. In 1880 they then moved to Aratapu on the Northern Wairoa River where they set up a dressmaking business.

I have retyped Frederic's diary from the original translation my Aunty Lois Limmer, had done some years ago. A copy of this translation is held in the Turnbull Library in Wellington. I dedicate this edition of his diary to the memory of his Granddaughter, Henrietta Mold. She was a lady who carried on her Grandmothers and Mothers dress making skills with excellence and a person who was admired by all of her Grandchildren, of which I am one.

## **THE DIARY OF FREDERIC CHARLES OTTO**

**BORN C. 1835**

**KASSELL GERMANY**

**MARRIED HENRIETTA DISCHER - 16.10.1859**

**DIED 6.10.1918 - ARAPOHUE**

**THIS DIARY COVERS MR OTTO'S VOYAGE**

**TO NEW ZEALAND ON THE 'HELENSLEE'**

**DURING THE PERIOD: 28. 9. 1869 To 18.1.1870**

**AND THE FIRST FEW WEEKS OF HIS EMPLOYMENT AFTER ARRIVAL**

September, 1869

*Monday, the 27th September:* We docked tonight after 8 at the mouth of the harbour. The weather is very good.

*Tuesday, the 28th September:* This morning we travelled on at 4.30 in the morning and arrived at 8 at Gravesend and stayed: Weather very nice. We received on board 7 pigs, 7 sheep and many fowls. It is now 9 in the evening. We have not moved.

*Wednesday, the 29th Sep:* (Michaeli) 5 in the morning: the ship lies still: Weather, bright but unfavorable wind. 9 in the evening: the same as before.

*Thursday, the 30th Sept:* 5 in the morning: the ship moves again. A tug tows her. Weather: overcast sky fine otherwise. 1 in the afternoon: we are at sea; the tug is still in front of us. 3.30 In the afternoon: the tug is leaving us and we see Dover. Between 4 and 5: had a heavy and sudden thunderstorm and rain, also gusty winds. All sails had to be furled at once. The ship lay on her side and we anchored at 5. The storm lessened a little later on. 8 in the evening: the ship is well anchored and bobs up and down.

*Friday, 1st of October:* Gale winds blow, the sea is high, the ship stays anchored, but the sky looks brighter, 30 boats are in sight. All are anchored and cannot cross the English Channel because of the gales. Dover is to the right and also another large beautiful town. 4 in afternoon: the heavens are quite bright; to the left is the French coast. The ship is anchored and still so at 9 in the evening: An unexpected joy 2 hours ago. I met amongst the sailors one man from my home town and one from Saxony. Thank God one of the sailors is a real man. He reckons our whole journey would take  $3\frac{1}{2}$  or 4 months. I bought from a sailor who came aboard: 1 bottle of beer and 6 herrings for 1 shilling.

*Saturday, 2nd of Oct:* 8 in the morning: weather: strong wind and rainy. The ship is still anchored. Last night one saw the "light fires" of Calais. Meanwhile the anchors are lifted and sails set and the ship brought into slow motion. Just before 4 there came such a



fierce thunderstorm that all sails had to be furled. All was over soon and by 5 the ship moved in good winds. To the right the most beautiful point of England, to the left Calais. It is drizzling continuously. At 8 the rain stopped. We are sailing with a good west wind and the ship glides along quickly.

*Sunday, the 3rd of October:* Weather: fairly bright, rather strong winds, the ship rolls badly, nothing but sky and water and many are seasick. God be thanked, I have "touch wood" not experienced anything and feel fine. This morning we 4 cabin mates break fasted together. Saveloy sausage and plum brandy from me. As the compatriot sailor tells me, we are now in the middle of the English Channel. 10 in the morning: again another happy discovery. I fetched a bottle of beer for the cook from the first steward and get to know that he is German too and also from Saxony. Weather: quite a bright sky and strong wind. Evening at 9: weather as before. For 2 hours we had the French coast in sight this afternoon. My friend the sailor informed me this lunchtime that a man appeared who had been hiding for 6 days below the cabins where the sailors sleep. Already he has begged the Captain in London to take him on board and give him work. No one had any idea until now that he was on board of the ship. He has to be taken on the whole journey and the Captain will give him plenty of hard work naturally.

*Monday, the 4th of Oct:* 8 in the morning: weather: very fine and warm with a useful breeze. Nothing but sky and water, we see less and less boats. Midday at 11.30: eighteen sailing vessels and one steam ship in sight. The wind has become very weak, the ship moves slowly. At 4 a long stretch of the English coast came in sight: A large beautiful town and several villages and the Isle of Wight. 9, 30 in the evening: like the day we also saw the evening --- "wonderful". There is great happiness on board, singing, dancing and drinking. I talk to my landsman. The wind is less strong. We are about 100 miles off London. Storm is forecast for the 5th, 6th or 7th.

I will now make general remarks about this ship, the Officers, the crew, the passengers and several other observations: The ship is a so called full rigged ship. A large beautiful ship built in 1862. She has three enormous masts, has loading capacity for 20 passengers. She is 160 centers without the luggage of the passengers and without the quite impressive cargo used while on water. Both anchor chains each 120 fathoms long and tremendously strong have alone an impressive weight. Each anchor weighs 10 tons. Each chain 22 cwt, 40 pounds: Together with that come various other chains, strong ropes, bars, etc. --- The ship is kept very clean, daily she is scrubbed from back to front. The place for us to take exercise is between the back and front and is 40 paces long. We are also allowed to use the front deck. This as well as the back deck is each 15--- 20 paces long. The cabin in which I with my 3 travel companions stay is in the middle of the ship. Close to we sleep 9 crew members and aside there is the kitchen. Left and right to the bulwark is a 6-7 foot space. The whole ship is 15 paces wide. Our cabin is 10-11 foot square and 6<sup>1</sup>/<sub>2</sub> foot high and has 2 small windows. On 3 sides we have our bunks. In the space left stands our belongings----- 8 boxes. There are 4 officers, 1 captain, 1 first mate, 1 second mate, 1 carpenter who has



officer's status. All officers are Scottish. The captain is called McDonald and is a very nice and friendly man. Everyone likes him, crew and passengers. There are 13 sailors, full time, of various nationalities, 5 cabin boys and 1 sail maker also 1 cook and 2 stewards. All the people are to be taken care off; one does not see brutalities or fights. Whether they stay like that on the whole journey?. There are about 28 or 30 passengers on board, exactly I cannot tell yet, because one seldom sees them all together. But for 3 Irish children and me all are English and if I could speak English I would really have a wonderful time.

With food it is like this: the first steward hands out food, a week's supply in advance to the passenger's one gives the cook the prepared to the point of cooking-----food, which he either boils, fries or whatever he is asked to do. The only awkward thing is that one has always and constantly the whole provisions in the cabin. The meat will when it gets warmer not keep on the journey.

The provisions are ample, we get: salt beef, salt pork, both taste excellent, like pickled in sweet brine. Butter, suet, potatoes, rice, oatmeal, wheat meal, mustard, pepper, salt, tea, coffee, sugar, whole bowls full and ship biscuits. One is hardly able to get those things small though, they are as thick as a flat roof tile, round as big as a milk pot lid, made from 2 kinds of wheat flour, but so heavy and hard that one cannot break them up without the aid of a hammer or tong and then one must soak them for hours in tea or coffee.

There are 3 dogs, 2 cats on board. On waking up in the morning one could believe to be in the country to hear the sheep baa, pigs grunt, dogs bark, cats miaou, the ducks quack and snatter and cocks crow, until one step's on deck and sees the vast expanse of water and the measurably high sky. This is indeed a grand uplifting sight.

*Tuesday, the 5th of Oct:* At 8 in the morning: a wonderful morning, bright and mild only there is practically no wind. It's all gone and the ship lies nearly still: To the right a different strip of England's coastline in sight, with mountains and ranges in the distance. At 12 it rained a little but now all is bright and nice as was the morning. We have eaten well to-day: Boiled mutton and potatoes and then plum pudding. My room mates understand well to prepare these English dishes. Afternoon at 4: this morning the sea was calm like an ice mirror, now more ruffled, the wind is just a little stronger. My friend the sailor told me, that the English coastline, which one sees, is again the Isle of Wight. Because we have to tack we see land from another side again. At 12, I saw 62 ships. 9 at night: weather very good, wind stronger, the ship sails fast.

*Wed, the 6th of Oct:* 8 in the morning: last night the wind became very stronger so that the ship travelled fast and lay on her side and rocked a lot. The sea is terribly rough. The sailors only call this wind an ordinary breeze. There is no land visible. 4.30 In the afternoon: good wind, the ship moves quickly, the sky is quite bright, but it is cold. In spite that the wind is not very strong, the sea is high. The huge waves crash over the bulwark on deck, from the waters base a height of about 12 -14 feet. The waters look dark nearly black, a sign the friend sailor told me that we are nearing the end of the Channel. The many high waves with their snow white foaming backs are an impressive sight on the immense

surface of the water masses. I suppose we shall not see any more land for the next few weeks. 9 in the evening: weather as before the sky is clearer.

*Thurs, the 7th of Oct:* 8 in the morning: weather fine and mild, less wind, the sea swells roll slowly, arch up high and crash down, the boat does the same. Early this morning the 2nd Steward harpooned a pigfish (porpoise). The body is 15 -16 feet long, it has a grey back and the underside is a dirty white. The skin is like that of a pig, the head looks like that of a yearling pig with a very thin and long snout, top and lower jaws have small sharp teeth, which fit closely together. The sailors have cut up the fish at once. One cuts the skin right across in strips, and then skins these, which includes the 1 inch layer of fat. That is cut into pieces and handed out. The rendered down fat won is used to rub into shoes and boots. The meat is fried and eaten, also a part of the intestines which resemble those of a pig. My countryman has scraped the head clean and hung it on a rope over board into the water. After it hangs for 14 days everything comes away cleanly. Already he has sold it to one of the passengers for half a pound. Just now we sail with a beautiful French boat, her hull is painted white. Since last night we are in the Atlantic Ocean. My 3 room-mates are again seasick and I had to be their Dr. I am, God be thanked, very well. 9 in the evening: wonderful weather, bad wind that means very weak wind.

*Friday, the 8th Oct:* Eight in the morning: a real spring morning, but nearly no wind. The gale forecast for the 3 days did not materialize, thank God. 1.45 In the afternoon: we are not moving for the past two hours. There is no wind, the weather is unusually mild, the sky grey and over-cast, and the sea is smooth like glass. 10 at night: since five thirty we are on the move again and quite quickly. We are near the Bay of Biscay. I have talked with my friend the sailor for two hours, whose name is Gustav Schwarze. He has told me his life story. I get to know him more and more as a well-educated young man, but cannot understand how he can stay as seaman. Way so long from his business, as clock and watchmaker, to which he wants to return later.

*Saturday, the 9th of Oct:* 8 in the morning: bright sky, useful, rather strong wind. The sea looks now deep blue and is extraordinarily transparent and clear. Evening at 8: the weather has kept fine and the wind also. The ship rocks so badly that one can hardly stand straight, 2 of my colleagues are again very ill. The Captain visited us in our own cabin an hour ago and talked to us for a long time. In his own hands he delivered wine to the patients and later sent via the steward something stronger, to help in the recovery.

*Sunday the 10th of Oct:* 8 in the morning: weather like yesterday, only better wind: the ship moves fast and rocks as badly as yesterday. 10.30: just now I noticed a tiny swallow which accompanied our ship for a long time. 8.30 In the evening: the weather is the same, quite clear sky, and strong wind and a dreadfully agitated sea and strong movements of the ship. 2 of my cabin mates are still very ill.

*Monday, the 11th of Oct:* 8 in the morning: weather fine, light good wind, the sea is calmer and the ship steadier. Yesterday we had the first service on board preached by the second Officer. We also saw swallows to-day. Evening at 9: no change, clear sky mild weather and a beautiful moon.

*Tuesday, the 12th of Oct:* 8 in the morning: overcast sky, strong but not a useful wind, a contrary one, we had to tack. We were awakening from our sleep this morning for a very special reason. A young woman namely had to be confined to bed. She was in labour. Later the Captain with all Officers and crew celebrated the young mother and baby girl 3 times with loud resounding cheers. This case is probably a rare one because every one person would not start to venture to sea so close to her "heavy hour" confinement, only this one. Today we are at sea 14 days, so the story starts with a bang. Everyone must of seen she was in "good hope" (pregnant), only no one expected that the explosion would come so soon. If only everything runs smoothly, there is no Dr, no midwife, no one of that kind on board. We have to hope for the best. Every one received a glass of wine from the Captain so that we could drink to the health of the young mother and daughter and to the young father. There are more swallows near the ship this morning. Afternoon at 3.30: to-day is a holiday on board, because of the happy event the crew is on Sunday duty. The young passengers spent their time playing games. The weather is brighter also, but because of the continuous tacking in wrong wind, progress is slow. We should have passed the Azores a long time ago. Evening at 8: weather and wind as above.

*Wednesday, the 13th of Oct:* Again one sees swallows. Evening at 8: the wind is more in our favour but not any stronger. We travel about 4 or 5 miles the hour. From 6-8 this evening I had a long conversation with my friend Schwarze, who was on watch duty at the foredeck. In his opinion we are about 1200 miles away from London. He is practically certain too, though that is off the record, that there were 1740 ships wrecked in 1868 off England's coasts.

*Thursday, the 14th of Oct:* 8 in the morning: overcast sky, mild weather, wind favorable but not strong. The ship travels on her happy way. The head of the pigfish (porpoise) was taken in the night by a shark. 5 in the afternoon: now we have hardly any wind at all. The ocean is as smooth as a mirror, also lovely mild weather. Evening at 10: very slowly we move on. "Soon", friend Schwarze said, "we shall come to the degrees, where winds are more permanent and favorable".

*Friday, the 15th of Oct:* 8 in the morning: overcast sky, very mild but still only a breeze. A cabin boy was last night punished in a queer fashion, because he forgot to give the signal alert at 9. He had to carry a large wooden pole up and down the front deck for 2 hours. The first shark was seen near the ship to-day but I did not see it. Evening at 10: the ship has not moved since 5 o'clock. I have never seen the sea so smooth before. At 8 we started to move again, she sails slowly on and on. One feels the southern sun; it is very warm during the day and at night wonderful.

*Saturday, the 16th of Oct:*

8 in the morning: what kind of feelings, inner thoughts and memories I had this morning, only God knows and to Him I have prayed especially sincerely, that He would bless my intention ---- 10 years ago ---- our wedding day. Oh God, what lies within those 10 years? Please let the coming 10 and the 10 ones that follow recompense for the great loss. That "Dear God" please grant.

This morning a huge 3 master boat is in sight which travels with us in the same direction. The captain of that ship talks to ours although the ships are 8 miles away from each other. This has been made possible by the following way: apart from the country's flag, each ship carries a large number of other ones of various colours and sizes and shapes. Of this each one represents a different letter of the alphabet, or a word or even a whole sentence. Each captain has a book which interprets the meanings. One rises at first 4 - 6 of these flags on cords at the starboard of the ship. The men from the other ship view through a telescope and as soon as the contents of the messages are understood and written down, he raises a certain number of flags and so it continues until both parties are satisfied they understood what they wanted to know. The weather this morning is fine, fairly bright and the wind is fresh. We should make headway now which we could not do before. P. S. The young mother is well. Midday at 2: what difference in the ocean between yesterday and to-day. To-day it is great excitement, hisses, gurgles and foams, one could get frightened but for the fact that one feels more or less at home on the ship after 3 weeks at sea. If we could only travel in the right direction, we would advance well, but the ship has to tack, the wind comes from the wrong side. Friend Schwarze said, "we are a little off course". All morning was spent by some passengers chasing a bird, a land bird, which does not want to move from the ship, but they cannot catch it although it seems tired and hungry. It looks like a German thrush. On the side which faces the wind the waves often flood the deck. 4 in the afternoon: the unfortunate bird was caught and imprisoned into a cage. Also today as on past days we see swallows around the ship. One thing which I have not mentioned before is when the ship disturbs the water and the sea glows at nights. Then phosphorescent lights in various sizes and shapes, some as large as a Thaler piece, jump, hop, float or swim to-together when the water is agitated, then the many little lights merge into a kind of shape and this is indeed a marvelous spectacle. Friend Schwarze said, that I shall see these insights in tropical regions and far more impressive ones. Sometimes one would see the ocean like though the sea was on fire. Just now I have had a small mishap. I have thrown with the washing up water a teaspoon overboard belonging to my cabin mate, Mr. Short!!. 9 at night: wind and weather unchanged, the ship lies rather on her side, she moves fast through the waves.

*Sunday, the 17th Oct:*

8 in the morning: clear sky and strong wind, the ship is in the same position and flies like an arrow. The crashing waves which fall over the deck cause great fun especially when one is not careful and gets soaked in salt water. During the night I got a sty on my right eye, I believe the first in my life. That thing hurts very much. 4 in the afternoon: the ocean rises higher and higher and friend Schwarze said, there might be a storm approaching, God save us in his mercy. At 3 we saw a ship, which crossed

straight in front of us. Evening at 8.30: the wind has become stronger. Before nightfall half the sails had to be pulled down, as all signs were there of a storm. I believe the barometer stood very low. The sea howls moans and hisses quite terribly and the ship lies so on her side that one can hardly walk upright on board.

*Monday, the 18th of Oct:* 8 in the morning: the gale has not become worse, as Schwarze said, "this is nothing but a strong breeze". The sky is nearly clear otherwise all is as yesterday. In this weather my mates are all again seasick. I myself have not noticed anything and probably shall be spared. Midday at 1: to-day the sea offers an unspeakably beautiful and serene sight with the clear sky, it looks really deep blue and in the shadow of the boat even black blue, those huge arched waves billow up then down. When one stands at the windy side and glances across over the bulwark one could become quite giddy if one follows the deep abysses below which occasionally appear by the side of the ship, where in its place seconds later huge watery mountains which are 20-30 foot higher than the ship, form, then the white foams swirl around the bow of the ship sometimes 40 foot wide on both sides, only to be swallowed up by the next waves or hurled still higher on the waves crests. What a wonderful display when a really high wave disintegrates into pure foam with all the colours of the rainbow in it. We saw another boat at 11. I am surprised that today with those high seas very rarely any waves splash on board. The boat does not rock any more since this morning and all sails are hoisted. 9 at night: the scene has changed again, the sea has become much quieter. The wind blows nearly wholly from behind the ship with the result, that she sways and swings from side to side, a very unpleasant movement. We have a bright moon. Friend Schwarze has described to me to-day one of his ship wrecks, one occurred on July 14th, 1866. It happened when the ship occupied with 480 immigrants struck a rock not far from the Australian coast. All persons were saved but nothing of luggage and freight.

*Tuesday, the 19th of Oct:* 7 in the morning: friend Schwarze woke me with the question "would you like to see Madeira?" At once I was on deck and saw for 12 or 15 minutes to the left a mighty long mountain range, this was Madeira and by its side one of the small Islands. A pity that the sky is overcast this morning, apart from that, we have fog, nothing is very clear. A ship sails with us on the right side in the same direction, both Captains converse. Before us a second boat sails along. Midday at 2: at 11, 30 we had reached her, when we were side by side about 60 paces away, the Captains talked together verbally. We can only see the shape of Madeira, as the atmosphere seems to stay dull and foggy to-day. The other small Island has already disappeared from view. We are therefore below the 33 degree latitude, having left behind only 18 degrees from London. Auckland lies exactly below the 36 degree southern latitude. We have to cover a distance of 60 degree latitude without the tremendous stretch from the Cape of Good Hope to Auckland. Evening at 8, 30: Madeira is out of vision. The afternoon had become clearer, the mountain range, which we had seen, represented nothing but a bare rock void of all vegetation with cliffs that steeply fell down into the sea. Other ranges which lay back still further in the distance seemed to be wooded. The evening is wonderful, such a yellow

moon I have seldom seen. The wind is rather strong and useful; the ship sails calmly and quickly. One can even walk on deck without falling down. The sea men prophesy that we will have such fine weather for the next 6-8 weeks, because we are in the domain of the trade winds. We shall not see any more land before Christmas, be it that we run off course because of unsuitable wind. The ship we passed to-day headed for the Canary Islands with coal.

*Wednesday, the 20th of Oct:* 8 in the morning: beautiful weather, the seaman call it just "fine" weather. To-night we had a formal ball on deck, the Captain and the 1st and 2nd stewards and the younger passengers danced to a small flute. The 1st steward, Mr Seymour pulled me by my hands, I should dance also, but I was in no mood, declined and thanked him very much. Also during the evening we had another hilarity and fun that did not want to end. One of the passengers, a Mr. Brown climbed the side of the bulwark and up a rope ladder, as soon as he reached rung 5, a seaman was with him and with a thin cord wound his feet and body up to his armpits to the rope ladder. So it was impossible for him to move especially as his hands were tied behind his back. The custom is that the bound man give drink money to the sailors when he will be freed. But Mr. Brown did not understand the joke, or did not want to. Anyway he wanted to be released without giving anything. That was however a cry in the wind, neither the Captain nor the sailors, whom he asked for help, took any notice of him. The more he begged the noisier the crowd became. His wife shouted, he could hang up there forever if he did not pay up. After three quarters of an hour hanging so, he realized that he had "to bite into the sour apple" and declared he would pay and as soon as he stepped on land would start court actions against the Captain. The first steward pointed out that that would not help him, it was an old established seaman's custom, if he dared to climb the ladder once more, and he himself would tether him, because he was a spoilsport and did not understand a joke. With 4 shillings for a flagon of rum he was released. We sail now quickly; I understand 3 - 4 degrees---that is 45-60 German miles in 24 hours.

*Thursday, the 21st of Oct:* 8 in the morning: the weather as fine as yesterday. Midday at 12: it is beginning to get very warm. Evening at 9: again dancing to-night, but it was interrupted early, a huge high wave crashed suddenly with such force on the side of the ship that the seawater splashed between the bulwark and ship's hull and all dancers who had just lined up to take part in a quadrille were soaked right through to the skin. A scream of laughter accompanied the tunes and the ball was over.

*Friday, the 22nd of Oct:* 8 in the morning: lovely weather, deep blue sky and fresh useful wind. 9 at night: the weather has changed. After an overcast sky for about one hour, it started to rain quite heavily, so that everything had to be taken into the cabin under deck. We had very warm weather during the day. At 6 we passed a ship, better the other way around, the ship overtook us; the Captains had spoken together via the flags. The ship came very close to the back of ours and the Captains spoke then verbally. The ship was a

fast sailing Clipper, called "*The Queen of May*" it has 3 masts and was as big as ours and sailed to China. Even in the far distance a sail is still visible.

*Saturday, the 23rd of Oct:*

Morning at 8: again we have the most beautiful weather as in the past days, only the wind seems weaker. Both ships from yesterday are out of sight. During the night it had rained heavily, so the sailors on duty collected several barrels of rainwater for drinking and washing. Evening at 10: the weather was fine all day. Midday at 2, the crew prepared in secret a farce for the enjoyment and fun for every-one: Friend Schwarze explained to me the mystery in the morning. I shall explain at once what it means. "To draw the dead horse out of the sea": The thing is this: every sailor, who is engaged by the Captain on a long voyage such as ours receives his wages as pocket money for the first month in advance. This is as a rule drunk away (wetted) before the departure so that they go empty handed (blank and dry) to sea. When the first month has passed, they "draw the dead horse out of the sea" and bury it again at night. This is what happens: the month in which they have worked so to speak for nothing, must be forgotten, erased and wiped out in memory and buried, but before that they revenge themselves on the horse. Walking around amongst the passengers they receive drinks as was here the case, this fun is really good, because secretly they construct a horse the size of a donkey, it is made out of hoops, sailcloth and hemp (for tail and mane), naturally without legs, as one of the crew uses his. As I have mentioned, it was 2, the hour friend Schwarze had indicated. Suddenly a terrific noise arose from the front part of the ship and immediately after a rather nice song, followed by the whole crew and the cabin boys, during which time all 18 pulled continuously on a rope, which seems to hang in the cavity through which the anchor chain passes and which appeared to hang in the sea, in order to pull the dead horse. This appeared after about 5 minutes and with its rider received a slap from each member of the crew. It had to pull the rope then with the others and amongst jokes, songs and pantomimes was led around the deck 3 times, then disappeared in the crew's quarters. In the evening when it was dark, several beautiful rockets were fired, the Officers in turn, help to celebrate the day. Straight after that the crew started singing again with many funny ceremonies, then horse and rider came once more on deck and was led around. When that had stopped and during the time in which a few single rockets were fired, the horse plus its rider were pulled to the top of the middle mast by a rope that been prepared in advance: The rider received in one hand a red and then in the other a green electric light. After arriving on top, he untied the horse while all the sailors continued singing and dropped the animal into the sea. A thundering hurrah, 3 times, accompanied the act. After the rider was back on deck, one last rocket rounded up the evening. The sailors happy through whisky and rum sang, passengers and Officers danced: At last at 10 all was quiet again. The night was heavenly, the sky so clear and the moon so bright, the sea so calm and the people seemed so happy and gay.

*Sunday, the 24th of Oct:*

8 in the morning: the wind is weak; one sees 8 ships around us. At 12: no rain the sky is clear, the atmosphere sultry and warm. As in England, so here on board the Sundays are strictly "observed" one hears no merriment's, no games being

played, no singing (only perhaps a hymn) in one word there reigns the most dignified and reverend Sunday peace. Evening at 10: very beautiful weather and stronger wind. I saw to-day some swallows and some flying fishes.

*Monday, the 25th of Oct:* 8 in the morning: clearer sky pleasantly fresh wind, a little stronger than before. A few swallows are around and five ships. The ship travels smoothly and steadily as if lying in a harbour. The sailors are secretly preparing for fun and games when we cross the line (tropic of Cancer). Perhaps we shall reach it in 8 days, if weather and wind remain favorable. Evening at 9: weather and wind good.

*Tuesday, the 26th of Oct:* 9 in the morning: just now I saw a whole shoal of flying fishes and some swallows. Afternoon at 5: there is a ship in sight. This morning I sat at the front deck outside and watched the flying fishes for 3 hours. They are as big as a herring and appear in many thousands on the surface of the water where they first hop a few lengths, and then they arise and fly sometimes for long stretches before dropping into the water again. Schwarze has told me that they often catch some on deck, because they fly higher and further at nights, than during day time. It happens often that they get in ropes and sails and then fall down on deck. They are unable to fly again and one has only to pick them up. They are supposed to taste very good. Very warm but agreeably cool wind: Evening at 10: the sky was cloudy with flashes of heat lightning in the south-west. 11: it looks like rain-----now it rains.

*Wednesday, the 27th of Oct:* 8 in the morning: lovely weather and a quite nice and pleasant wind. There are masses of flying fishes, also single swallows and larger grey-brown birds resembling the German hawks. 9 in the evening: wind and weather as above, nothing special.

*Thursday, the 28th of Oct:* At 7 in the morning: weather is like yesterday, the wind has become a little stronger. A quarter of an hour ago we were woken by very loud screaming voices; we went up on deck to establish the cause. Out there was a very small Barque, which sailed to the Cape of Good Hope and both Captains, talked to each other? The ships were only away from one another by about 30 paces. I just remember I forgot something about yesterday: 2 very large English warships crossed our paths, a steamer with 3 masts; it sailed very fast and had disappeared from sight around 5. Flying fishes and swallows were here again. 10 at night: drizzly rain, the heat is terrific. One does not know where to hide; one can hardly sleep for sweating. I stay a good deal during the day on the front deck, which is the airiest place on the ship; there the sails on the boom at the foremast throw a little shade.

*Friday, the 29th of Oct:* 8 in the morning: this is the loveliest weather and again very warm. The wind is in our favour and quite strong. A large ship sails behind us. 9 at night: at 6 we had a bad thunderstorm and a very heavy down pour without much wind.



Only the long sails were taken down. Last night another ship in sight. Some swallows and flying fishes are our constant companions.

*Saturday, the 30th of Oct:* 8 in the morning: nearly no wind and very warm, 3 ships in sight. At 2: it is tremendously hot; the pitch between the planks on board begins to flow. The wind is very weak and bad as the morning. No more flying fishes in sight, but daily, swallow's. At 9, we saw 3 ships, wind stopped totally, it is raining and seems to be set.

*Sunday, the 31st of Oct:* 8 in the morning: it rained until now, sky is clearing. No wind. Midday at 2: without the wind it is hotter than ever to-day. One believes one could burn up. Several, 100 flat fishes showed themselves this morning. Friend Schwarze told me about them, but when I arrived on deck they had vanished, they are much smaller than whales. We still see the 3 ships from yesterday. For the past half hour the ship moves very slowly, it is again raining heavily.

*Monday, the 1st of Nov:* 8 in the morning: lovely clear weather, very little wind. A ship is in sight, Schwarze said it is coming to-wards us, we shall take a boat and aboard the vessel in order to deliver our letters. Later-----, the boat left with the letters. It came from Liverpool, was loaded with guano, is heading for Queenstown in Southland and is called "Nazarene". It is very hot. Yesterday when we lay still we were below the 7 degree northern latitude. If we don't get wind we shall suffer badly from the heat until we have passed the tropics. The young mother has not been well for several days. She suffered from the heat in the cabin below, now she has been brought up to first class cabin, she also has a very bad breast. The afore mentioned ship was already 22 months on her journey from Liverpool to East India, from there to China then to Australia on to Bahia and then home in 4 or 5 weeks. She crossed the line on Friday, Oct the 25th. Evening at 9: the weather has changed since 5, its cooler and the wind stronger.

*Tuesday, the 2nd of Nov:* 8 in the morning; the wind became strong in the night, but not favourable, we must tack, the sea was high the ship lies on her left side, rocks and swings badly. My colleagues are ill again. 9 in the evening: very hot again, the sky was overcast. Half an hour ago we met with a ship, the wind is again weak.

*Wednesday, the 3rd of Nov:* 8 in the morning: clear sky, no wind so to speak. At 1: the ship has been turned, wind is stronger, a ship is in sight, it is dreadfully hot. 4 in the afternoon: there are 3 other ships in sight. Again our ship has been turned as the wind varies its directions. One of the mentioned ships came so close, that the Captains could speak together. She was a barque from Bremerhafen, already on her way for 38 days, heading to East India. It is cooler now; the sky looks impressive, nearly as bright as a moon lit night.

*Thursday, the 4th of Nov:* 8 in the morning: fine weather, great heat, windy. We still see the ships from yesterday. 1 in the afternoon; another ship came close, the

Captains spoke together. She was a Barque from Liverpool in route to Bahia in South America. 13 boats were in sight this morning at day break. Some are still visible. We can see very nice fishes from the bow of the ship, but have not caught any. The wind is stronger, but progress is slow. Skies are overcast and it is starting to rain.

*Friday, the 5th of Nov:* 8 in the morning: cloudy and rainy, a pleasant feeling. 2 in the afternoon: good wind, sighted 10 ships, a wonderful day, we shall cross the line on Monday the 8th, as forecast by the Officers. Nearly all the ships we have seen lately are light Basques or Schooners and sail faster than we. The drinking water looks unpalatable for the first time to-day. It is full of rust; it was stored below in an iron cistern. 9 in the evening: we had theatre to-night on board, 4 passengers; the 2nd steward and one cabin boy were the performers. The stage was built on the back deck in front of the first class cabin. Ship's planks replaced the sides of a theatre, the (flies) were of various flags and the curtain was a sail. The show gave amusement and all enjoyed the change.

*Saturday, the 6th of Nov:* 8 in the morning: grey sky, some rain, rather windy: 4 ships in sight. 11 in the morning: more wind and sometimes a downpour. We have just cleaned our cabin, which happens every Saturday. One of the cabin boys brings us the newspaper. One of the cabin passengers writes and publishes it each week for Saturdays. The smallest details, all that what happened during the week are recorded, written in humorous style and occasionally a cartoon is added, rather like the ones in the "Fliegenden Blattern" or Bladderverdatsch. 2 in the afternoon: we count the ships, one a French Brigantine with a white body. It was the smallest that passed. Nearly all French ships are painted white. We tack again, fine weather. The drinking water comes from a different cistern. 4 in the afternoon: a stronger wind, now and then a heavy downpour. Saw flying fishes and the daily swallows. Sky cleared and moon appeared. The small sickle in this district stands upright like the top part of a German **Z**. To-night is the start of rehearsals for festivities when we cross the line. Actually the rehearsals should have been to-morrow, the day before the crossing, but alas not even such harmless fun is allowed, because it is Sunday. At 7: a mighty loud voice roared from the front part of the ship, pretending to come out of the sea and was directed to the Captain. This was the voice of Neptune's delegate. He asked "what is the ship's name? What cargo? Where is she going?" The Captain answered from the back deck and invited him to come on board. He appeared on the back deck, a gruesome figure in garment and beard, who handed a note from Neptune to the Captain. In it he begged to be allowed to come on Monday on board with his followers, or otherwise he would not permit us to sail across the line. This was granted him and after he was served with a glass of rum, he shuffled off muttering many blessings.

*Sunday, the 7th of Nov:* 8 in the morning: clear bright sky and strong wind, but unfavorable. We tack westwards yet we should sail in the south-eastern direction. Far away sail a few ships. 2 in the afternoon: a lovely day in this strong wind, one does not notice the heat. We have nearly reached a large ship, which we sighted in the morning. 3 in the afternoon: we are about 50 paces distance from the ship. She is a beauty, comes

from Liverpool and sails to Melbourne. Conversation is by way of flags, it would have been impossible to understand one another in this strong wind. Endless hats, caps and handkerchiefs were waved in the air. The cabin boys of both ships ran to the furthest point, sat down and exchanged greetings. 5.30: we have overtaken the ship and advanced 3 miles. 11: wind and weather unchanged.

*Monday, the 8th of Nov:* 8 in the morning: wind and weather the same. 2 ships are in sight at the back of us, nothing else to see but flying fishes and swallows. 11 in the morning: we have now crossed the line. 4 in the afternoon: the great joke is over and I will endeavor to write and describe it as well as I can. At first I must admit that the farce overstepped my expectations, considering the very limited supplies a ship can offer. In fact I give the greatest credit to how well the performance was done. At 2 in the afternoon a trumpet fanfare announced the arrival of Neptune with his disciples, (all passengers had already gathered on deck in front of the first class cabin). The hatchway was closed so nobody could escape. At first Neptune arrived, his wife and child sat in a low beautifully painted triumph-cart drawn by 2 bears: their growls frightened the female passengers greatly and many scattered in fear. Then a Dr. and his colleague, who carried a basket with all sorts of medicines around his neck, followed the barber and his helpers, the first carried an ell long (an ell is the length from hand tip to elbow) razor made from wood, the others had a bucket of paste for shaving cream and a large white-wash brush to use as a shaving brush. The secretary and last five policemen followed. They gave the Dr. and the barber permission to treat the passengers. At first greetings and compliments with the Captain were exchanged, then the train moved on and stopped at the other side just in front of our cabin. Here a huge bath tub made out of sail cloth several feet high had been manufactured and filled with seawater. As soon as the throng halted, the cabin boys who had hidden up on top of the mastheads poured water over the women folk and truly soaked them well and proper. The men meanwhile were imprisoned in a "house" on deck. Then in front of the bath-tub, the upper rim was man's height. The victim had to climb up on a bench then sit on the side of the bath-tub, he was then blindfolded. The Dr. Came to examine him, if found necessary a strengthening medicine was ordered and the man was given tea with vinegar to drink or pills made from flour to swallow. Then the barber and his men took over. He was asked several questions and when he opened his mouth to answer, a brush with paste was pushed into his mouth, and then his beard was soaped and at last shaved with the long knife, after a fashion. When that was over, the blindfold was removed and the unfortunate pushed backwards into the bath-tub and water. Now he got the treatment of the bears which growled and snarled terribly and woe and behold to those the sailors did not like, they had to suffer, not only was their head soaped but also mixed with black dye, difficult to remove. The cook and 2 passengers had the full treatment. When that was done, one was allowed out of the bath accompanied by the most deafening shouts and laughter. By the way the women's "splashes" got out of hand and whole buckets were emptied over them. The best was not a soul was spared and all appeared soaked and wet like rats. After the passengers had had their turn it was then the cabin boys: Then for fun 2 Officers had their shaves and baptism. The 2 ran away from the police and were caught at

the top of the ladder, where one gave himself up, the 2nd climbed up various masts until he had reached the top crow's nest, from there he could not climb any further and was led to his doom. After that nearly all of Neptune's followers were pushed back into the bath, but finally that was emptied with buckets and tipped without discrimination over anyone. That was the end of the fun, the ladies and gentlemen received a glass of rum. I must say the water was very refreshing and am glad to say I came away lightly. The crew was wonderful. Neptune appeared naked but for a small bathing trunk over that part and around his body hung an apron of combed hemp; his wig was of the same material also his enormous beard. A pretty crown made from tin and adorned with ribbons decorated his head. He held a 5 pronged fork with a small fish speared up into the air. His naked body was painted red and together with his muscular physique he made a very presentable sight. Neptune was acted by the 2nd Steward, modern, exaggerated and into the ridiculous. The child too was painted like Neptune. We saw a modern Dr. with spectacles but badly dressed, so was his helper, a small man. The secretary and helper wore the largest beards and dreadful face masks, various head dresses and garments. One of the barber's helpers was friend Schwarze, who looked good in his sugar loaf hat and white blouse and apron, acting out his profession. The last policeman appeared in dark blue with blackened hands and faces, huge beards, black wigs and hats. The bears were dressed in sheepskins, hands and faces painted black, the deception was nicely decorated with flags and ribbons. Every one worked very hard and put in much effort and I hope suitably rewarded. 9 in the evening: the best weather all day and favorable wind, we did not suffer from the heat. Delightful night with moonlight as only seen in the tropics: Much fun, noise and happiness is on board. The various drinks the passengers treated the crew to have their desired effects. Friend Schwarze flirted with a Polish miss; they seem to have a lot of fun to-together. Neptune took his leave from the front deck wishing everyone a good journey, then kept out of sight. Finally a barrel which had been cut in half and stuffed with hemp, pitch and tar was set alight and carefully lowered into the water. To see it dance up and down on top of the crests was really an impressive sight while we drifted further and further away-----12 hours later we can still see the fire.

*Tuesday, the 9th of Nov:* 8 in the morning: lovely weather, strong wind, we are, as friend Schwarze told me, in the realm of the south-east trade winds. 2 ships are in sight. We see masses of flying fishes and swallows. 9 in the evening: as above, the day passed without incidents, the typical atmosphere today of the night before, hangovers and headaches.

*Wednesday, the 10th of Nov:* 8 in the morning: weather wise as yesterday. 2 ships are in sight and one nearly caught up with us, on the other hand the other seems to be coming after us as well. She doubled her efforts, who is going to be the victor? 9.30: again single swallows but flying fishes seem fewer. At 11 the ship was opposite us, 80 paces distance, a French one from Bordeaux to Calais in Peru to collect Guano. No change in the weather.

*Thursday, the 11th of Nov:* Weather just what the Dr. ordered, lovely, the wind cools the heat agreeably. 2 ships in sight: 9 at night: as before, no change, nothing happened worth recording.

*Friday the 12th of Nov:* 8 in the morning: the wind is weaker, the sky not quite as clear as in days gone past, yet a lovely day. No ship in sight only swallows and flying fishes. This morning, when I lay in bed, I had a lovely surprise, friend Schwarze came and wished me many happy returns of the day and many more happy birthdays. When we had first met and got to know each other, we had talked about our ages and birthdays and he has memorized mine. 11 in the morning: 2 boats in the distance, one to the left, the other behind us, catching up with us. 19 hours later, we are opposite each other, 150 paces away, a Barque from China travelling to England. A third ship is in sight. 9 at night: no change in the weather, the sea is dark blue and throws up high waves, our ship lies on one side and sails fast. We have moved 700 miles away from the line by this morning. 10: no ship to be seen now.

*Saturday, the 13th of Nov:* 8 in the morning: clear sky and strong wind, the sea looks very dark-blue with powerful high waves, the ship lies on one side, but sails quickly. We are supposed to be 700 miles away from the line this morning. No other ship is visible. 10 at night: as in the morning.

*Sunday, the 14th of Nov:* Clear skies and good strong wind, to the right a ship in sight, we have moved fast since yesterday morning. 12 noon: we caught up with the ship, a Barque "Exelsea" which had left London 10 days before us on her way to East India. At one time we were close to her, now are a good distance away. We are on course, the seamen agree, we are on the right course in the south east trade winds, which is an unusual event. If wind and weather stay good we shall not see anything of the American coast, which we would have seen on the former course. We have a free library on board run by the 1st steward. Sunday afternoon is lending time for everyone who wants to borrow, passengers as well as crew. 9 at night: as in the morning.

*Monday, the 15th of Nov:* 8 in the morning: as yesterday morning, 4 ships to our right, 2 sail home, and one is a steamer, the other a Barque, but are far away. The other 2 sail in the same direction as we: One is as large as ours and sails to Melbourne, the other a Barque, to East India and Singapore. 5 in the afternoon: to the right a 5th large boat. 10 at night: the moonlight is lovely this evening, it is getting cooler, noticeably during the day.

*Tuesday, the 16th of Nov:* 8 in the morning: fine weather, very useful wind, only sky and water to be seen. We are 50 days on board to-day. 11 in the evening: less strong wind, warmer day temperature and very agreeable. This morning at 10, I saw 2 dark brown birds the size of a raven. We see no other living creatures around us to-day, not



even a fish to the surprise of the sailors. Just in these latitudes very few are visible, yet we had seen masses of all sorts before. 4 in the afternoon: we are, I was told, 10 degrees south of the line. The wind is weaker; the evening is lovely with its moon. The weather is wonderful, but during the night the wind became stronger. Friend Schwarze and I played 66 (a card game) by moonlight

*Wednesday, the 17th of Nov:* 8 in the morning: lovely weather, good wind. Wind in our back, ship rocks uncomfortably. She moves from side to side to the other every 2 minutes, the sailors call that the "roll". She travels very quickly. Ahead of us is a boat. 12: afternoon, 2 other ships are visible, one sails to the left way back on her home journey, the other a large 3 master Barque sails for home on our right. We sighted to-day big white single birds far away. The sun stands high in the sky, one looks for shade in vain, but the temperature is agreeable, even in the sun. We have advanced 20 degrees, the sun stands highest below the 12 degree, and we also passed the 13th degree. 5 in the afternoon: the wind is stronger and the boat rocks and rolls. How much bluer the sea is here than on the other side of the line: 10 at night: again antics and fun on board with dancing, but the dancers fell like snowflakes when the ship rolled. One big boat passed to-day, was French. The Captain asked ours under which degree we sailed, he seemed to have miscalculated.

*Thursday, the 18th of Nov:* Wind and weather as recorded yesterday; we see nothing but the vast water masses and the high blue sky. We have had again rehearsals for a theatre show. 4 in the afternoon: the sky has clouded over, there is less wind and slowly the rain begins to fall. 9: the rain falls heavily and the sky looks like more.

*Friday, the 19th of Nov:* The rain stopped to-wards morning. The wind is weak and not good, we have to tack to the west. With overcast skies the atmosphere is rather warm. No ships, nothing is to be seen to-day, one month ago we last saw land. 3 in the afternoon: the wind is stronger but not in our favour, we are between the 25 and 26 degree southern latitude. 6 in the evening: all day cloudy, also the temperature has changed from cool to cold. I was forced to wear warmer cloths. The wind is stronger and better for us. 11: it is really cold, we steer south east, and the wind is very strong and good. We sail by lovely moonlight. As I had mentioned we had a theatre performance to-night, 9 people took part, 5 passengers, the 1st steward and 2 cabin boys. One of those M. Armstrong plays excellently. The play, a farce in 5 acts was well done, a pity though I could not understand much. Friend Schwarze explained everything to me, but it was difficult to understand even for an Englishman due to the noisy sea and the loud wind in the sails and riggings.

*Saturday, the 20th of Nov:* 8 in the morning: a happy sky, cold with very strong wind, the ship lies on her side and flies along. The view is like yesterday. 12 noon: the sky is over cast, atmosphere damp and unpleasant. 9: friend Schwarze saw a ship to our left when on duty between 6-8: It is not nice to be on deck when she lies on her side and we travel in rain.

*Sunday, the 12th of Nov:* 8 in the morning: the sky is clearer, the air mild and the wind has changed overnight and is very good. We sail on the right course. 2 in the afternoon: a lovely day, we shall be at the Cape of Good Hope on Tuesday. 9: it rains a storm like wind, cold and clammy air. No ships sighted.

*Monday, the 22nd of Nov:* 8 in the morning: what a disturbed night, the first in which I have slept badly. Half of the sails were furled, the thundering, crashing noises of the sea were terrific, one could not converse nor speak for anyone to hear, the waves bashed with all their fury against the hull, the ship trembled, and masts crashed down, in between one heard the shouts and screams of the men in charge giving orders to the crew. During the night between 12 and 1, I woke from a dreadful crash and a thundering noise followed. I wondered what that could be, but could not pin point it. This morning I learnt that one of the masts at the lee side of the ship had broken and the sails exposed to the fierce elements flapped and bashed in the gale without mercy. The ocean is very high; it is foggy, cloudy and raw cold. Friend Schwarze told me "that is only a taste of a storm". It seems to stay that way with good strong wind. We approach the end of our journey quicker and faster each day. I am surprised that the ship does rock so much. A large bird called Albatross circles around the ship. The 2nd steward tried in vain to shoot it. The width of a bird from wing tip to wing tip is said to be that of the width of a ship. 12 noon: the wind has lessened but is still strong. One sees another seabird, a small one and several rather large swallow's and great numbers of sea pigs (porpoises), mentioned on Oct the 7th. We have the most unpleasant day to-day of the whole journey with rain, fog and cold weather. No ship is in sight. All sails are hoisted and we speed along. The wind has increased in the past hour, one cannot describe the horrible yet beautiful sight this gruesome boiling when the ocean is so excited. The Water Mountains tower threateningly as high as houses, then roll over and crash. Friend Schwarze thinks we might be in for something to-night. The ship is completely on her side and wind is less in our favour. We are still on course. 8 sails had to be taken down. 9 at night: the wind sounds depressingly eerie. We have no moon, it is pitch black, cold and rainy and to-together with the howls, groans, whistles, hissing and thundering noises of waves and wind in the riggings and from time to time a heavy deluge of water on and over the decks, this is indeed a frightening experience especially the low lying position of the one side of the ship: Altogether a scary night. Friend Schwarze had shown me some black birds during the evening; he called them Cape hens and mentioned that these were real storm birds.

*Tuesday, the 23rd of Nov:* 8 in the morning: the storm did not get any worse, the wind is less and the air is fresh and clean with a brighter sky and an occasional glimpse of the sun. All sails are unfurled, but the ship still lies low on one side. We steer more towards the east today and travel fast. No ships are in sight and nothing special happened worth recording. 4 in the afternoon: the sky is bright, we have strong winds and it is cool and just the same at 9. During dusk we noticed Cape hens near the ship.

*Wednesday, the 24th of Nov:* 8 in the morning: the ship's course has been changed to south-south west because we would get too close to the Cape. This night we experienced a short but heavy storm, but I slept through it. 9 at night: the wind increased again to gale force, the hateful dreadful rain, the fog and the cold then the foaming seas, the huge waves and ear deafening roars, the violent rocks of the ship----the best place could be bed. We have past the Cape and travel between degree 37 and 38 latitude, we see swallows and Cape hens but no ships as far as the eye can see.

*Thursday, the 25th of Nov:* 8 in the morning: the loveliest weather in the world, bright, mild and pleasant air. As the wind comes from the direction as yesterday, progress is slow. We have to make a wide detour. 12 noon: we see an albatross near the ship. These birds are nice looking, the body and tail is white, under wings too, the upper part is black and each wing is adorned with a large spot the shape of a star. One hears completely black or white birds exist. Swallows are here too. 10 at night: like this morning.

*Friday, the 26th of Nov:* 8 in the morning: wind and weather like yesterday, but for a few birds nothing is in sight far or near. 9 at night: since 4 we steer more to the south, the wind has improved and become stronger. The sailors have spotted 2 ships, it is cold again, we have seen a few cape doves, and they flew rather high, a sign of fine weather. One rested for a time on one of the rigging frames.

*Saturday, the 27th of Nov:* The wind is stronger and more in our favour, we head south. The weather is wonderful. Straight ahead, following our course sails a ship, whether she is approaching or moving away from us is hard to tell, as one can see the crow's nest. She seems to sail as we do, so we shall catch up. Already 3 sails are visible. 9 at night: not yet caught up. The atmosphere is uncomfortably hot and sultry and rain is in the air. Friend Schwarze just told me that the first whale was seen last Thursday.

*Sunday, the 28th of Nov:* 8 in the morning: dreadful weather, heavy cold rain and fog, one cannot tell the difference between sky and water, also very strong wind. The best is that it is in our favour. We sail fast although the sea raves madly. 12 noon: to-day one feels like a prisoner, one does not dare to go on deck. No more sightings of the ship from yesterday. 9: since 6 no more rain and now we have the nicest star lit sky, the wind has become very weak.

*Monday, the 29th of Nov:* 8 in the morning: the sky is as bright as last night, quite warm, no wind. The ship hardly moves. A ship is in sight not far away. 12 noon: gradually the wind is increasing; the ship moves slowly, the waves show white crests. 10.30: wind still weak, weather wonderful.

*Tuesday, the 30th of Nov:* 8 in the morning: lovely heavenly weather, no wind, we do not move. No ship in sight. Someone caught a Cape dove yesterday; it looked like a German dove in size and colour, blue and white but had webbed feet. We had a fight

yesterday between the 1st and 2nd stewards, the cook was involved too. 9 at evening: a little more wind but progress is slow.

*Wednesday, the 1st of Dec:* 8 in the morning: still lovely weather, also a better breeze, the sails stand to attention and don't flap as in the previous days. The atmosphere is far happier between passengers and crew when we go ahead faster. 11 in the morning: we see many sea birds of different kinds, they stay near the ship. 10 at night: all day was lovely, but around 7 the sky clouded over and stars became invisible.

*Thursday, the 2nd of Dec:* 8 in the morning: overcast and occasional very fine rain. No change in wind nor direction, nothing to be seen. 9 at night: since midday, fog, an albatross was shot but it fell into the sea.

*Friday, the 3rd of Dec:* 8 in the morning: foggy, no wind, like yesterday. We see many sea birds and still swallow's: 10 at night, no change but cold.

*Saturday, the 4th of Dec:* 8 in the morning: fog, no wind. We have to travel still 6,800 miles. We have completed 9,200 miles, so shall still be 6 or 7 weeks journeying. 9 at night: no change, like this morning.

*Sunday, the 5th of Dec:* 8 in the morning: very strong wind, high seas, our ship lies on her side, thick fog very cold and to crown it, rain. One can hardly find enough warm clothing to keep warm. We are on the right course. 2 in the afternoon: the wind gets stronger and stronger, gale force now, very unpleasant weather. Sails have been taken down one after the other by 8 in the evening, except for seven. When the wind is good the ship sails with 35--38 sails. Wind and sea have become quite mad.

*Monday, the 6th of Dec:* 8 in the morning: change of weather, the wind is quite normal and favorable. Some of the sails are being hoisted again, the fog is dispersing: the air is warmer than yesterday. 12 noon: the sun shines and sky is bright. All ship sails are up: the ocean is just as high and restless. I have had tooth ache during the night. 9: clear sky, very cold, the moon is up for the first time, again the sickle stands in the reverse than in Germany. One can make a capital "C" out of it. It means to "wane" in Germany, but here to "increase". The wind is strong and good.

*Wednesday, the 8th of Dec:* 9 in the morning; awful weather, like yesterday evening, wind as strong and good as well. The sailors have much work with the sails. 10 in the morning: the rain has stopped and the sky is clearer, but the cold has become intense. The wind blows through bones and marrow. I am dressed in 3 layers of underwear. 9 at night: wind and weather unchanged, like this morning.

*Thursday, the 9th of Dec:* 8 in the morning: one of the sailors woke us up with the words "would you like to see an iceberg"? We rushed on deck to see the miracle. About 4 miles away to our right, it swam towards us rather quickly. These icebergs are a queer appearance, they always drift against the wind, also mostly against the current. We steered a little to the left and 1½ hours later it had vanished from view. It looked as big as the Metzenberg near Schrecksbach. The highest point could have been 150 foot. It looked quite fantastic in the sun. All sorts of different colours appeared and the whole resembled rather a lovely church without a roof, but with 2 huge towers on one of the 2 small sides. The height decreased towards the opposite side in irregular steps to about 20 foot. As the whole mountain turned around once while we were watching, we could study the under part: This looked like a hollowed out cavern, what a wonderful sight. There are many sailors who never had the opportunity in all their lives to see an iceberg, yet they have rounded the Cape many times. One of our sailors a Scotsman has sailed around the Cape 36 times and this was only the 2nd time that he had sighted an iceberg. The weather has improved, it is not quite so cold, is brighter, very strong wind, it could not be better, but the sea is high and the ship "HELENSLEE" rolls and rocks badly. 2 in the afternoon: very cold again, it snowed for 15 minutes. 10: cold, snow and rain in the air, good wind.

*Friday, the 10th of Dec:* The same wonder at 8 as yesterday morning, another iceberg in sight, at least 10 miles away. One can see 2 peaks out of the water; the rest is hidden because of the high seas. The whole berg seems much larger than yesterdays. The weather is very miserable and cold with rain, sleet and snow, the whole sky looks like snow, the wind is good. 6 in the evening: it has been snowing all the time as hard as seldom seen on land; in fact I have not often experienced such a snow storm. In spite that the snow melts continuously, it lays ½ a foot high and frost seems to be in the air. We have gale force winds and the ocean raves, foams and boils like mad. We also have thick fog; one man is on guard on the front deck all day, so we don't run into an iceberg. The ship flies before the wind. We see huge sea birds to-day. The sky is clearer and it is dreadfully cold, it looks as mentioned before, like snow. I was sorry for the sailors in that awful weather to-day. One has to have joy and love to be a sea-man "to eat this sour piece of bread". As soon as they have finished their work and are back at their quarters, they are content and soon the happiest songs and carefree jokes can be heard. Friend Schwarze is one of the gayest, always smiling and on top of the world. Their wages don't come too much. 2 pound and 10 shilling for the month: Even for England that is little. 10 at night: the sky is quite clear: we have a fantastic moon, great coldness and strong winds.

*Saturday, the 11th of Dec:* 8 in the morning: the wind is unchanged, like last night, the weather very unfriendly, cold with heavy snowstorms every 30 minutes. Friend Schwarze woke me this morning at 3 with the news that land was in sight and if I wanted to get a glimpse I should come out on deck quickly as the sky is bright and clear just now. I saw a rocky Island about 5 miles away, here and there a crippled tree peeped out from under the snow and short shrub like bushes. The whole coast seemed to be 1-1½ miles in



length. It rose up steeply in some other parts. This was in fact the southern and largest of the 2 Prince Edward's. According to that we were at 3 in the morning 48 degrees southern latitude and 38 degrees east longitude. We sail now 3 degrees further south, in fact in quite east-south-east direction, so, that we pass these 3 degrees up to 100 degrees longitude. From there we continue in zig zag eastern direction until we reach Southland, New Zealand, then up the whole west coast to Northland, around the east coast until we reach Auckland. 9 in the evening: the sky is bright since 10 this morning but the cold is not any less. The wind is strong and whistles in the sails and we fly as fast as we can, 10-15 miles the hour. The ocean looks greenish since yesterday.

*Sunday, the 12th of Dec:* 8 in the morning: clear sky, but cold excellent wind, it snowed and rained all night till 6. At 4, the sailors came into the cabin with news there were 40-50 icebergs to be seen. It was no lie, the bergs swam around us. 3 were as large as the previous ones, the others much smaller and in different colours. Several sails were drawn in to increase the speed of the ship and also that we could avoid the bergs, which suddenly appeared from the west and just as quickly disappeared. One Officer and 1 sailor are on watch at the front deck. Perhaps a huge iceberg exploded a short while ago, which resulted in the many small ones. 12 noon: a huge berg was in sight from the crow's nest but we down here could not see it. 2 in the afternoon: this is a lovely Sunday, warm in the shelter away from the wind. The sun means well. The opinions vary concerning the length of our journey; some think 4 others 6-7 weeks. 8 at night: rain again, it's cold.

*Monday, the 13th of Dec:* 8 in the morning: fairly bright sky, less windy, but the cold is more noticeable than yesterday. We saw nothing. 10 at night: no change in the weather only the wind is much stronger; we sail forward at great speed.

*Tuesday, the 14th of Dec:* 8 in the morning: good strong wind and fairly clear sky. The ship lies low on her side, it's impossible to walk on deck; it is very cold indeed to-day. At 1 noon: the strongest wind of the whole journey and the ship races along. The best steamer would not be able to compete without sails. We sail 15 per hour to-day. One would think the ship could turn over she lies so low on one side. Often the upper rim of the bulwark touches the water in vertical direction about 14 feet from the base of the water up. We have daylight from 2, 30 early mornings until 8, 30 at night. 9 at night: since 4 a worse gale blew and some sails had to be taken down. More snow and rain and then those terrible storms, much water beats down the deck. The Captain told his crew that we would only need 23-24 days to Auckland if the wind stays strong and suitable.

*Wednesday, the 15th of Dec:* 8 in the morning: fairly bright sky and the same helpful wind but not as hefty, also the air is warmer. 12 noon: the same as in the morning. Day time is different now; it changes by 25-30 minutes since we have passed the Cape of Good Hope. 10 at night: the wind has decreased so much that we have no breeze at all, in fact one cannot tell whether the ship moves or not. It is rather mild with an overcast sky.

We saw this evening between 6-7, a large school of whales of all sizes, some 60 foot; others 180 foot like our ship. When the monsters show themselves near our ship, they expel water which results in an unnerving sound, rather like the hoarse bellowing of large oxen. Sometimes the water jet reaches 25 foot. One can never see the whole body above water only 20 or 30 foot of it, because they dive up and down in huge arches. Heads and tails are never visible. One can see the whole body when they come near the ship, occasionally they dive below and swim under the ship, then appear on the other side. When such a chap ploughs through the water it leaves a wake behind like a ship. We also saw a whole swarm of ice birds today; they are as large as German doves, also albatrosses, cape doves, cape hens and swallows.

*Thursday, the 16th of Dec:* 8 in the morning: bright sky, not cold and a good breeze, the wind is behind us and we sail quickly. 2.30 In the afternoon: the sky is more overcast, the air is very pleasant. 10 at night: lovely moon, nearly full moon, the wind has become stronger, but one can endure the cold. Far away, perhaps 15 miles, sails a ship.

*Friday, the 17th of Dec:* 8 in the morning: very thick fog, painfully cold, with good strong wind. 1 noon: the fog has cleared but it is very cloudy. No more sightings of the ship, our ship rolls again as the wind comes from the eastern. 10 at night: the sky cleared completely and it became warmer. Warmer to-night than during the day, with a most beautiful moon; P.S. For a change we had dancing yesterday.

*Saturday, the 18th of Dec:* 8 in the morning: bright sky and not cold, little but good wind. This morning we see huge schools of fish, we tried to harpoon one but without success, at least we had a direct hit but the harpoon tore off and the fish got away. The fishes are as large as porpoises, which I described before, but the head is blunter, their colour is red brown with large longish white spots on both sides. Yesterday at lunchtime we were below 46 degrees southern latitude 67 degrees eastern longitude. 9 at night: just as lovely as yesterday evening. The sun set at 8 in a beautiful sunset. The wind decreased so that the measurements by log recorded only 1 mile the hour. 4 in the afternoon: the ship hardly moves now. The ocean is like a mirror, it is not cold in windless conditions. This afternoon we saw a kind of duck, huge in size which swims more below than on the water; each time they surfaced they uttered a peculiar scream. 9.30 At night: suddenly we have thick fog one can hardly see from 5 to 20 yards around the ship.

*Sunday, the 19th of Dec:* 8 in the morning: the fog is as thick as before, but gradually changes into fine rain. Since to-night we again have strong wind, but it's an ill wind. We steer to the left and come off course, the wind is as cold as ice, and it blows from the south-east. 4.30 In the afternoon: we don't move since 3, the wind is all gone. The sky is clearing but the sun does not seem powerful enough to get through. In spite of that, conditions on deck are pleasant. 10 at night: the ship was turned at 6; we had some wind from a different side, very slow progress. We are on the right course.

*Monday, the 20th of Dec:* 8 in the morning: the wind is good and strong, the sky overcast, it is wet and the temperature is cold. We see again this morning many whales and also those ducks as mentioned before. 10 in the evening: the wind has become weak an hour ago. We had miserable weather all day.

*Tuesday, the 21st of Dec:* 8 in the morning: since 11 no more wind, no breeze, the sky is overcast and the temperature endurable. 12 noon: just the same as in the morning. In this way Captains hope is not realized. At 3 we move so slowly and are not on the correct course, we had to tack north-east. 9 at night: the wind is on the increase and friend Schwarze who is on watch, forecasts even more wind for the night.

*Wednesday, the 22nd of Dec:* 8 in the morning: he was right; we have very strong wind and sail on the right path. 8 at night: we had a very cold and unfriendly day with clouds. A lot of water crashes on deck, the wind is strong, the sails have been furled, all but 8, 3 of those are small. Wind and sea give a gruesome show.

*Thursday, the 23rd of Dec:* 10 in the morning: we stayed so long in bed but I did not sleep more than 2 hours, the ships movements were so fierce and the shouting of the sailors at work so loud that it was impossible to sleep, only those few hours early in the morning. The wind is very strong the sea heaves and falls sky high, what we had experienced before is as good as nothing compared to this phenomenon. Yet the seamen won't admit that this is a storm. We have only 4 small sails up; the ship does not even travel on her correct route, but simply drifts before the wind. The temperature is so cold, the sky is covered with white clouds, and it will be a bad Christmas if this continues. 12 noon: at last friend Schwarze admits that this is a medium heavy storm. 9 at night: less wind so 4 large sails have been hoisted. It is still cold and the air is damp and miserable.

*Friday, the 24th of Dec:* 8 in the morning: the wind would be good if the sea were less high, therefore we don't go ahead quickly. It is sunless and cold. At 6, a ship, a large 3 master like ours. The Captain conversed by flags, she belongs to the same company as ours and comes from Glasgow in Scotland and travels to Sydney. She has passed us now by several miles. To celebrate Christmas we all received a quarter extra rations with our provisions, also

$\frac{3}{4}$  pounds of fresh mutton; P.S. only the 2 topsails have been taken down. 10 in the morning: the sun has started to shine. 9 in the evening: but the sunshine did not last, it is foggy and damp but not very cold. The wind has practically stopped; one could say it has stopped. One of the passengers has caught a Cape hen, its wing span measured 6 foot, it is completely grey and resembles a German goose, the beak is formed differently, and the top half looks double.

*Saturday, the 25th of Dec:* 8 in the morning: the wind is good; we travel fairly fast and are on the right track, the weather is pleasant, we seem to have finished our

winter. It is just like the month of May in Germany. There is holiday on board, though we were told earlier on Christmas would not be celebrated because the Captain is Scottish and they don't as it is known celebrate Christmas, but the New Year. 12 noon: in spite of it we did not have any church to-day. 6 in the evening: what a delightful day, the sun shines so warmly as not for a long time and as stated in the new newspaper, we were yesterday below the 44 degree southern latitude and the 85 degree eastern longitude. 10 at night: the sky is cloudy again and the wind very much in our favour again, also good and strong.

*Sunday, the 26th of Dec:* 8 in the morning: overcast sky, the wind has bettered itself over night. 1 in the afternoon: we had church to-day like every Sunday. The sky does not want to become bright. The sailors saw 2 ships this morning. 9 at night: the weather is just as dull and the wind extraordinarily weak and it was completely still between 4 and 5.

*Monday, the 27th of Dec:* 8 in the morning: rather bright sky and very good wind from the stern end. The sailors have started spring cleaning and polishing the ship in readiness to enter Auckland harbour. 3 in the afternoon: we have strong wind again so that same sails had to be taken down. It has become foggy with rain too. At 6: in fact heavy rain, which has stopped now, the wind, is as strong if not stronger. All but 9 sails have been furled. The clouds divide themselves.

*Tuesday, the 28th of Dec:* 8 in the morning: no change since last night, we only have 9 sails up. The wind is extremely fierce; the whole reminds me of the storm we had last Wed and Thurs. The sky is clearing but the gales are the same. Friend Schwarze told me that around 6 this morning the wind was so forceful for  $\frac{1}{4}$  of an hour they feared the masts would break. I never knew anything about it as I only awoke at 6.30. At 2 in the afternoon: like this morning at 10. 10 at night: what a gale since 2, like the one, one reads in books. If the storm had blown more from the side or the front, it would have been even worse. The water beats on the hull side and crashes on deck, one must take care not to be caught in a deluge if one wants to walk to the rear or front. When I was sitting with the sailors at about 6 one huge wave swamped the full length of the deck, the water stood 2 foot deep until it ran off. The ship trembled and shook from such a tremendous onslaught and although I had closed doors and windows in our small cabin I still had to empty 4 buckets of water before mopping up. I was afraid of our house that it would keel over although it is well built, but how much battering can she resist? Luckily that case was not repeated with such force. The wind tore 4 sails to ribbons, nothing else except roaring, whistling, crashing, hissing, moaning, thundering and as one says, "hearing and seeing stopped to function". When the storm was at its worst the whole ocean appeared completely white for 15 minutes or so, the waves are whirled and beaten up into frothy foam before towering as high as houses only to disintegrate into themselves to make room for others which follow and which might disappear into deep abysses. 12 at midnight: just now I have scooped up several buckets of water, it is a little quieter outside and the tempest has lessened.

*Wednesday, the 29th of Dec:* 11 in the morning: I have slept from 1 in the morning until now and feel as well as yesterday during the storms, the gales are over and the wind is good and normal. We travel 9 miles the hour and since Sunday have covered 1000 miles because during the gales the ship flew like an arrow, the wind blew from the back. The weather is foggy and damp but not cold. 3 in the afternoon: we have the loveliest blue sky, the wind has increased, and we make good progress yet have not more than 12 sails up. As an experience 2 lee sails were hoisted but had to come down again as the wind was too strong for them. 9 in the evening: the wind is strong as in the afternoon, the sky is overcast again.

*Thursday, the 30th of Dec:* 8 in the Morning. Lovely bright weather, the best wind and not cold, we speed with all the sails up even the 2 lee sails are hoisted. 9 in the evening: no change at all; we must have gone ahead a good deal to-day.

*Friday, the 31st of Dec:* 8 in the morning: bright sky, rather fresh, the wind is good and hefty as yesterday. Since the day before yesterday we steer more towards the east. 12 noon: for a change we had a very heavy downpour which lasted for 10 minutes accompanied by a gale force wind. P. S. I was told this morning that since 12 noon on Wed, until noon yesterday we have advanced 360 miles, which means 15 miles per hour. 9 in the evening: the wind is still good and the weather as this morning.

*Saturday, the 1st of January, 1870:* 8 in the morning: it appears as if the wind has nailed itself into the sails, they stand quite upright, and the route is the same as in previous days. It is lovely outside but not especially warm: to-night at 12 the sailors shouted several "hurrahs" and rang the 2 ship bells to welcome the New Year. Friend Schwarze came into our cabin to wish us a happy New Year (to congratulate us). We have a holiday on board, but no church. According to the new, Newspaper we were at lunchtime yesterday below the 47 degree south latitude and the 114 degree east longitude. 10 in the evening: the whole day and evening was fine, but at 3 the wind practically stopped. I don't think we advanced more than 2 or 3 miles the hour.

*Sunday, the 2nd of Jan:* 8 in the morning: from 12 last night we had more wind, it is so forceful now that some sails had to be taken down. 12 noon: more and more wind and less and less ship sails are up, the sky is overcast and rain threatens, it is uncomfortably cold. The wind is not in our favour; we tack more towards the left and are a few degrees off course. I believe we are in for a kind of storm again. 4 in the afternoon: the storm is completely with us to such a dreadful degree that one sail after the other comes down. We are again on the right course and move very fast. A lot of water crashes on board and every  $\frac{1}{4}$  of an hour such a wave that the ship moans and groans under its force. We have to bail out many a bucket of water from our cabin. At 8: all but 3 sails are furled, the ship falls continuously from one side to the other and so strong and violently, that everything is



strewn around. The noise is deafening, rumbling, rattling, clattering, tinkling, in fact so noisy that one can hardly hear one's self speak; At 9 the storm is getting worse, it whistles and whines in various tones and keys, the sea has reached a frightening height.

*Monday, the 3rd of Jan:* 8 in the morning: a dreadful night, just like yesterday afternoon and evening. The gales increased up to 4 this morning and then abated; now one can live with it. The sky is clear and bright and the wind blows from a favorable side, we move well in spite of the high seas, with only 3 sails hoisted. The ship rolls badly and many a wave crashes on deck. 3 in the afternoon; It is fairly warm to-day and most of the sails are up, we go well, but hour after hour the wind decreases. There is so little wind now that we do hardly more than 6-7 miles the hour. 9 at night: no change wind wise, but it is starting to rain.

*Tuesday, the 4th of Jan:* 8 in the morning: wonderfully bright sky and good wind, we would speed ahead faster if the ocean was less high. 12 noon: the lee sails have been hoisted. 10 at night; the whole day was lovely. The waters will not go down; the sea is still very high.

*Wednesday, the 5th of Jan:* 8 in the morning: changeable weather, occasional rain and very cold, the wind has not changed and is like yesterday. The sailors cannot be quick enough to avoid the sails or anything else getting damaged or for another mishap to occur. 12 noon: the same as in the morning. P.S. we are at sea for 100 days to-day. The sea is as high as for the past 2 days. I understand from friend Schwarze that because of the gales one of the lee sail masts got broken. The 2 lee sails were tied to the mast and exposed to the elements. The sailors who were on watch had to work fast as possible to furl the sails, however the men would have been blown over board if they had not thrown themselves down on deck and grabbed and held on to whatever was near. The sea is more normal now and the ship does 6 or 7 miles the hour. The weather again changed for worse in the afternoon. It took turns with gales and rain, it was cold too. As the sailors mentioned, they had the worst kind of work to do which has to be done on board, namely, tar all ropes and rope ladders. This is done with a container which holds tar in one hand and their work in the other, and then the ropes are dipped into the tar until satisfied and unable to drink any more. Generally speaking they spoil their clothing completely. Every day they have to paint the ship with oil paints and polish her so that she is looking nice. 10 in the evening: as in the afternoon.

*Thursday, the 6th January:* 8 in the morning: dreadful weather, sleet, snow, rain and a few bouts of wind and as cold as 3 weeks ago. The direction of the wind is good. 9 in the evening: nothing has changed.

*Friday, the 7th of January:* 8 in the morning: even though it is not as cold as yesterday it is never the less very comfortable. Now and then we have a heavy downpour. No change in the wind. We were told 1 more weeks to Auckland. We are near

Vandiemensland, whether we can see it I don't know. Today we received butter for the first time in 35 days. They could not find any in the ships hold until yesterday, when some tubs were discovered. We shall be recompensed in Auckland, and I understand not insignificantly. Our course is now north, east-east. 2 in the afternoon: we are exactly at the 46 degree latitude and 140 degree east longitude. 9 in the evening: the wind decreased between 5 and 6 and suddenly was gone altogether. We thought it would be a change, however after the calm of half an hour, the wind started to blow quite strongly and after 10 minutes was gale force like this morning. The wind has changed now it batters the left side in spite of it we steer on the right course and move very quickly.

*Saturday, the 8th of January:* 8 in the morning: lovely bright sky, deep blue sea, not cold, good strong wind. The ship swings badly from side to side today yet we speed forward on the right track. Much work is done this morning, scrubbing, painting, washing and tarring as the weather is wonderful for drying. 10 in the evening: the weather changed at 2 this afternoon and quite suddenly the sky grew cloudy behind us and after hardly 10 minutes we had such a strong impact with gales and rain that all sails had to be taken down quickly. The gales lasted half an hour and the rain till four. We then experienced now and then such sudden hard knocks that the sailors had to work as quickly as lightening. Since this morning we steer around the most northern part of New Zealand and continue so until landing. We have already sailed around New Zealand but never got a glimpse of it. At 12 noon we were on the 151 degree east longitude and 45 degree latitude. If all goes well we will be in Auckland on Thursday or Friday.

*Sunday, the 9th of January:* 8 in the morning: at one this morning we were woken from our sleep by a terrific gale accompanied by a thunder storm. The wind roared in the sails, the Officers and crew screamed to one another, in one word it was pandemonium which lasted for half an hour. Then we continued sleeping. The whole spectacle looked like a sea of fire and if it hadn't rained so horribly friend Schwarze would have called me on deck to see the grand spectacle but he refrained from doing so. The wind is good and strong as in the past days. 3 in the afternoon: the weather is fine and not cold. 9 at night: no change.

*Sunday, the 10th of January:* What a lovely morning, but without wind. 12 noon: to-day is the first day of summer. If we only had more wind, we move so slowly ahead. Much activity reigns on board, the sailors rush around and work like ants and even some passengers are made to give a helping hand. 10 at night: the whole day and evening was wonderful, especially the latter, because of the glorious moon. The date to-day is the 10th of January, the first quarter moon, while in Germany as mentioned in the German calendar for the firmament, which I have, is marked as 9/3. The wind increased again from 6 at night onwards and is now pretty strong and not in our favour. We tack towards the east, north-east, while the correct course would be north, north-east. In this way we head directly towards the west coast of New Zealand. We had a dance last night.

*Tuesday, the 11th of January:* 8 in the morning: the weather is as fine as yesterday, the wind stronger, but not better than yesterday evening. 12 noon: the wind is very strong, but still comes from the unfavorable side. 3 in the afternoon: the sky is overcast and the wind has increased, 4 topsails from each mast and one from the front gluver boom have been taken down. 10 at night: the wind is in our favour again since 4, we steer the correct course, and the wind has not become stronger.

*Wednesday, the 12th of January:* 8 in the morning: the wind dropped from 12 last night to such an extent that it is nearly all gone. Probably we don't move ahead more than  $\frac{1}{2}$  a mile the hour. It is very sultry and warm, the horizon not very clear, but also shrouded in a veil of mist which resembles a mountain mist in the country. 12 noon: still, warmer and less wind. One does not see a single bird to-day, although they flew around in swarms and accompanied the ship yesterday, nor have we seen any fishes for a long time. The ship is nearly ready; she has been polished and lacquered as if she was going to attend a special function. 7 at night: the ship has not moved from 12-5, then suddenly we had some wind and now it is quite good, at least one hears the rushing of the waters in front of the ship's bow. 10 at night: the sky has become overcast and the wind increased slowly and surely.

*Thursday, the 13th of January:* 8 in the morning: bright sky and pleasantly warm with good wind. 4 in the afternoon: this is a wonderful day to-day; I could say the best of the whole journey. This lovely blue sky, the still darker blue water with its continuously rolling and leaping white froth-crests; The wind is good and in our favour, then the general happy and joyful atmosphere on board, the expectancy that we have reached our goal of the long journey soon, altogether a compensation for the time spent and bad weather endured. 10 at night: a beautiful moon and no change after the perfect day. At lunchtime at 12, we were on the 38 degree latitude and the 168 degree east longitude.

*Friday, the 14th of January:* 8 in the morning: to-day is as glorious as yesterday only much warmer, we have nearly no breeze. After midnight stills less, we don't go more than 1 mile per hour. The wind changed continuously this week, a change from to-day. One day a good wind the next none; 4 in the afternoon: now the wind is slowly on the increase and the Officers have spotted land through their binoculars, therefore anchor chains have been got ready. 5 in the afternoon: the wind is considerably stronger. At 7: the wind improves steadily. We saw whales a  $\frac{1}{2}$  hour ago. 2 or 3 anchor chains are set; 45 fathom chains lie on the deck and are connected to each anchor. To throw anchor won't take longer than 5 minutes if necessary. No land in sight via eye power. It is comfortably cooler now. 10 at night: the man on duty at the front deck signaled, "1 light at the lee side a long way ahead". But on closer examination it turned out to be a star visible as one on the mast far away at the horizon. The evening is perfect.

*Saturday, the 15th of January:* 8 in the morning: the same lovely weather and good wind but weaker. We all look for land but without success as yet. 11 in the morning: no change. We were at lunch yesterday exactly on the  $36\frac{1}{2}$  degree southern latitude and 170

degree eastern longitude. At 11.30: we see the coast of New Zealand. We see the 3 small Islands situated at the top of the west coast of the North Cape, called the 3 Kings Islands. The joy on board of the ship to see the long awaited coast can only be understood by one whom, as we did, spend 110 long days swimming on the ocean. At noon: we won't reach Auckland yet. It is very warm to-day but not uncomfortable. At 1.30: to the left of the Islands one sees 9 mountains, to the right a strip of shore coast of the mainland of N.Z. One can distinguish colour between rocks and soil. We have come close to the coast that one can see the tidal waves crash high onto the rocks. All we have seen of the land so far are single high mountains and long ranges which appear inhospitable. The 3 Kings Islands are out of sight.

*Sunday, the 16th of January:* 8 in the morning: quite bright sky, no wind and rather warm to-day. We are now at the east corner of the North Cape; one does not see much of the coast only far back to our right. 12 noon: it is not any warmer than yesterday. 1.30 The horizon is clearing and we see more land and near there a few small sailing boats. A deathly quietness rules on deck to-day. At 2: suddenly we have the best wind and we move quickly forwards. The sky has clouded over. At our left is a ship in sight. 11.30 At night. The wind lessened and had gone around by 9, but it had increased and now at 11 it has become so strong that after half an hour a great deal of water had fallen on deck. I had to bail out 2 buckets of water from our cabin. The wind increased continuously so that all top sails from each mast had to come down. The worst thing is we have to tack. As the wind comes from the land we drift away from our goal.

*Monday, the 17th of January:* 8 in the morning: bright sky, nice and warm with strong wind but unfavorable. The ship is turned round and we tack in a different direction. No land is to be seen. 12 noon: just now a mountain ridge becomes visible. 10 at night: little by little we see more land and we are quite close to it towards evening. The wind is still bad and the ship was turned again at 8. We go around the coast like a cat around hot porridge, but we near our destination by only a few miles daily.

*Tuesday, the 18th of January:* 8 in the morning: last night shortly after we had gone to bed, the ship was turned again as the wind had changed in our favour. This morning it is the same. We could be in Auckland by lunch time. At 10: we see land on both sides and there are a few beautiful coves. To the right on a protruding rock stands a light house, the first sign of human activity which greets us here. The land comes nearer; one sees huge rocks and wood covered ranges. The ship was turned again because the wind comes now from the opposite side, it is however not any more in our favour and quite strong. Everyone is on deck, big, small and little and they all look at the surroundings. We see the pilot boat and the town of "AUCKLAND". At 11: the pilot boards the ship. We can see Auckland clearly now, the town lies by the side of a flat mountain and looks enchanting. There is also one windmill. The weather is sultry and warm, one perspires a lot. At 12: we are anchored in the harbour, traffic is operated by boats.

*Wednesday, the 19th of January:* I have landed and wait for a week. A farmer, James Wallace from Mangere has employed me. It was arranged under the hand for 12 shillings the week. Later, when I can do more work, the pay will increase. At the moment times here are hard for the working class, many run around who have no work, they can find nothing. One can talk of luck if one can get a place. This I have to thank the Captain for whose cousin is the farmer.

Expenses on board the "*Helenslee*"...

September 30th, 1869 :	To post one letter.	1 shilling
" 30th, " :	For 6 herrings.	1 "
October 16th, " :	1 bottle of beer.	1 "
" 20th, " :	1 bottle of whisky.	3 " for the sailors
" 25th, " :	1 pound of tobacco.	3 "
November 8th, " :	1 bottle of brandy.	2s 6d for the sailors
" 12th, " :	2 bottles of beer.	2 shillings.
December 3rd, " :	1 bottle of soda.	0 " 2d board barber
" 10th, " :	1 pound of tobacco.	3 shillings.
" 25th, " :	2 bottles of beer.	2 " for the sailors
		<hr/> 18 shillings. 8 pence.

An insert from *news of the day* - copied from a cutting out of the  
 "DAILY HERALD"  
 19th January, 1870

THIS DAY...

*Sale of Tea, Sugar, Candles, Pickles,  
 Groceries etc., by Mr. S. Jones, at 11. am.  
 Sale of Butter, by Mr. G. W. Binney, at  
 10.45 am; Boots and Shoes, Fancy Goods,  
 etc., by Messrs. C. Arthur and Son, at  
 noon.  
 Lancashire Bell Ringers, at the Onehunga  
 Institute, at 8.pm.  
 Performance at Duke of Edinburgh Theatre  
 at 8.pm.*

WOOL.

*The undersigned are prepared to make  
 liberal cash advances on Wool consigned  
 to them for sale in London.*

*MUST and CO.*

*Queen-street*

*TO CORRESPONDENTS.*

*The letter of Mr. W. E. Sadler is in type and  
 will appear to-morrow.*

*ARRIVAL OF THE "HELENSLEE".*



*The good ship Helenslee arrived yesterday from London, after an average passage of 108 days from the Downs, and 104 from the Lizard. The ship is commanded by Captain McDonald (for many years chief officer in this vessel), a gentleman who appears to have gained the respect and good wishes of all those who have come out under his care, if we may judge from the very flattering address which was presented to him on his arrival in harbour, a copy of which we publish below. The voyage through-out has been marked by fine weather and light breezes, and all aboard are in good health. The Helenslee sailed down from the Downs on the 2nd October, and experienced N.W. and W. wind down Channel, taking her departure from the Lizard on the 6th. The N.E. trades were picked up on the 21st October, in 28 deg. N., and proved very light; crossed the Equator on the 8th November, thirty-three days from the Channel, in 25 deg. W. Long. Caught the S.E. trades on the 10th November, in 3 deg. S., and carried moderate breeze to 29 deg. S. from thence to the meridian of the Cape, which was passed on the 6th December; ran down her coasting on a parallel of 48 deg. 50 sec. south, and was off Tasmania on the 7th instant; from this point to the Three Kings had fresh west and north-west winds, making the New Zealand coast on the 15th instant, after a capital run of eight days from the meridian of Tasmania; light variable winds and fine weather have prevailed along the coast.*

**PASSENGERS:** ---- Saloon: Mrs., Mary, and Miss Ellen Holloway, Mrs. Susannah Clayton, Mr. Fred. Clarke, Mr. Wm. O'Callaghan, Mr. B. Lock, Mr. J. Lee,  
**Steerage:** Helen and Agnes Chalmers, Mr. F. C. Otto, Mr. and Mrs. Sam, C Brown,

*Cecilia G. Brown, Mary A. Dokin, Bridget Montague, Catherine and Frances Montague, Rebecca Jenks, Elizabeth Lealin, Fanny and Eveline Jenks, David A. Lealan, Chas. Wilkins, William Hughes, A. Short, Margaret, P. Graydon, Anne M. Eades, Fanny and Alice M. Hyeth, Mr. and Mrs. Moses Ensor and Helen McDonald. The following is a copy of the addresses presented to Captain McDonald and the chief officer, Mr. Seymour:--*

[ TESTIMONIALS ]

*"Auckland, N.Z., January 17, 1870"  
To Captain McDonald, ship Helenslee----  
Dear Sir, ---- We the undersigned passengers in the ship Helenslee, wish to offer you our sincere thanks for your universal kind and courteous conduct to us during our passage from London to Auckland. On all occasions, when we had been depressed by bad weather or the natural tedium of a voyage of 14,000 miles, you have always, by your cheering voice and ready jest, raised the spirits of those who were most dejected.*

*The least we can say is that, should we ever revisit the old country, we should be only too happy to use any means in our power whereby we might return in a vessel under your command. Wishing you a safe and prosperous voyage home and hoping that you may find all your loved ones well and happy,----- We remain, etc.,  
(Signed by the whole of the passengers)*

*"Auckland, N.Z., January 17, 1870".  
To J. Seymour, Esq., chief officer of the ship Helenslee-----  
Dear Sir, ----We cannot leave the Helenslee without expressing our thorough*

*appreciation of your sterling good qualities, both as an officer and a gentleman. Foremost always when a arduous duty was to be performed, or whether in the encouragement of pleasure and amusement for our benefit, you have*

*rendered yourself a universal favourite. Your strict attention to duty, and your thorough congeniality of spirit, make us wish that you may speedily command a ship of your own. ----- We remain, etc. (Signed by all the passengers).*

### The diary continues...

*Thursday, the 31st of January:* Although I have been here for 12 days I suffered dreadfully from diarrhea with crippling stomach aches, yet I started my job to-day and mowed in the afternoon and milked in the evening, both jobs went without a hitch.

*The 4th of Feb, 1870:* I spent until to-day in bed; my employer is driving me to Otahuhu and from there I travel by omnibus to Auckland, to cure myself, I am too ill.

*The 5th of Feb:* The medicine which I have has not helped me at all. At the suggestion of Mr. Porter I am going to hospital.

*The 15th of Feb:* I have more or less recovered, so I can leave hospital. To-day is the birthday of my dear child. I am so weak in the legs and whole body that I should stay some time at Porters to recover before I return to my job.

*The 21st of Feb:* It costs too much money and I feel strong enough to return to my place of work and shall do so to-day.

My wealth on arriving in Auckland on January 19th 1870 was:

£ 2. 2s 4d +  
" 1. 10s --- for a bed sold.  
£ 3 12s 4d

### Expenses:

£ 1 17s 6d	--- for lodgings
7" 6"	--- for 3 tours in Auckland
2" 6"	--- for boot repairs
1"	--- for a watch key
2" 6"	--- for a glass of medicine
2" 6"	--- for various things
2"	--- for 2 theatre visits
1"	--- for a trip in a boat
1" 5"	--- for a letter to Germany
1"	--- " " " " "
2" 6"	--- for drinks for the sailors
£ 3 1s 5d	

10s 9d

--- for tobacco & matches,  
beer etc 19,1.-- 21.2.1870

My wealth on arrival in Mangere on the 21. 2. 1870 was, 2d...

*The 27th of Feb:* I am here one week, the work exhausted me very much, I felt that I am still weak, but God will stand by me and continue to help me. Mr. Wallace is a rough and dour farmer; his wife and her brother are friendlier. 2 young men from the lowest working class are here, apart from me. They are my daily companions. Until now I am very lonely, lost and unhappy, and the sadness comes so often when I think of my beloved ones back home. Oh God, be with me until something better can be found.

Work of the week: first and last job, milk 34 cows, feed calves and pigs. Fetched wood for fences and dug holes mowed a meadow and took grass by wagon to the cows in their pastures. Mowed rushes loaded them and took them home. Once fetched horses from their pastures; between jobs, cut firewood.

The farm has 3-400 acres, nearly all in grass; about 30 acres are planted with potatoes and maize. The farm borders at its 2 long sides on to other farms, the sea is the boundary for the 2 smaller sides, the so called "Maneyan", a small bay, an arm of the latter. Large single areas of grass are surrounded by huge thorny hedges and wooden fences. If they become thin then these areas are closed. Grass only, grows around the house, not even a foot wide is set aside for a garden, no fruit trees, nothing, not even a flowering bush. Anyway the impression for one who comes from Germany is of utter desolation. I have come to conclusion that every-thing I have read and heard about New Zealand has been grossly exaggerated.

*Sunday, the 6th of March:* Autumn is in the air, we had a few very hot days, otherwise endurable. Work of the week: milked mornings and nights, fed calves and pigs, made fence, felled and fetched Tea tree's, mowed maize and took wagon load to the cows. Dug up potatoes and carted them away and unloaded them. They are not very good with many rotten ones. For 2 afternoons and 1 whole day my master and mistress were away this week. I have written to my dear child to-day, if I could only hurry to them myself instead of the letter. My mood is a little better, but home sickness and distress stay on. I also wrote to Steward Duffner and Levie in Auckland. I chopped firewood. Yesterday oats were sown to feed out when green.

*Wednesday, the 13th of March:* The weather this week was very pleasant in spite of a few hot days. This week we dug potatoes and were finished yesterday afternoon. Since Tuesday we had 8 casual workers, who I understand receive 4 shillings the day. I reckon the whole potato crop came to 500 huge sacks and there is not one I did not help load. I found the work last week very hard, but am used to it a little more now. The varieties of potatoes are not better than the average we had in the past 10 years in Germany. The species are blue-red and oval, no black ones, but many amongst them are wet and rotten. Milking,

feeding the live-stock and chopping wood, that is my weekly occupation. I feel a little happier and have accepted my destiny. If only I had a letter from my loved ones back home. I shall wait one more week, if by then friend Duffner has not sent one I shall go to the post-office in Auckland, even if it does cost a couple of Thaler. My health, thank God, is as I wished for; I have a very good appetite and feel really strong.

I must mention, that the potatoes were harvested by machine, which worked really well for the 2<sup>1</sup>/<sub>2</sub> days, in that time it worked about 2 acres the day. Its work result is clean and very good. 9 in the evening: now I had the great joy to receive a letter from home, from my beloved ones. The date; Dec the 7th, 1869: It was in route for 3 months.

*Monday, the 20th of March:* The weather was wonderful all week. We worked in the potato field. For a few days I weeded, collected rubbish and burned that, then worked in the maize field, also cleaned out water troughs in the cow meadow. That work was dreadfully hard and dirty. My employers had gone visiting on Monday and yesterday he was in Auckland.

*Sunday, the 27th of March:* Lovely weather like last week, without rain, only hotter. Apart from my routine work, I have cleaned more drinking troughs, mowed maize and carted that away, dug drainage around the potato heap and repaired faulty fences. The other 4 days I worked with horses in the potato field. Yesterday afternoon my master was in Auckland. I sent on Monday afternoon letters to my beloved ones via the baker, who pays the postage. Mrs. Wallace has given him 5 shillings 4d to my account for tobacco and candles. We have a maid servant here for a week now, so together we are 4 not to mention my superiors.

*The 3rd of April, 1870:* The weather was very good till Tuesday from then on it turned rough, stormy and rainy. In that time we had many heavy thunderstorms. I have worked in the field all week and harrowed except for Saturday morning, when we brought 4 wagon loads of hay home, partly as bedding for the horses and partly to feed the cattle in the meadow. I intended to go to Auckland this afternoon to pay at last my debts, to fetch my watch and do all sorts of purchases and if possible have a warrant drawn up for Hetchen.

*Sunday, the 10th of April:* I went to Auckland on Sunday at 7.30 in the evening, friend Schwarze stays at Mr. Duffners in the Courition, both were delighted when I came, however I was so happy and at home with these 2 good people. If I only could find worthwhile work near them so I could see them more often. There I met 4 other German landsmen. Mr. Wallace had given me £2 out of that I paid Mr. Porter £1.14.3, in Auckland, which included the 16 shillings of my debt which I owed to Mr. Porter. Now I only owe him 14 shillings. The weather was just as unfriendly on Sunday and Monday as in the last days of the past week, but the remaining 5 days were lovely. I worked in the fields the whole week. The master has sown a mixture of grass and clover seeds on a large area. It is not the custom here to sow these seeds for summer harvest. In Auckland, I received with great

joy a letter again from my beloved ones back home. Thank God they are well, if only they were here. This is my prayer each morning and my last one each evening: *"Now then, patience and endurance, then the dear God will give me joy in the not too distance future"*.

*Easter Festival, Sunday, the 17th of April:* The weather was grand all the week and also to-day, heavenly. My jobs of the last week were as follows. Monday, I harrowed all day, Tuesday and Wed, muck spreading in the grass-clover field, afternoon harrowed. Friday morning, cleaned the cattle's water trough (that was a "nice" job for Good Friday) in the afternoon collected fence wood from near the sea. Saturday morning mended a fence at the house; afternoons cleaned up the farm yard and burnt rubbish. I never noticed the "Green Thursday and Good Friday" festivities.

*Sunday, the 24th of April:* The weather was, except for Friday when it rained all day, fine and warm. Jobs of the week: Monday and Tuesday morning, sorted potatoes and helped load them. The master has sold 14 tons at £2 to Auckland. Tuesday afternoon, cleaned again a water trough. I worked for Mr. Robert Wallace on Wed and Thursday and have scattered the fields with 50 Zenter (cwt) Guano. Worked with potatoes Fri and Sat.

*Sunday, the 1st of May 1870:* The whole week was cool and rainy, but yesterday we had very bright and hot weather. I repaired a fence on Monday morning then prepared a field for next spring's potatoes and oats. The oldest pasture was dug up and worked over for maize, also worked there Wed afternoon and Sat. The remaining days sorted potatoes.

*Sunday, the 8th of May:* No rain to-day, yesterday some, yet not too bad. One could work outside all day. Last evening we had a dreadful downpour. The loveliest weather with plenty of wind to-day: I fertilized with bone meal every day last week and repaired a hedge, also brought a ram to our neighbor. Worked Tues and Wed on a fence, which were finished to-wards evening? Thursday morning fertilized with bone meal, then cleaned the stockyard, a once a week job (6 loads). Friday and Saturday, ditching and draining. P.S. the grass land was prepared for oats and potatoes for next spring and ploughed, then immediately sown with seeds. It looks very healthy. P. S. The baker took a letter to post on Monday afternoon to my dear ones.

*Sunday, the 15th of May:* The first 3 days of the week were windy and rainy, the last ones lovely, Mon, Tues and Wed. Thurs morning, worked at ditching (irrigation). Friday and Sat afternoon, dug up potatoes. Thurs afternoon, worked in a field for 2 hours.

*Sunday, the 22nd of May:* The first day of the week the Sunday afternoon was terribly rainy, Mon and Tues very nice. The last 4 days of the week were again windy, rainy and unfriendly with the occasional glimpse of the sun. On Sunday after breakfast I went to Auckland. On arrival I was as drenched as seldom before, luckily I still had clothes there so I could change. At last Monday I obtained a warrant for my dear wife, so that I returned here on Tuesday morning. A letter I had expected from my beloved ones did not arrive. Tuesday



afternoon I dug up potatoes before that helped brand several oxen. Wednesday, the master and I went  $1\frac{1}{2}$  miles away from here to property (52 acres) he has bought. I had to dig a water hole for the animals. Fri and Sat, worked repairing fences on the farm.

Earnings:

My wealth on arrival in Mangere.	£	S	d
		2	
		<hr/>	
April the 3rd from Mrs. Wallace.		2	
May the 15th		3	
		<hr/>	
	5		2
	<hr/>		

*Sunday, the 29th of May:* Yesterday was the only day of the week, when it did not rain, however come evening it started again. All other days were terribly windy and rainy. "Oh, how muddy everything is here, my hair stands on end". Monday and Tuesday I worked on the fence as I have mentioned before, then for 4 days I collected gravel from a nearby quarry.

*Sunday, the 5th of June, Whitsun:* A miserable rainy day. Mon and Tues, very fine weather, the following bad and rain every day, generally speaking it was rather warmer than cold all week. I carted stones all week except for  $1\frac{1}{2}$  days when I chopped wood because of the dreadful rain. I still have not received a letter from home; it seems none arrived again with the last English post.

*Sunday, the 12th of June:* The past Sunday was a magnificent day, Mon also. Tues, horrible rain; Wed, a very nice day; Thurs, unchanged. Fri, dreadful rain; Sat, a glorious summers day, but it poured all night. Monday, fetched 3 cartloads of stones to the yard and carted hay from the stack to the yard, chopped wood on Tues. Picked out potatoes on Wed; Thurs afternoon, dug up young prickly thorns to transplant, worked at an irrigation ditch. Fri morning, chopped wood, afternoon picked out prickly thorns. Sat, worked at the ditch. P. S. We had several heavy thunderstorms this week in connection with the rainy weather. No letter yet from home.

*Sunday, the 19th of June:* Sat, Wed, Thurs, rainy days, the others were fine. We had the first frost during the night from Fri to Sat, but nothing to speak of. For 5 days of the

week I worked at the irrigation ditch, also dug up young thorns and replanted them. Still no news from home, oh God, how I long to hear from my beloved ones.

*Sunday, the 26th of June 1870:* We had rain and storms Tues and Sat, the remaining days on the other hand were pleasantly mild. We collected wood for the fences from an old one and one wagon load of ferns for use as bedding for the calves. Mon and Tues afternoon and the remaining 3 days worked at the drainage, also brought the animals one wagon load of hay daily, sorted potatoes and chopped wood. No letter yet, I am beginning to become worried and concerned.

*Sunday, the 3rd of July, (Cl's birthday):* What a dreadfully rainy week, rain every day sometimes very hard and the nights were frightening when the storm was at its worst and strongest, also many heavy thunderstorms raged. I completed various jobs this week, collected hay for the animals and scattered it in their meadows, pruned a fence hedge, weeded, sorted potatoes, cleaned out the horse stables, dug up and replanted thorn seedlings. P. S. 2 ploughs have ploughed a grass field all week. We have a new plough now which makes two furrows. No letter.

*Sunday, the 10th of July:* Only Thurs and Friday were really very fine, on all other days we had rain, it stormed and thundered. In this week I have weeded, worked at the drainage ditch, sorted potatoes, mowed oats and brought that to the animals in their pastures. P. S. At last on Tuesday I received the long awaited letter from wife and child. It contained only good news. "Oh" would it only always be so.

#### NOTES:

New-Zealand has 75,000,000, acres.

England, Ireland and Scotland have 76,000,000 acres to-together.

New Zealand has 9 provinces. 1. Auckland. 2. Taranaki. 3. Wellington. 4. Hawke Bay. 5. Nelson. 6. Otago. 7. Canterbury. 8. Southland. 9. Marlborough. From 1---4 incl. ---- 30,000,000. From 5----9 incl; 45,000,000 acres.

On the 3rd of April 1870 I have given the following items to Otahuhu to be washed: 2 pairs of trousers, 4 under jackets, 2 linen shirts, 3 wool shirts, 2 pairs of woollen stockings, 6 pairs of cotton stockings and 2 handkerchiefs. To have this washed and stockings mended I paid 5 shillings.

2nd of May I again gave laundry to Mrs. Dickenson: 1 pair of underpants, 1 pair of wool stockings, 5 pairs of cotton stockings, 4 linen shirts and 1 handkerchief. That has cost 3 shillings.

May the 16th, laundry given to Mrs. Dickenson: 2 pairs of wool stockings, 1 hanky, 2 under jackets, 2 trousers, 1 underpants, 1 linen shirt, 1 woolen shirt, 1 old smock. This cost 3 shilling.

June the 13th. For washing: 1 trouser, 1 underpants, 1 woolen shirt, 4 pairs wool stockings and 2 hankies. Back for the 2nd of July. Cost?.

The 20th of July. To be washed in Auckland: 1 pillowcase, 6 linen shirts, 1 woolen shirt, 2 trousers, 1 underpants, 1 smock, 1 under jacket, 1 hand towel, 1 hanky, 3 pairs cotton stockings, 5 pair wool stockings. Received them back on the 23rd. Cost, 5 shillings.

My wealth on arrival in Mangere on the 21.2.1870 was 2 d.

27.2.	for one week work	12s
6.3.	" " " "	12"
13.3.	" " " "	12"
20.3.	" " " "	12"
27.3.	" " " "	12"
3.4.	" " " "	12"
10.4.	" " " "	10"
17.4.	" " " "	12"
24.4.	" " " "	12"
1.5.	" " " "	12"
8.5.	" " " "	<u>2d</u>
		£ 6 10 shillings.
<hr/>		
15.5.70	for one week work	12s
22.5.70	" " " "	9"
29.5.70	" " " "	12"

#### Expenses:

April 3rd.	in Auckland, for 1 letter		
	to Germany-- home	1 s	10 d
" "	for board and lodgings	4 "	
" "	paid some I owed to Mr. Porter	16 "	

" the 4th.	bus to Otahuhu	2 "	6 "
" "	for cleaning a watch	4 "	
" "	for tobacco, matches, and haircut	1 "	9 "
" "	for beer and other things	4 "	
May the 1st	for one piece of tobacco		5 "
" 2nd	for 3 pieces of tobacco and 2 boxes matches	1 "	8 "
" "	for one letter home	1 "	
" the 16th	in Auckland for me	2 "	4 "
" "	paid Porter the last of my debt	14 "	
" "	for board and lodging at Porters for 2 days	8 "	6 "
" "	paid the Consul for the warrant	3 "	
" the 17th,	for bus Auckl.---- Otahuhu	2 "	6 "
" 23rd	for letter to Auckland		2 "
June the 2nd	for one letter home	1 "	
" 24th	box of matches		3 "

*Sunday, the 17th of July:* Only rain on Monday, the rest of the week was cold and the brightest clearest weather with some haw frosts for 3 nights, but nothing to speak of. We worked all week except for half a day repairing fences. I cleaned the stock yard and worked on the drainage. This would be so, God willing, be my last Sunday in Mangere because next Thursday I leave to become a gum digger. I shall be in Auckland for one week.

### 5 weeks later in the Wade...

*Sunday, the 21st of August, 1870:* I left Mangere on July the 19th and stayed for 1 week in Auckland. I came here on July the 26th. No, I did not really get here on Tuesday evening, because I got completely lost and to crown it all, it poured all day. I spent the night at the farm, which I located at 8 in the evening after a great ordeal and effort. I shall never forget that evening in the New Zealand wilderness.

On August the 1st, I, in company with friend Vogel started as gum diggers. Because my belongings did not reach me earlier from the Wade, they were sent there from Auckland by Cutter. We have worked here for 3 weeks to-day and have found about 4 cwt. of pure gum. In Auckland 1 cwt. costs at the moment 30 to 31 shillings; But business must get better, we must find more gum and the miserable rainy weather has to stop at first, before I can get a taste and really be a judge. The weather is since my departure from Mangere absolutely horrible. There is nearly no day without rain and what rain. No one can imagine the wetness and dirt and mud on the badly made roads and footpaths. Only those who have seen it and how anyone can stay healthy is beyond my understanding. Yet, I am as fit as a fiddle, thank God, all the time. I am beginning to dislike New Zealand more and more and often regret that I did not go to America. I would have saved about 150 and would have had several months in which I could have earned about 50. As soon as I am able, I don't yet

know how and when, I shall leave here and go to San Francisco, because if I stay here, I cannot get any further. The times are far too bad to let my beloved ones come over, it would be stupidity.

Letters I sent home are as follows:

Sept, the 2nd	1869:	1 from Hamburg.
In September	1869:	3 from London.
Sept, the 28th		1 from Gravesend included was 1 for Carl and Wilhelm and 1 for brother in law, Hahn.
Nov, the 1st		1 letter from on board of the Helenslee.
Jan, the 28th	1870 :	1 from Auckland.
March, the 21st	" :	1 from Mangere.
May, the 2nd	" :	1 " "
June, the 2nd	" :	1 " "
October, the 5th	" :	1 " Auckland.
February, the 12th	1871:	1 from Queenstown.
March, " " "	:	1 " "

**Note:** Frederic only spent a short time in the gum fields at the Wade before deciding to seek his fortune in the gold fields of the South-Island. During his travel there he was offered a job as a shepherd on a large sheep station on the shores of Lake Whakatipu and because of the uncertainty of finding gold he accepted this position. (Saving money to bring his family out from Germany was paramount). During the next twelve months he would make friends with one of the employees of Hallenstien's. (Hallenstien had a share in the farm and a general store in Queenstown). This friend was also German and through this friends brother who lived in London, they would assist Frederic's wife and daughter with their preparation for their long journey to New Zealand. The following letter gives some account of this.

MEMORANDUM	
To .....	187 from
.....	<b>I. HALLENSTEIN &amp; CO.,</b>
.....	GENERAL
	QUEENSTOWN.
Dear Otto, My brother wrote on August the 24th from London; Mrs. Otto arrived on Saturday and lives in a hotel, unfortunately	



the lady has sent suitcases and boxes by express to Bremen & must now come over without them. I had to help her financially, in fact with much money. Mr. Otto will pay you, which would be the best idea.

£ 3. 4. 2. Money bill for beds etc.

" 5 ----. Lend in cash.

"--- 6 --. Sundry.

"---9. 6. Beef extract, milk, sago etc.

"3. 10. 8. For Hotel.

"1. 7. 8. Mr. Blumental for luggage.

"---6. 2. For Exchange of money in London.

14. 4. 2. Apart from that I shall have further expenses for the luggage which is not here yet. I shall inform you later.

I have paid this because Mrs. Otto would not have been able to leave. Mrs. Otto wrote to her husband yesterday. She was not familiar with the whole proceedings.

Mrs. Otto spent her days in our house in London".

I have sent this money to my brother tonight. I had to pay 6 s. 2 d. to the bank to get the London exchange.

I am sorry to bother you with the £ 14. 4. 2 d.

Your Wilhelm Geisvour.

P.S. Mr. Hallmaten would have given you two letters from Europe.

## First Aid for People...

**Note:** There were several chapters type printed into the diary on this subject, but only a few of the more interesting ones were translated.

## When struck by lightning...

If someone has been struck by lightning out of doors and is only unconscious, one leaves him lying in the rain, this is the best way. If however the person had the misfortune to be hit in a room he is carried out of doors where the cool air and rain will awaken him. Generally speaking though people are seldom recalled back to life, however one must not stop trying to save them. For this purpose one splashes water or vinegar into the unfortunates face and around the region of the heart, give him cold compresses around the

head and hold smelling salts under his nose. Before that he has to be undressed quickly. Apart from the already mentioned treatment, one has to brush the victim with wet brushes, give an enema from soap or salt or from the liquid of boiled up roots of Baldrian. When the face has become dark-red and puffy one has to let blood and put several leeches on the temples of the face. One can also use the "earth bath". What is done is to bury the whole body out of doors in the rain, except for the head. If the attempts to save the life are successful and if the ill person can swallow, give him several spoons of wine; put him to bed with drinks of balm-mint, (peppermint tea).

### **When frozen...**

The person who is frozen is only seemingly dead, who, when not helped correctly, will pass over into real death. People, who have to be out of doors in cold districts for long periods, feel at first pain then coldness. Later no pain and lastly a feeling of "could not care less" and a need to sit down and rest which then develops into a stroke, helped and brought on by consumed alcohol. Death results in lifelessness which hinders breathing. A person frozen for several days can be woken by very careful treatment, (unless decomposition has set in). One brings him indoors on a sledge covered in snow, into a cold room, never into a warm one, thinking it would be good for him. Undress him carefully so that no limbs break off, cover him completely with snow, but leave free nose and mouth or lay him in ice water. Leave him there for several days, surround him with persons, or take turns to rub him all over with snow. An ice crust will form around the body in the cold water, when that has disappeared one rubs the body in the water. As soon as one notices the first signs of life, suppleness, softness, warmth's of the limbs and redness, one dries him quickly and puts him into a cold bed in a cold room, pulls out the tongue and blows air into the mouth so that air can enter the lungs, continue massaging with snow or cold clothes. Put snuff or other things into his nose to make him sneeze, tickle the throat and brush the soles of his feet and give if he is able to swallow now and then a cold drink. Beware of warmth and all stimulants. Warm drinks can burn and blister everywhere, even in the mouth. The result even without stimulants is a tightness of the chest with such palpitations that it is necessary to let blood. He, who travels in the cold beware of too much food and fiery hot drinks, drink coffee and mulled ale. Don't stay continuously seated in the coach, but walk and when walking never sit down.

In order to prevent and get frozen limbs, it is advisable when travelling to rub almond oil on exposed parts, avoid rapid changes of temperature, and don't warm hands, face or feet on a warm oven or change from cold water to warm. Use cold water or snow and rub yourself warm, also walk around in a cold room as said before. When travelling by coach get out and have a warming walk some times. One can prevent (not always) frozen feet by placing a piece of blotting paper in the stockings or use a piece of linen dampened with alcohol inside the stockings or wet the stockings with alcohol, then wrap the feet in dry paper before wearing shoes or boots. It is thought that fine writing paper around stocking less foot up to the calves serves as a deterrent against frozen feet. When limbs are frozen, rub the victim continuously with snow or arnica. Against older frostbites the following cream is

healing and recommended: Use in equal parts: liquid ammonia, petroleum, tincture of opium and henbane. Or use 10 gr. petroleum, 15 drops oil of peppermint, spread over frozen parts several times daily and bind with old soft linen. Even pure petroleum rubbed on old dark red coloured frost boils is an effective treatment. Use wax or egg-yolk or oil of myrrh, if frost boils have burst.

The following prepared cream is healing: fry the juice from grated white beets, (turnips) in butter or linseed oil so long until it has become thick like cream and apply, but one of the best cures is this: boil 240 gr, (about half a pound) of mutton fat with about half a pound of lard, 40 gr of iron-oxide until the mixture has become black, then add, 40 gr, venetian turpentine, 20 gr, oil of bergamot (citrus), 20 gr, Armenian bolus which has been previously grated thinly with olive oil. Treat linen with this ointment and lay on affected places, especially recommended is this ointment for open frost boils. When the frost boils have healed, prevent a recurrence by using petroleum or oil of turpentine next year as soon as days become cold. Strengthen the effected places by washing them in spirit of camphor and boiled up bark of oak and willows. By the way it is recommended when hands have been affected and healed to wear leather gloves in winter. Here is another remedy when frost boils have not burst open: bathe in lentil water as hot as one can stand it, also good is the laying on of rotten apples or the skin of completely ripe cucumbers softened in warm water laid on with its inner side or cover the effected place with soft roes of herrings which have been fried in butter. One can also use boiled turnips in wine vinegar, or bathe your limbs in warmed up brine from fresh pork, or use beer which has been boiled down to a consistency of syrup and finally use poultices of warm wine vinegar.

### **Poisoning...**

If one suffers mineral poisoning, one feels and is very sick, has dreadful pains in the stomach and lower regions. If not the quickest help is forthcoming inflammation burns and death will occur? One gives at once rich fat milk and oil to drink until the Dr. has arrived or gives water with butter to drink and produce vomiting, after that let the drinking of oil and water continue until the patient feels better. An enema: use boiled groats mixed with oil, is a well-known remedy. Poisoning from plants results in feeling sick, severe headaches, fainting, darkness or spots before the eyes, shakes and trembles and uncontrollable fits; Produce vomiting until the poison has gone, give much vinegar and water to drink and don't let the person sleep, splash with cold water, hands, face, head, breast and give vinegar compresses around stomach and head.

### **Hung and Strangled people...**

To help the unfortunate live again, one must release quickly the cause of strangulation around the neck, but take care that the body does not drop down. Loosen clothing. Lay the person who is only thought to be, but not really dead, down with his head raised in a comfortable position. Wave air towards him, splash face and heart regions with cold water, tickle nose and throat and let him sniff ammonia or naph. Very gently massage the neck

with spirit of camphor, blow air into his mouth, stroke the body towards the head and quickly open a vein. Give an enema and brush soles of feet, bleed by using a piece of glass cutting the head, chest and stomach, if no blood flows out of the opened veins give an enema of tobacco boiled in water. Give a warm bath but do not warm the bed overmuch. If there is life give sips of chamomile tea mixed with a little wine-vinegar or Rheinwine.

### **Suffocation...**

The most common cause of suffocation is carbon-dioxide, which escapes into the room from a faulty coal stove. The vent prevents the poison fumes to escape through the pipe into the outside. To breathe that kind of air brings at first giddiness, then headaches and a feeling of fright and of a general feeling of being unwell. To be exposed for a long period to such air will result in fainting fits and eventually a stroke. A person such effected is taken outside into the open air, let blood at the neck, splash with cold water, rub with snow, blow air into the mouth, brush the body, use sneezing powder in nose, give liquid ammonia or black coffee in mouth and nose, give enema of cold water or a brew of tobacco and water, tickle the throat and produce vomiting, feed a few spoons of wine vinegar or a mixture of tea and liqueur and help to reduce the violent palpitations by dabbing wine vinegar around the heart regions.

### **Drowning...**

To recall them back to life, cut their clothing off the body and dry it well with warm cloths. Lay them high in an airy room, clean mouth and nose and blow air into the mouth, rub the whole body with warm flannel cloths, surround the body with warm water bottles, brush the soles of feet, give repeated enemas of tobacco with cooking salt, irritate nose and mouth with horse radish mustard and liquid ammonia and tie damp bandages, wetted with ammonia around the wrists. Sometimes one has to stop with that treatment and leave the person if possible in the warmth. Cover the body with warm sand, warm ashes or warm cooking salt; give a few drops of ammonia or naphtha in the mouth. Bleeding is in most cases not necessary. Don't try and bend the body with the intention to force the swallowed water out of the mouth. By that action, life, if it was still there, will have gone completely.

### **Burns...**

There are several degrees of burns from the reddened skin to blisters and there are many remedies. If skin has been lost one can wrap cotton wool around the burn or bandages dampened with alcohol or one lays the burnt part in very clean cold water, add ice and snow in winter to the water. If this is too cold use cold bandages instead. Creosote water or pure alcohol is useful. If only a finger or part of the hand is burnt without blisters, one uses compresses which must be renewed every 10 minutes. Soothing for a fresh burn in the first degree is compresses of freshly grated potatoes, carrots or rotten apples or ink, or a mixture of oil and vinegar in equal parts, or pure fat. Use frog spawns or beat bark and

fresh branches of the linden tree in water and use that as a slimy liquid. Effective is pure vinegar or warmed wood glue spread thickly over the burnt parts, or wood ashes. This is the remedy most likely to be at hand quickest. One steeps the burnt part in a bath of warm water with wood ashes, in emergency use cold water and ashes. Where this is not possible, use that liquid and bandage the sores. If the skin has gone use less wood ashes; Olive oil mixed with refined cooking salt is also good to use. Creams too are healing or leave the burnt parts steeped in honey. Use flour on dry linen or heat linseed oil with a little salt and paint the burnt parts with it. If the mouth and throat are burnt large amounts of fresh cream should be sipped. Sometimes the so called wild flesh grows over the burnt parts; these can be removed by dabbing the same with blue vitriol.

### **First Aid and treatment for Animals...**

There are often 2 kinds of nature medicines used:

Allopathy: Curing of a diseased action by inducing another action of a different kind.

Homoeopathy: Hannemann's treatment of disease by drugs that in a healthy person would produce symptoms like those of the disease.

### **Horses...**

Wither- wrung;

Treatment in Allopathy: keep the horse quiet and the inflamed part bandaged with cool water. When the inflammation has disappeared rub the shoulder region with 60 gr of camphor, 60 gr of spirit of soap and 20 gr of liquid ammonia.

Homoeopathy treatment: Arnica or Symphytum both in and outside.

Colic;

Rub the undercarriage of the horse continuously with straw and give an enema of 1 pound of glaubersalt in luke warm water every quarter of an hour until a motion has or motions have followed.

Homeo: treatment, 20 drops of nux vomica or as a foetida tincture.

Mange;

Allopathy treatment: rub this cream made from 80 gr of Mercury ointment,  $1\frac{1}{2}$  pounds hemp oil, 40 gr of hart's horn oil, 80 gr of flower of brimstone into the skin of the whole animal especially between tail and mane, but avoid eyes and mouth. Cover the horse a blanket and let stand so in the stable for 2 days. Rub the horse down on each 3rd day with straw on the 11th day wash it with mild soap water. If the mange is not cured, the 2nd treatment must not occur until 14 days have past.

Homoeopathy treatment: daily 1 x Sulphur, sepia or dulcamara.

Rheumatism;

Allopathy: if there is no fever, nor inflammation of the hooves, bring the horse indoors in a fairly warm stable on clean layers of straw. Give in the first 24 - 36 hours the following mixture to drink: 10 gr of camphor, 40 gr of ammoniac, 20 gr of sulphur, 50 gr of juniper berries and 50 gr of calamus mixed in honey or sugar water, give less food than usual. If the fever is high and hooves inflamed wind straw around the irons and cover the hooves in cow dung or wet clay. Keep damp and cool and give an enema of salt water.

Homeo: to start with aconit, then arsenicum and brionia; Damp hooves with arnica water.

Worms;

Plenty of carrots. 5 gr of antimony sulphide, 5 gr white hellibore, 10 gr asafoetide, 10 gr flowers of sulphur, 15 gr of angelica, 15 gr of calamus, 15 gr of tormentil - baldrian roots, 30 gr of worm wood seeds, 40 gr of sulphuric potash, to be powdered and given at night. (3 or 4 dessertspoons) mixed with a little carrot juice and spread on the tongue. When this mixture is finished give a purgative out of calamus and aloe and give bitter drinks for a few days.

Cows.

Blood in the milk;

Is the cause of eating sharp plants. Give the cow liquid of boiled up strawberry leaves.

Bloat;

Allopathy: tie a knot in a strong rope made from straw, paint the knot with wood tar or any other evil smelling matter. Wind the rope around the lower jaw and make sure that the knot rests on the tongue: the animal will break wind and the cow is saved. Or force a small piece of the cross leaf spurge down the throat, diarrhoea will follow and the cow is saved, or give every  $\frac{1}{2}$  hour 1 dessertspoon of liquid ammonia in  $\frac{1}{2}$  pint of flour water, or take 2 eggs, let the egg whites run out, top up with turps. Push both one after the other down the animals throat, so it must swallow them.

N.Z. treatment: paraffin on tongue or  $\frac{1}{2}$  bottle of diesel oil down the throat.

Homoeopathy: 2-4 times every 5 or 10 minutes. 2-4 drops colchicum autumnale diluted in 200 drops of pure clean water.

Diarrhoea;

Allopathy: give for 5 days running a powder made from bark of oak, calmus and juniper berries. 10 gr of each. Give a calf a freshly laid egg still warm and force it down the neck so that it is swallowed whole. Give a young animal the liquid of boiled twigs of acacia, keep the animal warm.

Homoeopathy: aconit, then ipecacuanha and finally arsenicum.



Colic;

Use an oiled hand and relieve the animal of its faeces, give hourly warm enemas from  $\frac{1}{4}$  lb cooking salt,  $\frac{1}{2}$  lb linseed oil and  $\frac{1}{4}$  lb of black soap in  $\frac{1}{2}$  quart of warm water. Every 4 hours use 40 gr of salt and  $\frac{1}{2}$  lb of linseed oil in  $\frac{1}{2}$  quart of water until the intestines are clear.

Homeo: acinit, then arsenicum.

Lice;

Brush the cow with linseed oil, or boil 1 pound of tobacco in 4 quarts of water for half an hour then add 2 quarts of brandy and wash the skin once daily.

New Zealand treatment: pour waste oil down the center of the cows back, lice always wander from one side to the other and on doing so will be drowned in the waste oil.

Rheumatism;

Drinks made from arnica and juniper berries mixed with water and food consists out of boiled potatoes and a little hay, etc.

New Zealand treatment: the ill animal is sent to the works.

Prolapse;

After the uterus has been freed from the after birth and cleaned in warm water, it is placed in a bath of warm water into which fine crystals of alum has been added. The uterus will shrink and can be returned into the animal after  $\frac{1}{2}$  an hour or the cleaned uterus is placed in warm milk and sprinkled all over with finely ground mileys.

Sheep.

Staggers;

At first one rids the sheep dog of its tape worm by giving 10 gr of kousso 1-3 times in a mixture of water and honey. The expelled parts of the tape worm must be burned. To cure sheep: give every 10 minutes, 2 drops of aconitum napellus, 5 times watered down, this 3 times, then after 15 minutes 2 drops of belladonna watered down 5 times. The latter is given for 6 days on an empty stomach in the morning and then for 8 days every 48 hours. This is homoeopath treatment.

Foot rot in sheep;

Into a new glazed saucepan pour 1 pound of oil of turpentine and 1 pound of petroleum. Stir with an iron spoon for 1 minute, add gradually 1 pound aquafortis and stir. Stop as soon as red spots appear, put the black salve into glass bottles and cork them. Take 3 chicken feathers, trim the top and tie together. Dip these into the salve and brush the infected feet in the mornings.

Colic;

If the cause is a cold give 5 gr of powdered ginger with  $\frac{1}{2}$  pound warm beer or some pepper and add 2-4 desert spoons of brandy. If the cause is worms or too much food, give every 3 hours 10 gr of double salt with chamomile tea or 40-80 gr of oil with soap in warm water every 4 hours until a motion has occurred.

Eating of wool;

Feed the animals green twigs of spruce or give lupins.

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### **The daily work and worker -- a comparison...**

To sow: a sow man can sow if he is good and careful  $1\frac{1}{3}$  --  $1\frac{1}{2}$  acres in 1 hour with larger seeds. With fine seeds he will cover  $1\frac{1}{2}$  --  $1\frac{3}{4}$  acres the hour.

To plant potatoes: a woman can plant daily in a prepared furrow 1 --  $1\frac{1}{4}$  acres of potatoes. If the planting is done behind a plough 3 women are necessary, the work is done without a break. 2 ploughs need 6 women to plant 4 -- 6 acres. If the potatoes are laid in furrows and the tools are the spade and hoe, 3 or 4 women are needed for 1 acre.

To plant 1 acre of cabbages, 4 or 5 women are necessary.

To dig: to dig 1 acre of soft soil requires 24 -- 32 men, clay soil needs 36 -- 45 men in 1 day.

To hoe: 1 acre needs 5 -- 7 women to hoe if care is not particularly necessary, if plants are small and care must be taken 8 -- 9 women are required.

To weed: 1 acre needs 6 -- 12 women, it depends how weedy.

To mow: daily one man can mow 2 --  $2\frac{1}{2}$  acres of winter corn. One woman is needed to collect and lay it for each mower. If it is cut in swaths one man can cut  $2\frac{1}{4}$  --  $2\frac{3}{4}$  acres a day. One man can cut  $2\frac{1}{2}$  -- 3 acres of well standing summer corn. 1 --  $1\frac{1}{2}$  acres of peas can be cut daily.

To cut corn by sickle: one adult can cut  $\frac{2}{3}$  --  $\frac{3}{4}$  acre of corn a day.

To tie and stand in 15 sheaves: the mowed winter corn, which can be done by one person on  $1\frac{1}{2}$  --  $2\frac{1}{4}$  acres a day. One person binds daily 5 -- 7 Schock sheaves. One Schock equals 3 scores. 1 score = 20. 3 score = 60. 5 Schock would be 100 sheaves a day. One person can by merely tying the sheaves manage 2 -- 3 acres.

To rake together and bind summer corn: one person can work 2 --  $2\frac{1}{4}$  acres and can bind 4 -- 5 Schock a day.

To turn the cut corn: one person can turn the cut corn on 8 --10 acres a day.

To glean and rake together and tie corn into sheaves: one woman can do this on 8 --10 acres a day.

One can presume that 3 men are necessary to cut thick standing corn a day and 2 men are needed to mow a poor producing field which includes the making of straw ropes for tying the sheaves and gleaning the field.

To harvest the corn: one man can load 40 -- 50 Schock daily upon a cart. 80 -- 100 Schock can be unloaded in a barn, it depends on its height and length. 5 -- 12 persons are used to stack the corn away. One can presume that in the average one person can unload daily 10 - 12 Schock of corn. One man can mow  $1\frac{1}{2}$  acres of grass land a day.

One woman can turn grass for hay on 1 --  $1\frac{1}{2}$  acres a day. One woman is needed to dry 4 -- 6 cwt of hay a day.

To unload: one person can unload 30 --32 cwt of loose dry hay a day into a barn if it has been tied into sheaves with a rope of straw. 80 cwt can be unloaded.

Harvesting potatoes: one person can collect daily 10 -- 12 Scheffel or 1cwt sack, of small ones and 14 -- 16 sacks of large potatoes if a plough or grappling iron is used. Working with a spade one man or one woman can fill 7 -- 8 sacks of smaller ones and 9 -- 11 sacks of potatoes in a day.

Flax: 8 women are needed to cut 1 acre of flax.

Threshing: one man threshes on a winters day of 8 or 9 hours,  $\frac{2}{3}$  --  $\frac{3}{4}$  Schock wheat, per sheaf = 18 pounds.  $\frac{3}{4}$  -- 1 Schock rye, per sheaf = 18 pounds.  $\frac{3}{4}$  -- 1 Schock of barley or oats, per truss = 15 pounds. 60 trusses of vetch or peas, 12 pounds per truss.

To manure: one man can load 10 cart loads of 2,000 pounds of manure using 2 horses in a day but one man can unload 43 -- 50 cart loads dropped as small heaps on the field. One woman can spread out 8 -- 16 loads on the field depending how much care is needed when scattering it. One man is needed to manure the furrows behind the plough.

To fertilise with chemicals: one man can scatter daily 20 -- 24 sacks of artificial manure.

Straw ropes: one woman can make 16 Schocks of straw ropes, = 320 ropes a day.

To shear sheep: one person can shear daily with ease 30 sheep. For 3 shearers it requires 1 man to carry in the sheep. 4 men are needed to tie up the fleeces and 1 man to pick up the wool curls from the floor.

Wages.

To mow one acre of winter corn and stand it to dry in 15 sheaves = 15 -- 20 silver groschen. (Sgr).

To mow one acre of summer corn = 4 -- 6 Sgr. For 1 acre of peas or vetch = 7 -- 10 Sgr. To collect same = 4 -- 6 Sgr.

To mow 1 meadow of 1 acre = 10 -- 15 Sgr. To dry the same = 8 -- 10 Sgr.

Potato harvest: to collect 1 large sack = 5 -- 9 Silver Pfennige (Spf). It depends on the harvest. Or one can expect  $\frac{1}{3}$  rd of the value of the whole potato harvest which includes all the work: ploughing, hoeing, earthing up and harvesting.

To knot straw ropes: for 1 Schock = 60 straw ropes = 5 Spf.

To shear sheep = 6 -- 12 Spf. (Silver pennies) per head.

Threshing: to thresh clean and transport to the granary the 14th or 16th part of the value per sack is given.

To plough with Krimmern, Erstirpiren and scarifier: the large scarifier with 11 tines is worked by 4 horses and led by 2 men and can work 15 acres a day while the small Erstirpator with 7 tines worked with 2 horses and 1 man can manage 8 -- 10 acres a day.

To hoe and earth up: 2 people with 1 horse can work 8 -- 10 acres a day, it depends on the soil and distance of the rows.

To harvest potatoes by plough drawn by 2 horses can be achieved on  $1\frac{1}{2}$  -- 2 acres a day.

Ploughing: if the soil is heavy and loamy 1 plough can prepare  $1\frac{3}{4}$  acres a day.

Sandy and loamy 2 acres.

Light sand  $2\frac{1}{4}$  acres.

Loose but binding soil  $2\frac{1}{2}$  acres.

If instead of the plough the hook or grappling iron is used one can expect  $\frac{1}{10}$ th more work.

A horse can pull: a strong horse can pull 24 -- 28 cwt.

4 strong horses can pull 36 -- 42 cwt.

2 smaller horses can pull 14 -- 16 cwt.

4 smaller horses can pull 20 -- 24 cwt.

Counterfeit paper money and coupons in circulation.

NOTE: (There were over 80 kinds mentioned in the diary but only a few were translated as follows).

Dutch 10 Gulden bank note: grey paper, thick and greasy, the letter of the date too large, irregular form, thick and grey noticeable from the genuine. The printing of the penal regulations have been done with a completely different kind of writing and printed very indistinct. Some words have not been written correctly, for instance: "nagemakt" instead of "nagemaakt" "verfalscht" instead of "vervalscht". The colour of the paper is too light, the writing of the date too irregular. Also "Ritting Betaalmiddel" instead of "Wettig Betaalmiddek". "Je Maintiendrai" instead of "Je Maintiendari". The bank notes are dated, Sept. 15th 1863.

English 50 pound sterling notes: easy to distinguish as the signature has been glued on.

Koburg -- Gothaer 1 Thaler bank notes: paper pale grey, the left figure has no sword. At the reverse side "Pallet" instead of "Billet", "Frassury" instead of "Treasury".

Altenburg 1 Thaler notes: there is no shading at a small place on the right top corner on the left calf of the female figure.

Magdeburg private bank notes to 10 Thaler: known by the woolly paper without water mark, grey print and poorly done reverse side, which seem to have been written with a quill.

Prussian vouchers, to 5 Thaler: older ones from Nov. 1851. These notes which are difficult to distinguish from the real ones are known by ;

- \* 1: the water mark has been brought about by a lead mark.
- \* 2: on the reverse side, instead of "billet du tresor prussion" it has "billet de tresor prussion". The blue coupons have (blue) lighter papers, bad writing and crooked numbers.

Preussische Banknoten to 10 Thaler;

- \* 1: the paper is stronger, yet softer than the real note.
- \* 2: the watermark of the value number has been made transparent with oil.
- \* 3: the sword in the right hand of the figure representing justice is only pointed on one side.
- \* 4: the two B's in the words bank and Berlin in the second line of the main sentences differ from one another. The bank notes have been produced by lithographic print.

The Calender and Advertisements

NOTE: (Only a few of the years dates and information was translated).

2,750 towns and villages are mentioned in the dairy with dates on which markets and fairs are to be held. We know therefore that "Graudenz" in East Prussia is holding a market day on April 25th, June 27th, Aug 29th and Nov 7th, selling cattle and horses and small wares.

Note; (Graudenz was German at that time, became Polish after World War 1 and is Russian to-day).

Cassel and Frederics home town "Nassau" is having a 3 day fair on Jan 10th, 3 days starting March 24th and for 18 days starting June 27th, etc, selling small goods, wool, horses and cattle on dates to-wards the winter.

Witzenhausen, a village not far from Cassel and famous for its cherry blossoms and sweet cherries has markets on various dates selling mixed goods and bee products.

Other towns and villages sell on market or fair days: pigs, sheep, flax, hemp yarn, vegetables, home and agricultural machineries, linen, wood, miscellaneous articles, corn, hops, tobacco, seeds and pigeons.

In the section of "advertisements", the Homoeopath friend for home and agriculture recommends "Schurer's" butter powder. It makes the preparation of butter easier, increases its volume, gives a tasty butter all the year round and apart from a lovely colour adds 1 -- 1<sup>1</sup>/<sub>2</sub> , Sgr.

Advertised for sale are hand books for bee lovers and domestic animals. Iron bedsteads made to measure, 3 Thalers each. A book on "continuous help" for those with a sexual weakness and problems called "The personal protection" or "TAKE COURAGE", recommended by a medical adviser.

Also advertised is a School of Agriculture at "Hildesheim", calling out for pupils and gives the following information;

Teaching staff: Principal, Mr.E.Michelsen, teaches book keeping and Zoology.

Headmaster, that means only those teachers who work and are employed for the school:

- \* 1. Dr. Ferd. Wildbrandt, class teacher of the first form, teaches Chemistry.
- \* 2. Dr. A. Heuser, class teacher of form two, teaches Agriculture and Economy.
- \* 3. Teacher, K. Sumpf for Botany and Physic's.
- \* 4. Teacher, F. Nedderisch teaches Geography and History.
- \* 5. Teacher, A. Hagenberg for Maths and Drawing.
- \* 6. Teacher, K. Rauterberg class teacher of the third form for German and Counting.

Subject Teachers;

- \* 1. In Horticulture, B. von Uslar.
- \* 2. Vet, Petersen Jun. Animal breeding and veterinarian.
- \* 3. Teacher, Schindler, Botany.
- \* 4. 1 Teacher for gymnastics in the summer term.

The school's Doctor is Dr. Ed. Wiehen who lives in Hildesheim.

School attendance so far:	Summer term	1858,	5	scholars.
	Winter term.		9	scholars.
	1858/59,			
	Summer term.	1859,	13	scholars.



Winter term.		15 scholars.
1859/60,		
Summer term.	1860,	13 scholars.
Winter term.		20 scholars.
1860/61,		
Summer term.	1861,	20 scholars.
Winter term.		25 scholars.
1861/62,		
Summer term.	1862,	21 scholars.
Winter term.		22 scholars.
1862/63,		
Summer term.	1863,	29 scholars.
Winter term.		37 scholars.
1863/64,		
Summer term.	1864,	40 scholars.
Winter term.		46 scholars.
1864/65,		
Summer term.	1865,	52 scholars.
Winter term.		57 scholars.
1865/66,		
Summer term.	1866,	60 scholars.
Winter term.		72 scholars.
1866/67,		
Summer term.	1867,	87 scholars.
Winter term.		112 scholars.
1867/68,		
Summer term.	1868,	126 scholars.
Winter term.		150 scholars.
1868/69,		
Summer term.	1869,	120 scholars.
Winter term.		120 scholars.
1869/70,		

School term: the Summer term starts on the 2nd Tuesday after Easter Sunday.

The Winter term starts on the 2nd Tuesday in October.

Conditions of acceptance: the scholar must be of unblemished character, must have attended Primary school, must have been confirmed, must have knowledge and practice of agriculture. References and school reports are required.

School fees: must be paid in advance.

30 Thaler for the first term of 6 months.

25 Thaler for the second term of 6 months.

20 Thaler for the third term of 6 months.

15 Thaler for the fourth term of 6 months.

For that the pupil receives apart from the tuition: agricultural reading matters, a free library and free Doctor attendance.

Digs: scholars find rooms quite cheaply in town. The towns agency for Real Estate is always happy to help, as well as the Principal, Mr. E. Michelsen.

Advice and help for those who work and study too hard and suffer eyestrain:

Since my younger days I devoted the quiet of the night to study science. Because of very strenuous mathematical drawings, my eyesight suffered to such an extent that I feared for a complete loss, especially when a permanent chronic inflammation set in which even the most skilled Doctors could not heal. In these depressing circumstances I was able to discover a remedy which I use already for 40 years with excellent results. Not only did the lasting inflammation disappear completely and altogether but also my eyes regained again their full strength and eyesight. I am now entering my 75th year of life and can still read the smallest print like my youth without glasses and enjoy the most perfect vision. I made also the same favorable observation by others, amongst are several who formerly equipped with the strongest lenses could scarcely manage to work. These have now thrown away their spectacles and have obtained their former natural facial strengths by persevering with the remedy. This lotion is a sweet-scented essence derived from the fennel plant. It does not contain drastica or narcotica components nor metallic or other dangerous elements. To produce this essence requires complicated chemical process. I therefore mention that I obtain it for some time from our local Chemist, Mr. Apotheker Geiss, in excellent quality. He supplies the bottle for 1 Thaler and is ready to send out the same with instructions. I therefore advise the sufferer to procure the essence from here. Such a bottle lasts a long time as only a little mixed with river water is used when it changes into a milky fluid. Mornings and nights and after tiring studies the surroundings of the eyes are dampened. The result is most pleasing and refreshing; it regains and restores the fresh colour of the skin.

I would be happy if I can help, especially those who restlessly struggle to-wards the light of wisdom and by that imperil and endanger often the light of their own eyes. Perhaps by using this essence the wearing of Spec's which has become such a fashion in the young world could be lessened as in cases the eyes are more ruined than improved. Spectacles can only help a faulty eye but can never strengthen nor better healthy or weak eyes.

Dr. Romershausen.

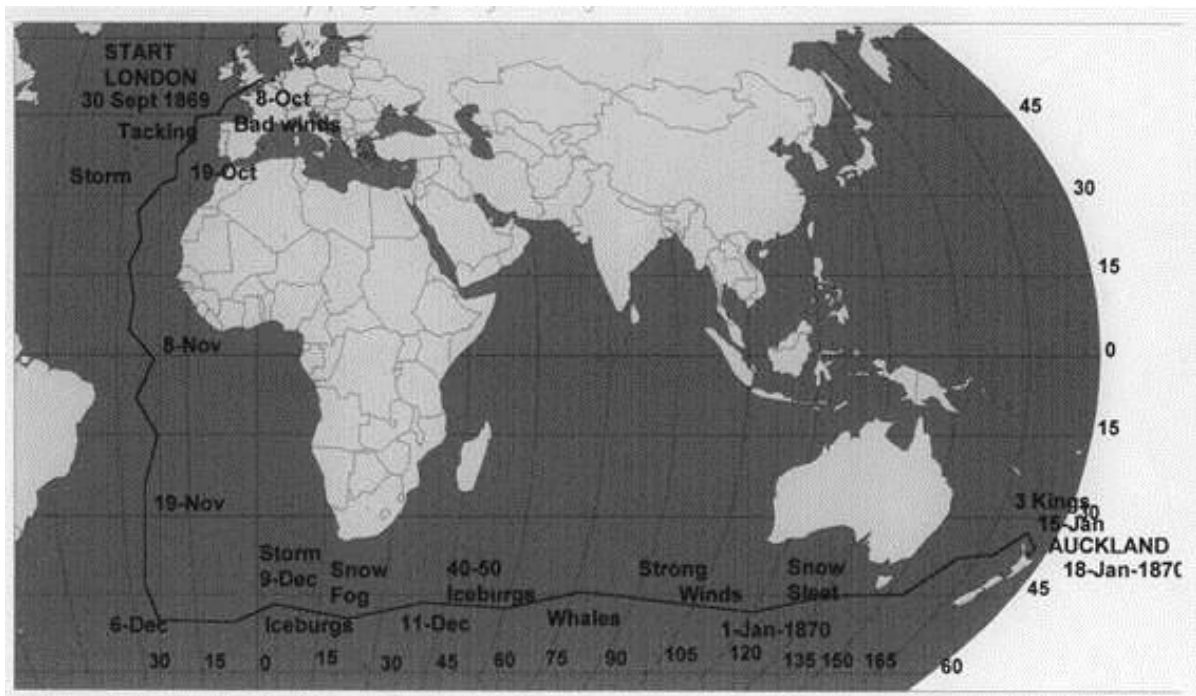
Aken, a. d. Elbe. ( a town on the river Elbe).

F. C. OTTO.

## INFORMATION OF INTEREST

Copies of:

- \* 1. The diaries calendar.
- \* 2. Front and back pages of the hand written part of Frederic's diary.
- \* 3. Naturalization papers.
- \* 4. Translated inscription from Frederic's wife's hymnal, ( hymn book).
- \* 5. Letter from London re Frederic's wife's travel plans to New Zealand.
- \* 6. Obituary of Frederic's daughter, Frederica Webb, Sept. 1930.
- \* 7. News clipping of Frederic's grand-daughter, Frieda Thompson.
- \* 8. Correspondence re Frederic's diary.



## 12

### *RECENT PHOTOS AND REFERENCES*



#### EPILOGUE

Mr F C Otto remained in the Auckland region for a short time and then decided to go to the South Island in order to obtain sufficient funds to bring his wife and daughter to New Zealand.

During the journey to the South Island by steamer, he was apparently offered a job on the Sunnyside Sheep Station which was owned in partnership by John Wither and Bendix Hallenstein. The station was later renamed Cecil Peake.

He worked on the sheep station for approximately one year in which time he had saved enough money to send for his wife, Henrietta, and daughter, Frederica.

The family moved to Auckland where they owned a shop and in 1880 they moved to Aratapu where they set up a dressmaking business.

Mr Otto died on 6 October 1918 at Arapohue, near Dargaville.

R.G. 112

NEW ZEALAND

No 2452

**Certified Copy of Entry of Death in the Registrar-General's Office**

Place of Registration: TOKATOKA

1. When died	6 SEPTEMBER 1918
2. Where died	ARAPOHUE
3. Usual place of residence	-
<b>Description of Deceased</b>	
4. Name and surname	FREDERIC CHARLES OTTO
5. Profession or occupation	OLD AGE PENSIONER
6. Sex and age	M 83
<b>Causes of Death</b>	
7. Causes of death and intervals between onset and death	CARDIO VALVULAR DISEASE SYNCOPE - 2 DAYS
8. Medical attendant by whom certified and date last seen alive	J.R. CLOSS 5 SEPTEMBER 1918
<b>Parents</b>	
9. Name and surname of father	CARL OTTO
10. Name and surname of mother	UNKNOWN
11. Maiden surname of mother	UNKNOWN
12. Profession or occupation of father	FARMER
<b>Burial</b>	
13. When and where buried	7 SEPTEMBER 1918 ARAPOHUE
<b>Where Born</b>	
14. Where born and how long in New Zealand	GERMANY 50 YEARS
<b>If Deceased was Married</b>	
15. Where married	GERMANY
16. At what age married	26
17. To whom married	HENRIETTA DISCHER
18. Age of widow	DECEASED
19. Ages and sex of living issue	M. -

F. 56.

Certified to be a true copy of the above particulars included in an entry of death in the records of the Registrar-General's office.

Given under the seal of the Registrar-General at Lower Hutt.

the 29 day of MARCH 1979

The fee for this certificate is  
\$4

CAUTION—Any person who (1) falsifies any of the particulars on this certificate, or (2) uses it as true, knowing it to be false, is liable to prosecution under the Crimes Act 1901.



[Skip navigation](#)

[Home](#) > Record View

## HALLENSTEIN, Bendix, 1835-1905 (C160)

Name of the Creator

HALLENSTEIN, Bendix, 1835-1905

Holder

[Otago Settlers Museum, Dunedin](#) AG 115

Enquiries about AG 115 can be emailed to [osmmail@dcc.govt.nz](mailto:osmmail@dcc.govt.nz)

Type of Record

Daybooks

Dates Covered

1864-1867

Description

Hallenstein was born in Brunswick, Germany and spent five years working in a shipping house in Manchester before emigrating to Victoria in 1857. In 1863 he crossed to New Zealand where he settled first in Invercargill and then moved to Queenstown where he established a business and became involved in local and national politics. In 1873 he moved to Dunedin and helped found the New Zealand Clothing Factory. It was here that Hallenstein's (H.B.) and the D.I.C. were established. He had wide business interests and was German Consul for some years. These records are from Hallenstein's time in Queenstown and record sales of merchandise on a daily basis.

They list customer names, purchases and credit arrangements.

Quantity

9cm.



# Kohl visit ce

## German immigrants played

The official visit of Chancellor Helmut Kohl marks a high point in New Zealand's changing relationship with Germany this century. The bitter animosity between the two countries during both world wars has yielded to a friendly relationship more characteristic of that which existed before inter-European rivalry plunged them into war.

The second-largest immigrant group after the British last century, the Germans were known for hard work and dedication and their ability to adapt to colonial life.

Indeed, when Prime Minister Julius Vogel set about recruiting immigrants in the 1870s to help to open up the New Zealand countryside for farming and settlement, he specifically instructed the New Zealand Agent-General in London, Dr Isaac Featherston, not to send only English immigrants, but Germans and Scandinavians, too.

About 1600 Germans were despatched direct from Hamburg; several hundred more arrived via British ports. They built on the reputation of the German-speaking immigrants already here, notably in Nelson, Rangitikei, Waikato and Auckland.

A number of the new German immigrants were sent to Canterbury, Otago and Westland, where they were engaged in clearing land at Oxford, Waimate, Waiholo, Gore and Jackson's Bay. Two "Germantowns" emerged, one at Gore and the other at Waimate — temporary settlements where German railway workers lived.

Other German settlers found work in the lower North Island, mainly in Taranaki, Hawkes Bay and the Wairarapa. A number of immigrants, mostly West Prussian and Polish, worked on the construction of the railway line between New Plymouth and Stratford. Many of these settled around Inglewood.

In Hawkes Bay, most of the German immigrants were sent to the Seventy-Mile Bush and many of them settled in Norsewood. A group of West Prussian settlers working on railway construction in the Wairarapa and who, like their Taranaki counterparts, were mainly Polish, founded a settlement in South Carterton. The church they built in 1878 is now the St Mary's parish hall there.

Of course, not all Germans settled in

## New Zealand receives a s JAMES BADE outlines pa ups and downs, and the c

rural areas. A number of families set up businesses in towns and cities and some of these family names are still well-known: Hallenstein, Coutts (Kuhze), Ehrenfried, Myers, Fels and Subritzky.

New Zealanders' attitudes towards Germany and German immigrants changed abruptly at the outbreak of the First World War. A country that was once admired and respected was despised. Germans and those of German extraction were regarded as enemy aliens, regardless of how long they had lived in the country.

Lutheran churches were vandalised and burned down. The bells of the Christchurch German church were smashed to pieces and sent to France for ammunition. German schools were forced to close and there was public clamour for the resignation of prominent Germans, including George von Zedlitz, professor of classics at Victoria University, and Julius Lemmer, principal of the Nelson School of Music.

Many German families anglicised their names or changed their names completely to avoid persecution.

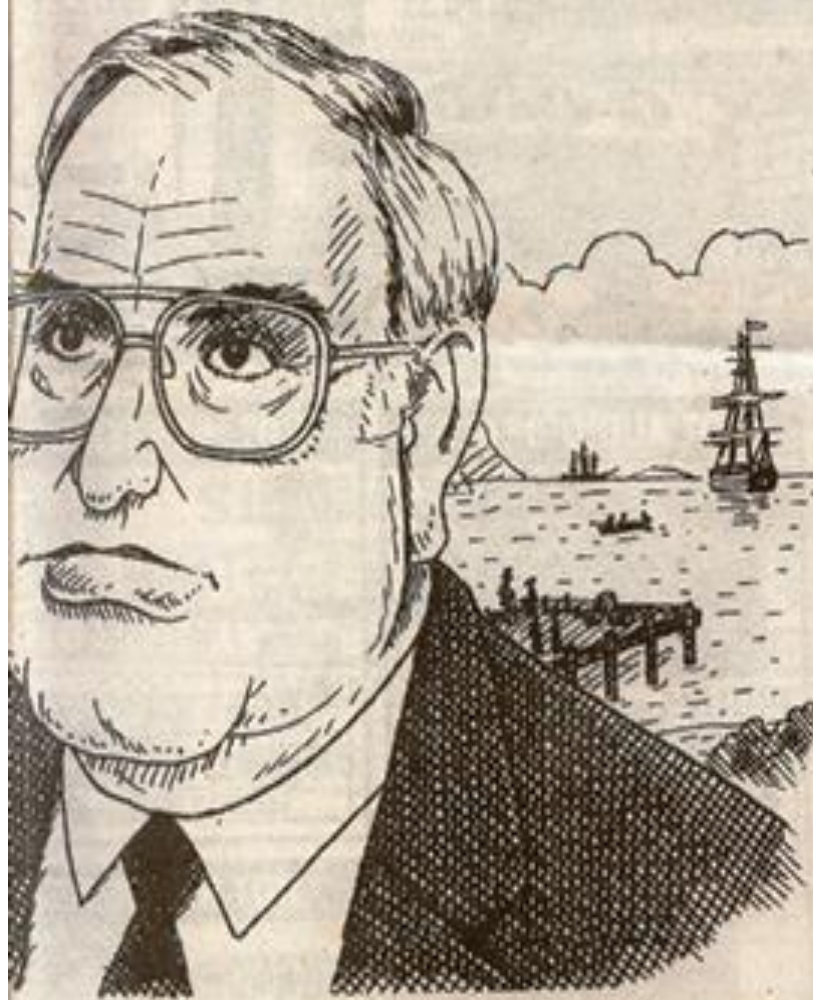
The atmosphere of distrust towards all things German that pervaded New Zealand communities at that time is understandable in the circumstances. It is difficult now to imagine the devastating effect that the regular lists of hundred



# ments ties with NZ

## a significant part in building this nation

the visit by the German Chancellor today.  
forms of German immigration to this country, its  
tribution it has made to our society.



of sons and husbands killed or injured had on New Zealand families. Someone had to take the blame, and New Zealand newspapers had to toe the patriotic British line.

The anti-German feeling took a long time to die down, however, and was of course given further impetus by the outbreak of the Second World War. The loss of so many lives in the Second World War was just as keenly felt, but anti-

German hysteria was more moderate, partly due, perhaps, to the fact that general German immigration had been stopped by 1914.

Those Germans and Austrians who did manage to emigrate to New Zealand in the 1930s and 40s were in the main political refugees and their contribution to New Zealand was nothing short of remarkable.

Refugees from nazi Germany

included such well-known names as the poet Karl Wolfskehl, architects Ernst Plischke and Helmut Einhorn, medical practitioners Georg Lemchen and Erich Geiringer (who fled first to Britain in 1936 and came here in 1959), academics Paul Hoffmann, Gerda Bell, Peter Munz, Wolfgang Rosenberg and Karl Popper, drama teacher Maria Dronke, arts benefactors Denis Adam and Arthur Hilton, and our present Chief Justice, Sir Thomas Eichelbaum.

Over the past few years New Zealand has become a favourite German tourist destination and an increasing number of Germans have chosen to stay here permanently.

While there is nothing to compare with the early German settlements of last century, there are some areas of New Zealand which have a significant proportion of German immigrants, such as the Bay of Islands, Waiheke Island, parts of Waiakere City, the Coromandel, Nelson and Golden Bay, where German immigrants are said to total 10 per cent of the population.

Many of the more recent German arrivals emigrated for environmental reasons and have become involved in environmental politics here. Klaus Bosselmann, a former Berlin MP and co-founder of the German Green party, was instrumental in the formation of the New Zealand Green Party.

The Green Society was founded by another German immigrant, Hans Grueber, in 1994, who was also well-known in the pro-MMP lobby, having formed the "MMP Campaigns Committee" in 1992.

Germany is now one of New Zealand's major trading partners, benefits from German tourism and German studies and student exchange schemes are flourishing at universities and schools.

The welcome that will be extended to Chancellor Kohl, the first visit of a German Chancellor to New Zealand, epitomises the close links between the two countries now and echoes the warm welcome that was extended to the first German immigrants who came to New Zealand.

• James N. Bade is senior lecturer in German and assistant dean of arts at the University of Auckland.



oo 5.11.1668 in Remsfeld in Re  
**REICH** gewesener Förster zu Remsfeld, S.v. + H  
 Thoma OTTEREICH u. Christina NN (+14.9.1693 alt  
 80 J.).  
 Gertrud **REGER** (wohl **REYER**) \*um 1640, Witwe  
 von Vinzentius FEGER von Geiß, T.v. Grebe Ludwig  
 REGER (wohl REYER) (2871).

(2679) OTTO

oo 16.10.1859 in Re Friedrich Karl OTTO Ökonom  
 zu Dötzelrode bei Alsfeld \*err.1834, S.v. zu Schrecks-  
 bach + Conductor Christoph OTTO u. + Anna Catha-  
 rina geb. EISENBERG.

Martha Elise Henriette **DISCHER** \*17.3.1838 in Re,  
 T.v. Papierfabrikant Karl Friedrich DISCHER u. Mar-  
 garethe Friederike geb. RIEMENSCHNEIDER (607).

Anm.: Henriette oo II Gutsbesitzer **HERMANN** und  
 wandert mit ihm nach Neuseeland aus

(2680) OTTO

oo um 1875 Rudolph OTTO Kaufmann aus Nordhau-

Landwirt in Re  
 u. Wilhelmine

Grafenau  
 Wirt-  
 ine geb.

1953 in

(313)

HER lt.

kant

Brand-

Re,

t. Trb.

b.

Su-

Re

T.v. Johannes DISCHER u. Catharina Elisabeth geb.  
 ILLICH (602).

Kind: Johann Wilhelm \*1.8.1828 unehel. in Re, als  
 Vater erklärte sich der Unterförster Johann Henrich  
 APITZ zu Hersfeld

(607) DISCHER

oo vor 1831 Carl Friedrich DISCHER Papierfabri-  
 kant zu Re \*26.11.1800 in Re übernimmt 1830 die  
 Mühle vom Vater +1.2.1864 in Re, S.v. Johannes  
 DISCHER u. Catharina Elisabeth geb. OTTO (603).

Margarethe Friederike **RIEMENSCHNEIDER**

\*9.12.1806 in Neukirchen +8.7.1865 in Re, T.v.

Kantor u. Schullehrer Christian Wilhelm RIEMEN-  
 SCHNEIDER u. Anna Martha geb. OTTO zu Neu-  
 kirchen.

Kinder: \* und konf. in Re

a) Martha Karoline Friederike \*1.6.1831 +19.9.1831  
 in Re

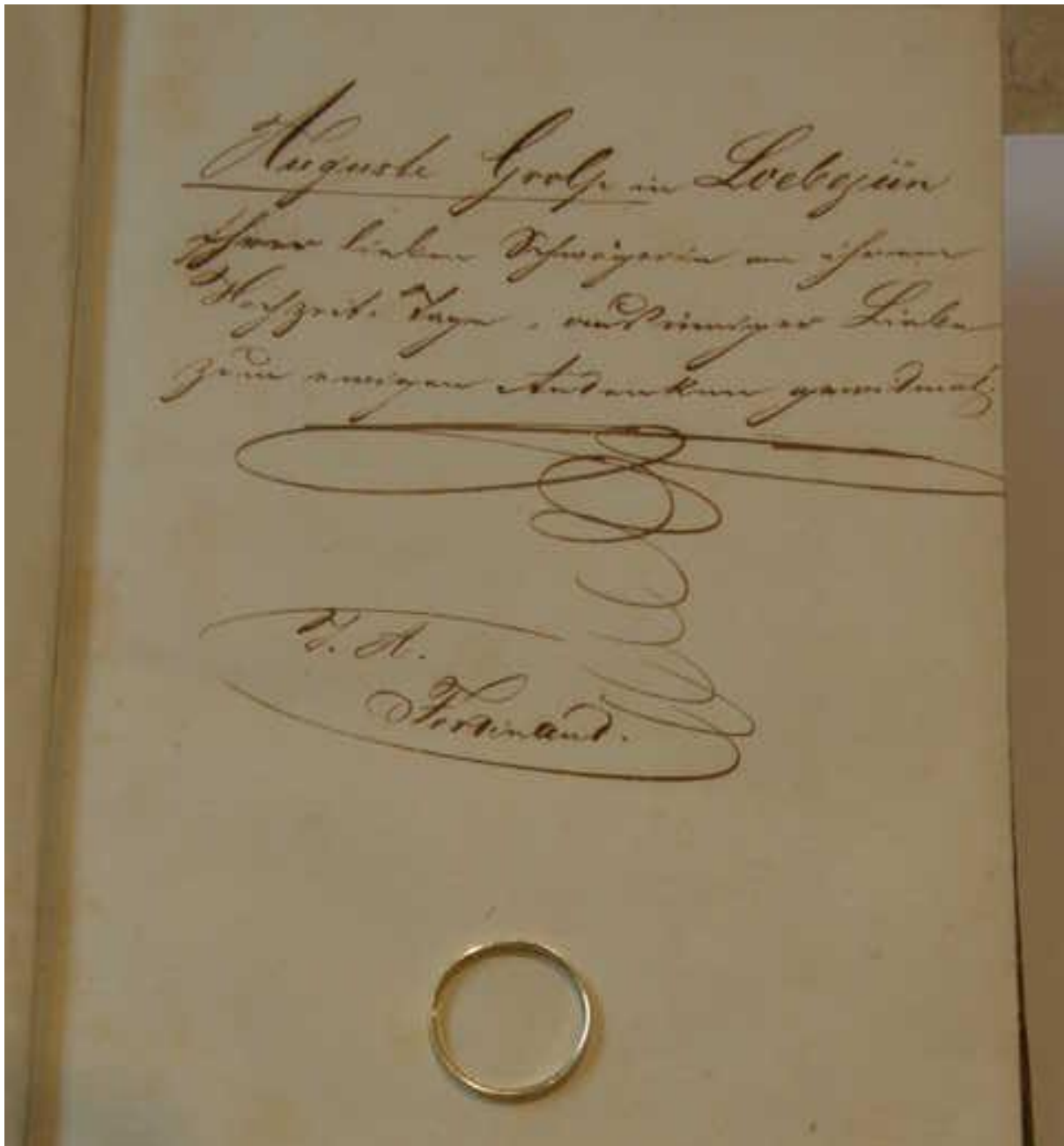
b) Carl Ferdinand \*22.7.1832 konf.1846 (609)

c) Christian Wilhelm \*26.3.1834 konf.1848 (610)

d) Ernst Ferdinand \*1.7.1836 konf.1850 (611)

e) Martha Elise Henriette \*17.3.1838 konf.1852

(2679)



ABOVE: WORDS WRITTEN INSIDE THE OTTO HYMNAL BOOK



ABOVE: FREDERIC OTTO'S WEDDING RING





COVERS OF OTTO'S HYMNAL BOOK



BELOW: INSIDE COVER

Presented  
to  
Margaret Caroline <sup>Otto</sup> Frederick  
by her ~~affectionate~~ <sup>affectionate</sup> Harion Mother  
22<sup>nd</sup> October 1875



Copy of translated inscription from Great-Grandmother Otto's hymnal (which was published in Kassel, Germany in 1858.)

Auguste Grolp in Loebejua

Dedicated to her dear sister-in-law on her wedding day,  
in sincere affection, as a lasting remembrance.

T.A. Ferdinand.

Gold initials on back of hymnal "H.D. 16 October 1859"

"Presume these mean Henrietta Discher and date of marriage to Fredrichen Charles Otto."

Other information known -

F.C. Otto migrated from Germany to New Zealand in 1870 and was employed on what is now known as Cecil Peak Station but was then called "Sunnyside" and was owned in partnership by John Wither and Bendix Hallenstein (H.B.). His wife and daughter Frederica emigrated later and they moved to Auckland and owned a shop. They moved to Aratapu in 1880 and set up a dressmaking business. F.C. Otto died at Arapohue in 1918 (about Oct/Nov.)

**FOLLOWING ARE EXAMPLES OF SCRIPT FROM THE DIARY AND OTHER**

MEMORANDUM	
To	187 From
	I. HALLENSTEIN & CO.,
	GENERAL MERCHANTS
	QUEENSTOWN.

Liebes Otto - Mein Briefchen ist von London am 24. d. d. d.  
"Sein Otto kam am Samstag an und wohnt in einem Hotel, das  
speziell für ihn ist. Er hat für sich und seinen Bruder gepackt, und er hat  
seine Sachen für sich und seinen Bruder gepackt. Er hat auch Geld in seine Tasche  
genommen. Sein Otto geht ab und am Samstag wird  
L. 3. 4. 2 Money bill für Latta etc  
5 - - in Cash gehalten  
6 - - sundrie  
9. 6. Beef Extract, with Eggs etc  
3. 10. 8 Hotel papers  
1. 7. 8 Mr. Blumenthal für Papier  
6. 2 für Exchange mit Wechsel mit London  
14. 4. 2. Dispartmen work of my für die Papier die work

274  
100  
81

mit sich sind in der Gasse von unten. Mit einem feinen  
 und die fette nützliche Arbeit  
 der fette ist es das, und die fette ist es das  
 fette ist es das, und die fette ist es das

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Wilhelm Gieseler

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Genealogischer Kalender.

des verst. Herz. Adolph v. Cambridge, geb. 19. Juli 1822. Sohn: Friedrich, geb. 22. Juli 1813.

Schwarzburg. S. Bondeckhausen, Rich. Günther, geb. 21. Sept. 1801, succ. vermög. v. Regination v. Vater: Günther 19. Aug. 1815, Wirtner 29. März 1830. Marie, f. v. verst. Heinrich Karl Günther v. S. Rudolf, wieder verm. 29. Mai 1835 mit Wilhelm, Dr. v. Hohent. Lebingen, geb. 18. Mai 1812. Kinder aus beiden Ehen: 1) Elisabeth, geb. 22. März 1829, 2) Günther, Gebur., geb. 7. Aug. 1830, 3) Leopold, geb. 2. Juli 1832, 4) Marie, geb. 11. Juni 1837, 5) Hugo, geb. 13. April 1839.

S. Rudolfstadt. Rich. Albert, geb. 20. April 1798, succ. sein. Bruder Günther am 28. Juni 1867, Wittw. seit 8. Oct. 1865 v. Auguste, Dr. v. Solms-Braunfels. Kinder: 1) Die Gemalin des Rich. Leopold zur Lippe, 2) Georg, Gebur., geb. 23. Nov. 1838. Kinder des am 28. Juni 1867 verst. Fürsten Günther: 1) Helene, geb. 2. Juni 1860, 2) Günther, Dr. v. Leutenberg, geb. 2. Juni 1860.

Liechtenstein. Rich. Johann, geb. 5. Oct. 1810, succ. seinem Vater Alois am 12. Nov. 1858.

Lippe. S. Detmold. Rich. Leopold, geb. 1. Sept. 1821, succ. seinem Vater Leopold dem 1. Jan. 1851, verm. 17. April 1852 mit der Prinzess. Elisabeth v. Schwarzburg-Rudolstadt, geb. 1. Oct. 1833.

S. Schaumburg. Rich. Adolf, geb. 1. Aug. 1817, succ. seinem Vater Georg 21. Nov. 1860, verm. 25. Oct. 1818 mit der Dr. Hermine, geb. 29. Sept. 1827, f. des am 18. Mai 1815 verst. Fürsten Georg zu Waldeck u. Pyrmont. Kinder: 1) Hermine, geb. 3. Oct. 1843, 2) Georg, geb. 10. Oct. 1846, 3) Peter, geb. 19. Mai 1848, 4) Ida, geb. 28. Juli 1852, 5) Otto Heinrich, geb. 13. Sept. 1851, 6) Adolf, geb. 20. Juli 1859.

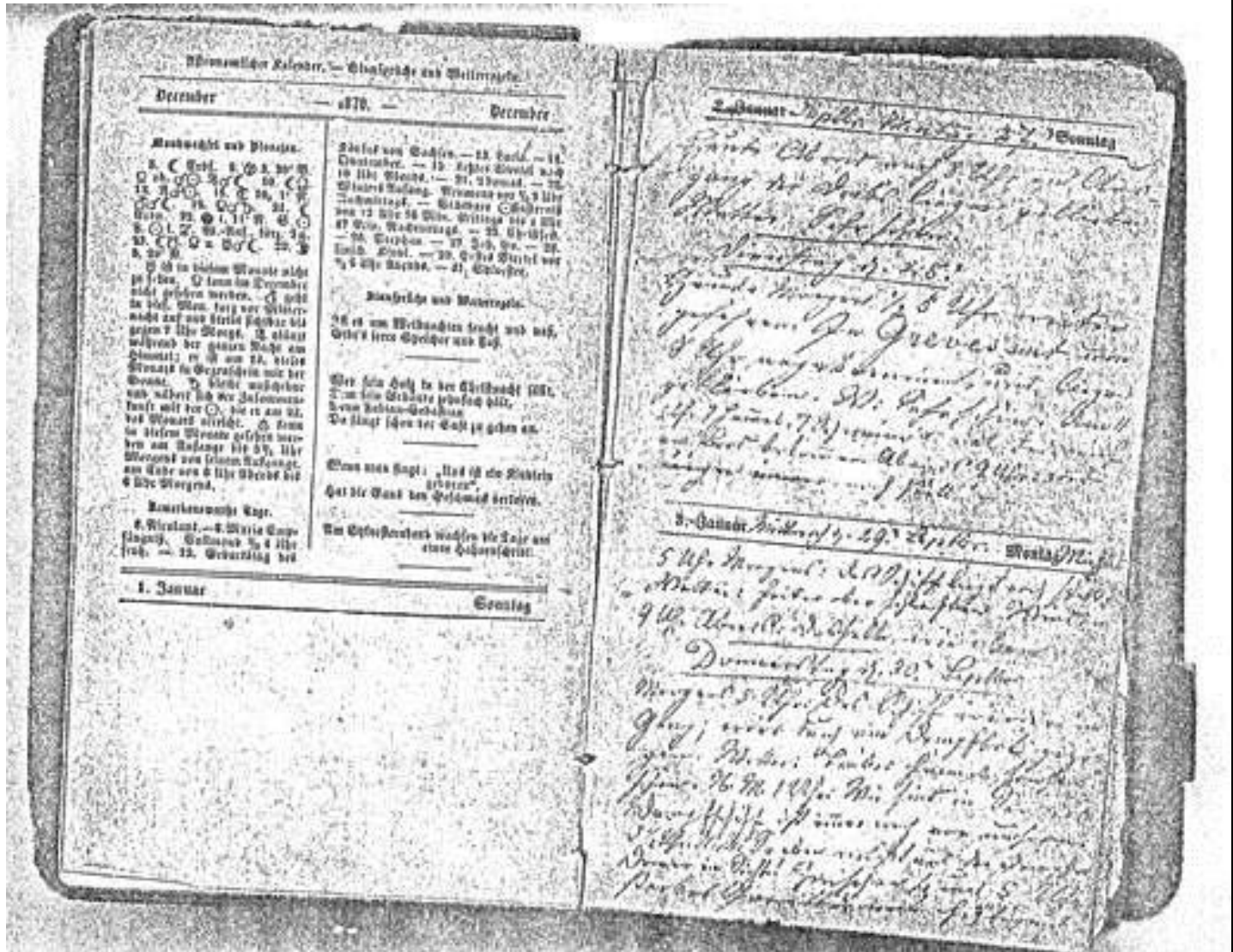
Waldeck. Rich. Georg Peter, geb. 14. Jan. 1821, succ. seinem Vater Georg 15. Mai 1845, vermählt 26. Sept. 1853 mit Helene, f. des verst. Herzogs Rich. v. Nassau, geb. 12. Aug. 1831. Kinder: 1) Sophie, geb. 27. Juli 1834, 2) Pauline, geb. 19. Oct. 1855, 3) Marie, geb. 23. Mai 1857, 4) Emma, geb. 2. Aug. 1858, 5) Helene, geb. 17. Febr. 1861, 6) Friedrich, Gebur., geb. 20. Jan. 1863.

Russland. Kaiser Alexander II., geb. 29. (17) April 1818, succ. seinem am 2. März 1855 verst. Vater Nicolaus I., verm. 28. (16) April 1841 mit Maria Alexandrovna, zuvor Sophie Marie, f. des verst. Groß. Ludwig II. v. Hannover, geb. 8. Aug. 27. Juli 1824. Kinder: 1) Alexander, Thronfolger, geb. 10. März 26. Febr. 1845, verm. 9. Nov. (28. Okt.) 1866 mit Maria Fjodorovna, geb. 26. Nov. 1817, Tochter des Königs Christian IX. von Dänemark. Sohn: Nicolaus, geb. 18. (6) Mai 1868, 2) Vladimir, geb. 22. (10) April 1847, 3) Alex. geb. 14. (2) Jan. 1850, 4) Marie, geb. 17. (3) Okt. 1853, 5) Sergius, geb. 11. Mai 29. April 1857, 6) Paul, geb. 3. Okt. 21. Sept. 1860. Geschwister: 1) Die Witwe des Herz. v. Leutenberg, Maria, geb. 18. (6) Aug. 1819, 2) Die Gem. des Königs v. Württemberg, 3) Konstant, geb. 21. (9) Sept. 1827, verm. 11. Sept. (30. Aug.) 1848 mit Alexandra, f. des Herz. Inf. zu S. Altenburg, geb. 8. Juli 1830, Kinder: a) Nicolaus, geb. 14. (2) Febr. 1850, b) Olga, geb. 3. Sept. 22. Aug. 1851, Gemalin des Königs Georg I. der Hellenen, c) Vera, geb. 16. 4. Febr. 1854, d) Konstantinowitsch, geb. 22. (10) Aug. 1858, e) Dimitri, geb. 13. (1) Juni 1860, f) Denieslaus, geb. 17. (1) Juli 1862, 4) Nicolaus, geb. 8. Aug. (27. Juli) 1831, verm. von 6. Febr. 1856 mit der Gräfin Alexandra, f. des Fr. von Hohen-Olenburg, Peter, geb. 2. Juni 1838. Söhne: a) Nicolaus, geb. 18. (6) Nov. 1856, b) Peter, geb. 22. (10) Jan. 1864, 3) Michael, geb. 25. (13) Okt. 1832, verm. 28. (16) Aug. 1857 mit Olga, f. des verst. Herz. Leop. v. Baden, geb. 20. Sept. 1839, Kinder: a) Nicolaus, geb. 26. (14) April 1859, b) Anastasia, geb. 28. 16. Juli 1860, c) Michael, geb. 16. (4) Okt. 1861, d) Georg, geb. 23. (11) Aug. 1863, e) Alexander, geb. 13. (1), Apr. 1866.

Astronomischer und kirchlicher Kalender.



Januar 31 Tage.	Protestantischer Januar.	Katholischer Januar.	U. St. U. St.	U. St. U. St.	U. St. U. St.
1. Neujahr	1. Neujahr	1. Neujahr	8 10 1 58	8 10 1 58	8 10 1 58
2. Sonntag	2. Sonntag	2. Sonntag	8 10 1 58	8 10 1 58	8 10 1 58
3. Montag	3. Montag	3. Montag	8 10 1 58	8 10 1 58	8 10 1 58
4. Dienstag	4. Dienstag	4. Dienstag	8 10 1 58	8 10 1 58	8 10 1 58
5. Mittwoch	5. Mittwoch	5. Mittwoch	8 10 1 58	8 10 1 58	8 10 1 58
6. Donnerstag	6. Donnerstag	6. Donnerstag	8 10 1 58	8 10 1 58	8 10 1 58
7. Freitag	7. Freitag	7. Freitag	8 10 1 58	8 10 1 58	8 10 1 58
8. Sonnabend	8. Sonnabend	8. Sonnabend	8 10 1 58	8 10 1 58	8 10 1 58
9. Sonntag	9. Sonntag	9. Sonntag	8 10 1 58	8 10 1 58	8 10 1 58
10. Montag	10. Montag	10. Montag	8 10 1 58	8 10 1 58	8 10 1 58
11. Dienstag	11. Dienstag	11. Dienstag	8 10 1 58	8 10 1 58	8 10 1 58
12. Mittwoch	12. Mittwoch	12. Mittwoch	8 10 1 58	8 10 1 58	8 10 1 58
13. Donnerstag	13. Donnerstag	13. Donnerstag	8 10 1 58	8 10 1 58	8 10 1 58
14. Freitag	14. Freitag	14. Freitag	8 10 1 58	8 10 1 58	8 10 1 58
15. Sonnabend	15. Sonnabend	15. Sonnabend	8 10 1 58	8 10 1 58	8 10 1 58
16. Sonntag	16. Sonntag	16. Sonntag	8 10 1 58	8 10 1 58	8 10 1 58
17. Montag	17. Montag	17. Montag	8 10 1 58	8 10 1 58	8 10 1 58
18. Dienstag	18. Dienstag	18. Dienstag	8 10 1 58	8 10 1 58	8 10 1 58
19. Mittwoch	19. Mittwoch	19. Mittwoch	8 10 1 58	8 10 1 58	8 10 1 58
20. Donnerstag	20. Donnerstag	20. Donnerstag	8 10 1 58	8 10 1 58	8 10 1 58
21. Freitag	21. Freitag	21. Freitag	8 10 1 58	8 10 1 58	8 10 1 58
22. Sonnabend	22. Sonnabend	22. Sonnabend	8 10 1 58	8 10 1 58	8 10 1 58
23. Sonntag	23. Sonntag	23. Sonntag	8 10 1 58	8 10 1 58	8 10 1 58
24. Montag	24. Montag	24. Montag	8 10 1 58	8 10 1 58	8 10 1 58
25. Dienstag	25. Dienstag	25. Dienstag	8 10 1 58	8 10 1 58	8 10 1 58
26. Mittwoch	26. Mittwoch	26. Mittwoch	8 10 1 58	8 10 1 58	8 10 1 58
27. Donnerstag	27. Donnerstag	27. Donnerstag	8 10 1 58	8 10 1 58	8 10 1 58
28. Freitag	28. Freitag	28. Freitag	8 10 1 58	8 10 1 58	8 10 1 58
29. Sonnabend	29. Sonnabend	29. Sonnabend	8 10 1 58	8 10 1 58	8 10 1 58
30. Sonntag	30. Sonntag	30. Sonntag	8 10 1 58	8 10 1 58	8 10 1 58
31. Montag	31. Montag	31. Montag	8 10 1 58	8 10 1 58	8 10 1 58



*ipm. Harknessi* *dispar* *Rehn.*

5. How far into the future  
should I live?

[illegible]

Richardson, Henry Campbell

[illegible]



Writing is in GERMAN

19th January 1870 is written 19. Jenner 1870

Various account e.g. 12 pence für ? Arb.

date

A-H money Maria-Theresien.

Arb = arbeit = work.

Datum	Thlr ? = Thaler	Gr = Groschen
	fl ? = Schilling?	fr = forint HUNGARIAN

Could this be Austro-Hungarian influence?

The person who wrote here was ? German working in Eng money.

GELDAUSGABE KALENDER = ACCOUNTS BOOK.

The money is in POUNDS/SHILLINGS/PENCE i.e. ENGLISH (Colonial)

The book is GERMAN in origin.

Old way?

Foreigner? (non-English) way ??

proper way to write

3 £ 15 3d  
+ 10 9

£3-12-2

three pounds twelve shillings and two pence.

**FOLLOWING ARE OTTO'S NATURALIZATION PAPERS FOR NZ**



## Oath of Allegiance.

I, *Fredrick Charles Otto*

do swear that I will be faithful and bear true allegiance to Her

Majesty Queen Victoria, Her Heirs and Successors, according to

law. So help me God. *Fredr. Chas. Otto*

Sworn at *Wanngaru*, this *12<sup>th</sup>*

day of *August*, 1900, before me,—

*John D. Harding M.P.*

*J. D. Ranfurly*

*900/2102*

Governor.

To all to whom these Presents shall come. Greeting.

Whereas *Fredric Charles Otto*  
of *Mitiki*  
in the Colony of New Zealand, *Labourer*

being a person of good repute, hath duly presented to me a Memorial praying that Letters of Naturalisation may be granted to him, and a Certificate as by law is required, and hath since duly taken the oath prescribed by "The Aliens Act, 1880":

Now know ye that I, UCHTER JOHN MARK, EARL OF RANFURLY, the Governor of the said Colony of New Zealand, in pursuance and exercise of the power vested in me by the said Act, do hereby grant unto the said

*Fredric Charles Otto*  
these Letters of Naturalisation, and that he, the said

*Fredric Charles Otto*  
shall hereafter have and enjoy all the rights and capacities which a natural-born subject of the United Kingdom can enjoy or transmit within the Colony of New Zealand.

Given under the hand of His Excellency the Right Honourable UCHTER JOHN MARK, EARL OF RANFURLY, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies; and issued under the Seal of the said Colony, at the Government House, at Wellington, in the Colony aforesaid, this *twentieth* day of *September*, in the year of our Lord one thousand nine hundred -

100/2102-1001

*J. D. Ranfurly*

Enrolled in the Office of the Colonial Secretary, in Register No. *145*, this

*twentieth* day of *September*, 1900.

*J. D. Ranfurly*  
Colonial Secretary

1900/2182

New Zealand.

COLONIAL SECRETARY.

Received: 23. 6. 1900

From: F. C. Otto

Subject: Mitilai Memorial for Naturalisation

15. 6. 1900

MEMORANDA.

Like Oath before ~ J. C. Otto

U.L. received on 3<sup>rd</sup> 6. 1900

Note address given in letter of Aug 16/1900

J. C. Otto (from) 26. 6. 1900

Prepare letters J. C. Otto 26. 6. 1900

Letters prepared.  
Folio 145 Vol. 38  
12. 9. 1900

Notice to Gazette.  
19. 9. 1900

GAZETTE

20/9/1900

# MEMORIAL

1900/2/189

To His Excellency the Governor of New Zealand.

Name. The Memorial of Fredrick Charles Otto  
 Residence. of Lunny Side R. Manoa Auckland in the Colony of New Zealand,  
 Occupation. Librarian, made in conformity with the provisions  
 of "The Aliens Act, 1880,"—

Humbly Sheweth:

Name. 1. That the name of your Memorialist is Fredrick Charles Otto  
 Age. 2. That your Memorialist is 65 years of age.  
 Birthplace. 3. That your Memorialist was born at Prusen Conch Germany  
 Residence. 4. That your Memorialist resides in Lunny Side R. Manoa Auckland  
 Length of residence, and desire to settle. 5. That your Memorialist has been residing in the Colony of New Zealand for 30 years, and is desirous of settling therein.

Prayer. And your memorialist prays that Letters of Naturalisation may be granted to him.

Signature of Memorialist: Fredrick Charles Otto

## DECLARATION VERIFYING MEMORIAL

I, Fredrick Charles Otto, the above-named Memorialist, do solemnly and sincerely declare that all the above-stated facts relating to myself are true as I have stated them, and I make this solemn declaration conscientiously believing the same to be true, and by virtue of an Act of the General Assembly of New Zealand intituled "The Justices of the Peace Act, 1882."

Note

Declared at Auckland  
 this 15<sup>th</sup> day of June, 1900  
 before me—

Maurice Harding J.P.



## CERTIFICATE AS TO CHARACTER

I, the undersigned, Maurice Harding do hereby certify that I have known Fredrick Charles Otto the Memorialist named in the foregoing memorial, for the period of 15 years and — months, and that, to the best of my knowledge and belief, the said Fredrick Charles Otto is a person of good repute.

\* Here state the facts upon which knowledge of the character of the applicant is based.

My knowledge of the character and status of the Memorialist is as follows:—

I have resided near F.C. Otto for 15 years & have known him well, & am satisfied in all things relating to character & status that he is well esteemed by all who know him

Place: Auckland  
 Date: June 15<sup>th</sup> 1900  
Maurice Harding J.P.



**BELOW: ARAPOHUE CEMETERY**



**BELOW: A FEW VISITORS**







**A GRAND VIEW LOOKING NORTH ARROW SHOWS FREDERIC AND HENRIETTA OTTO'S GRAVES  
THESE GRAVES WERE DECIMATED DURING WW1  
THE GERMAN SENTIMENT WAS VERY LOW**



**AS YOU CAN SEE**





MYSELF AND JOHANNA BUT BUBS HAD AN IDEA







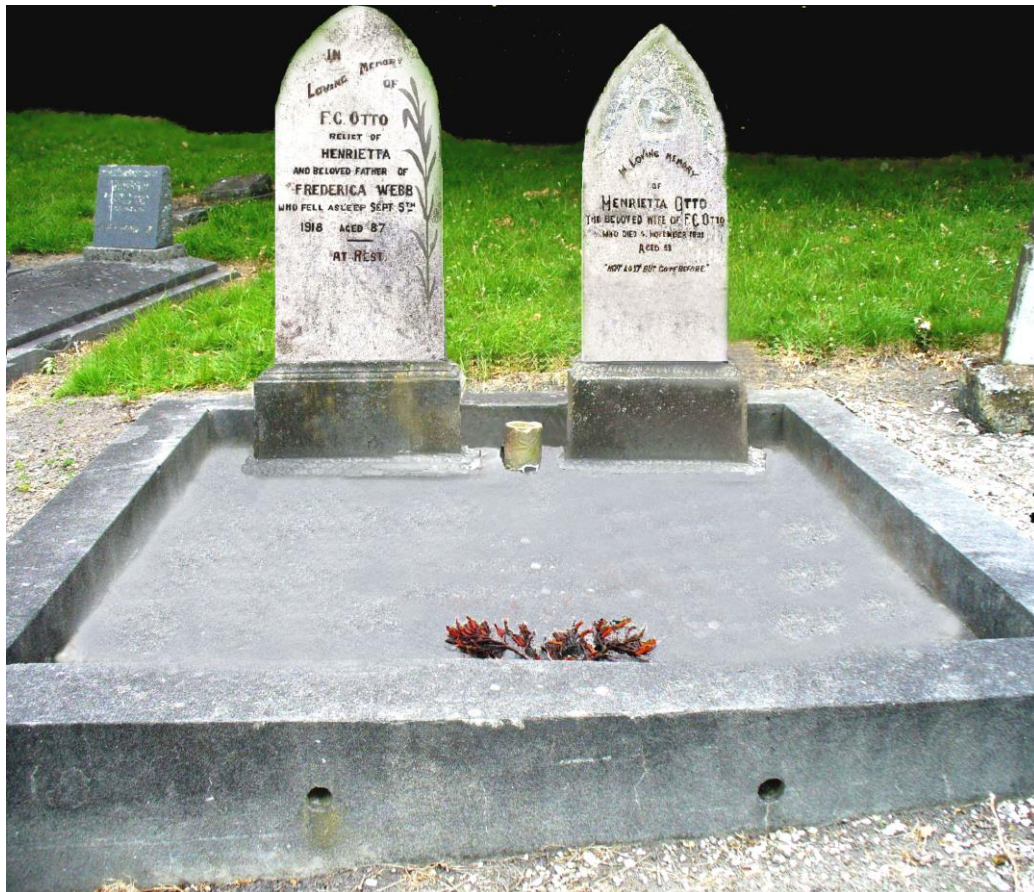








SHE REBUILT THEM ON THE COMPUTER: THAT IS MY GIRL







ABOVE: FREDERICA WEBB NEE OTTO AND HER HUSBAND WILLIAM GREEN WEBB



ABOVE: SAMUEL WEBB









## THE JEWISH QUESTION

Note: There were many Jewish families living in the Villages mentioned in the genealogy knowledge for Otto.

My gut feeling is we were connected to them somehow.

See following links of interest...

The Jewish community Kassell

<http://findingaids.cjh.org/?pID=475316>

Greve is also passionate that local residents get their facts straight. In Neukirchen, for example, people thought that “only” nine Jews were deported. “I discovered that prior to the Holocaust there had been more than 100 Jews living in Neukirchen, and more than half were killed, but people don’t know that.”

<http://www.jpost.com/Jewish-World/Jewish-Features/Remembering-their-past-mistakes>



## SOME NOTES FOR OTTO...

Spelling variations include: Otto, Ottos, Ottoe, Oto, Otoe, Autto, Auto, Auttoe and many more...

First found in Prussia where the name Otto was anciently associated with the tribal conflicts of the area.

Some of the first settlers of this name or some of its variants were: Heinrich Otto, who arrived in Pennsylvania in 1739. Henri Otto came to South Carolina in 1782; Johannes Otto arrived in Pennsylvania in 1804; Adolf Otto settled in Texas in 1846.

### Suggested Readings for the name Otto...

The Trummel Family, 1633-1989 and Related Lines Otto, Gurtner, Ehling by Eleanor Clary.

### Some noteworthy people of the name Otto...

Nikolaus August Otto (1832-1891) German engineer

Rudolf Otto (1869-1937) German Protestant theologian

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## TIMELINE THROUGH HISTORY

**500-400 BC** -Teutonic ancestors inhabit south Sweden and north Germany

### THE THIRTY YEARS WAR

The **Thirty Years' War** was a series of political and religious wars that lasted from 1618 until 1648. They were mainly caused by the political rivalry between Catholic and Protestant princes in Germany, and the interest of foreign powers in German affairs.

### CONGRESS OF VIENNA

Vienna, the political and cultural center of Europe, was host to a conference of the major European powers at the end of the Napoleonic Wars. The negotiations at the **Congress of Vienna**, which lasted almost nine months during 1814 and 1815, had the formidable objective of partitioning the nations of Europe in the wake of Napoleon Bonaparte's turbulent military campaign. This task was accomplished on June 8, 1815, by the Treaty of Vienna. The dominant members in the conference were the major victors of the war: Russia, Prussia, Austria, and Britain. However, delegates from a host of other powers were present, including Sweden, Denmark, Spain, Portugal, Bavaria, Saxony, and the Papacy, among others. Although a defeated power, France was still a powerful one that remained capable of quickly raising a large army and consequently, it was represented at the Congress.

## KING FREDERICK

In 1152, the German princes elected as their king, Frederick Barbarossa, whose name means *Red-Beard*, and who was from the House of Hohenstaufen. Frederick considered it his mission to reconstruct the German monarchy, and aimed to harness the new feudal forces of the age to his advantage. Thus, Frederick encouraged the princes of the realm to expand their own power and privileges at the expense of lesser lords. At the same time, he forced the princes to recognize his lordship over the entire kingdom. In essence, Frederick made the ducal princes his tenants-in-chief or feudal vassals.

## GERMAN UNIFICATION

The movement toward **German unification** began in the first half of the 19th century. Once completed, its impact on the course of European history was immeasurable. The trend toward unification began with a power struggle between the two most prominent German states, **Prussia** and **Austria**, each seeking to control a unified Germany. Prussia eventually emerged victorious and became the dominant state in the unified Germany.

## EARLY ORIGINS

As far back as 500 BC, the north central region now known as Germany was once occupied by the Celts and at its northern reaches Teutonic tribes. By 113 BC, German tribes began to invade along the Mediterranean in 113 BC, the Romans started their campaigns to push these *Germani* back. Their efforts against the Germanic tribes included many successful campaigns under the Roman general Gaius Marius, and then later by Julius Caesar in 55 and 53 BC.

## BAVARIA - EARLY ORIGINS

**Bavaria**, which was a part of the Roman Empire until the 5th century, was named after the ancient tribe of the "Bajuvaren", who settled in the region after the period of Roman occupation. In the 6th century, the German territories were inhabited by Saxons in north central Germany, East Franks along the lower Rhine, Thuringians between them, Bavarians along the middle Danube, and Swabians between the upper Rhine and Upper Danube and along the Northern Alps. In the 9th century, the Frankish Emperor Charlemagne incorporated Bavaria into his Empire despite the heroic attempts at resistance made by the Bavarian Duke Tassilo.

## THE RHINE - EARLY ORIGINS

An area which surrounds the **Rhine River**, one of Germany's most vital waterways, the Rhineland is renowned for its agricultural and industrial wealth. The Rhur Valley in the

North is one of the world's most heavily industrialized areas and the vineyards of Mosel in the South have produced wines that are internationally acclaimed. The "Romantic Rhineland" has been immortalized in numerous ancient folk songs and fables. The region was occupied by the Romans, who founded many of the region's beautiful and historic cities as Roman settlements. After the fall of the Roman Empire, barbarian tribes conquered the German provinces and the Franks dominated the Rhineland. Nevertheless, the Rhineland was again brought under Germanic rule when Charlemagne, the greatest of the medieval kings, brought the barbarian tribes under the central order of the Holy Roman Empire.

### WESTPHALIA

Westphalia, which means *western plain*, is the contemporary *Bundesland*, or state, of Nordrhein-Westfalen. After the fall of the Roman Empire in the 5th century, the Saxons inhabited the territories in north central Germany. Westphalia was a part of the old duchy of Saxony, which included most of the land between the Rhine and the Elbe between the 9th and 12th centuries. In the 9th century, the Frankish Emperor Charlemagne incorporated Saxony and the other German duchies into the Carolingian Empire. Charlemagne's conquest brought temporary unity to the duchies, but the collapse of the Carolingian Empire loosened these bonds of common order. Tribal consciousness and local particularism fought all centralizing influences until the late 19th century.

At present, *Westphalia*, which means *western plain*, is the contemporary *Bundesland* or *state* of Nordrhein-Westfalen. The state of Nordrhein-Westfalen was formed in 1945 largely from the Prussian provinces of the Rhine and Westphalia. Until the Napoleonic conquest, the area was divided among numerous small powers. After the Congress of Vienna ended the Napoleonic Wars, the region was granted to Prussia.

### KING OTTO I

Considered the Charlemagne of Germany, **Otto I** (936-73) was only twenty-four years old at the time of his accession, but he was already a king in conduct and facility. It was through his canny state-craft and iron wills that Otto I became the first Holy Roman Emperor and earned the appellation **Otto the Great**.

### PRUSSIA

At the end of the 15th century, in the glorious period known as the Renaissance, the German states in the Holy Roman Empire lacked strong, unified central governments and local nobles or small political units fragmented political authority. Local powers, such as cities, nobles and princes, remained autonomous and prevented the **Holy Roman Empire** from utilizing its resources and organizing itself like the new monarchies in the other European states. At the same time, the population was rising and trade was increasing.

## REFORMATION

The **Protestant Reformation** was a momentous event in human history. Initially, the Reformation was a 16th century religious movement aimed at reforming abuses in the **Roman Catholic Church**. During the late Middle Ages, people began to express their dissatisfaction with some of the beliefs and practices of the Catholic Church. In particular, many people were against the selling of indulgences, which allowed people to "buy their way out" of being punished for their sins after death.

## LOWER SAXONY

**Lower Saxony**, which includes most of the land between the Rhine and the Elbe rivers and is composed of the regions of Brunswick, or Braunschweig, and Lueneburg, was originally part of the old duchy of **Saxony**. The duchy of Saxony was in existence between the 9th and 12th centuries.

## BACKGROUND

Switzerland was originally inhabited by a Celtic population, who were named **Helvetians** by the Romans. Between the 3rd and 5th centuries, the **Alemannen tribes** swept down from the north and conquered the northern and eastern part of Switzerland. The southwestern part of Switzerland was ruled by the **Burgundians**, who had settled in France. In the 6th century, the **Franks** took control of the part of Switzerland that was part of the duchy of Swabia. The smaller south-western portion of the country remained under Burgundian domination at this time. The Burgundian Swiss spoke French, a language division that remains today.

## TEUTONIC KNIGHTS

The **Teutonic Knights** was a military and religious order that was founded in the late 12th century by German merchant crusaders. During the Third Crusade, in about 1190, German pilgrims to Palestine organized the Teutonic Knights for the defense of the roads to Palestine. They expanded their territories eastwards and supported their colonization by building fortresses as they moved. Except for some church territories, the Knight's Empire stretched from Prussia to Estonia on the Baltic coast. In 1198, the Teutonic Knights became an order of knights that was confined to Germans of noble birth. The style of the Order also became increasingly military. In 1229, the knights embarked on an extensive campaign in **Prussia**. After the conquest of this German territory, they transferred their headquarters from Transylvania (Rumania) to Prussia, where they became the armed vanguard of the German eastward expansion.

### **WEST PRUSSIA: BRIEF HISTORY**

West Prussia was situated on the Vistula River, between Brandenburg-Prussia and East Prussia. Similar to East Prussia, West Prussia was originally a Prussian territory under the duchy of Pomerellen, but it was incorporated into the Empire of the Teutonic Knights, in 1309. The Teutonic Knights, whose Empire stretched to the land of Estonia to on the Baltic coast, were a military and religious order of German nobles. The knights built several fortified castles, the most famous being Marienburg which was the seat of the Knights *Hochmeister*, or *grand master*. In the Teutonic Knight's Empire, the tribes were converted to Christianity.

### **KINGS OF GERMANY**

Charlemagne 800-814  
Louis I the Pious 814-840  
Lothair I 840-855  
Louis II 855-875  
Charles II the Bald 875-877  
Charles III the Fat 881-887  
Arnulf 887-899  
Louis III the Child 899-911  
Conrad I of Franconia 911-918  
Henry I the Fowler 919-936

### **SWABIA – DEFINED**

Swabia, which was a medieval dukedom, was located in southwestern Germany. In the 1st century, Swabia was settled by the tribe of the Sueben who came from central Germany and drove the Celts to Gaul (France). After the fall of the Roman Empire, the Germanic Alemans from the north and the Bajuwaren from the east entered the region. These tribes were in turn defeated by the Franks under Clovis in 496.

### **EARLY ORIGINS**

Switzerland was originally inhabited by a Celtic people, who were named the Helvetians by the Romans. After the fall of the Roman Empire, Switzerland was overrun by the Alemannen, Burgundian and Frankish tribes. In the 9th century, it was divided between Swabia and Burgundy, but the territory was reunited in the 11th century as a part of the Holy Roman Empire.



Otto Anniversary bond: Celtic Style  
Otto Anniversary Plaque  
Otto Anniversary-Gothic Style  
Otto Armorial History Plaque  
Otto Armorial History with Coat of Arms  
Otto Ceramic Plate  
Otto Coat of Arms / Family Crest Coffee Mug  
Otto Coat of Arms / Family Crest Golf Shirt  
Otto Coat of Arms / Family Crest Key-chain  
Otto Coat of Arms / Family Crest Mouse Pad  
Otto Coat of Arms / Family Crest Plaque  
Otto Coat of Arms / Family Crest T-Shirt  
Otto Coat of Arms Print  
Otto Coffee mugs (set of four)  
Otto Family Crest Image (jpg)  
Otto Large Maple Plaque  
Otto Large Walnut Plaque  
Otto Medium Solid Maple Plaque  
Otto Medium Walnut Plaque  
Otto Pair of Steins  
Otto Record Your Own Family Tree  
Otto Set of 10 Keychains  
Otto Small Maple Plaque  
Otto Small Walnut Plaque  
Otto Stein  
Otto Surname History

## **AUCKLAND'S IMMIGRANTS: 1853 TO 1870**

### **LAND GRANTS**

While Auckland offered assisted passages to domestic servants and builders, its main energies went into offering land to those who could pay their own way – 40 acres (16 hectares) per person aged 18 or over, and 20 acres for those aged 5 to 18. Agents were established in Britain and Ireland, and also in Canada and Cape Town. In the years the scheme was operating (1858–68) 14,516 land orders were issued, accounting for probably half of Auckland's immigrants in those years. Among them were the first group of settlers from Staab in Bohemia (now part of the Czech Republic), who established a community at Puhoi.

### **WAIPU AND ALBERTLAND**

Two other significant group settlements were established in the Auckland region during this period.

From 1853 to 1860 some 800 people settled at Waipu in Northland. They were followers of a strict Calvinist preacher, Norman McLeod, who in 1820 had led people from the Highlands of Scotland to Cape Breton Island, in Nova Scotia. Suffering from poor crops and starvation, an initial group of migrants set off for Australia, but finding land expensive, they came on to New Zealand.

Another important religious group was the settlers of Albertland (named after Queen Victoria's husband, Prince Albert). The community, on the Kaipara Harbour, was founded in 1862 to mark the bicentenary of the expulsion of the nonconformist clergy from the Church of England. Between 1862 and 1865, 3,000 people arrived in New Zealand under this scheme, although fewer than half made it to Albertland. Most were English nonconformist farm laborers.

### **MILITARY SETTLERS**

As well as land, a second stimulus for organised migration in Auckland was the constant threat of military conflict with Māori. In 1864 and 1865 over 4,000 settlers arrived under the Waikato immigration scheme. A joint project of the Auckland and central governments, its aim was to place military settlers on land confiscated from Māori in the hope of consolidating territorial gains and increasing security. Largely a family migration, it attracted a considerable number of Protestant Irish, who settled around Pukekohe in particular.

## **SOLDIERS**

In addition, two groups of soldiers were brought to Auckland province. In the midst of the Waikato war of the 1860's, the central government proposed the introduction of an armed population on conquered lands, to act as a buffer between colonists and Māori. In the event, four regiments of the Waikato militia were recruited (6,382 people in all), one to settle on land near Tauranga and Opotiki, and the other three in the Waikato, around Cambridge and Hamilton. Many were recruited in Victoria, Australia. Four-fifths were male, and of these about a quarter were Irish.

Also, men discharged from regiments serving in the New Zealand wars were offered generous deals to purchase Crown lands. A total of 7,692 former soldiers acquired almost 350,000 acres (141,640 hectares) as a reward for their service. Most settled in the Auckland region, and once more well over half of them were Irish. Among the English, a considerable number came from the north.