

Chapter 2 Altkrautheim to New Orleans

Altkrautheim to New Orleans

On the 24 of Oct went to Boston and took Charge of Ship Marcia Cleaves, and Sailed on the 28th of Oct for Mobile and arrived on the 21d of Nov 1839. On the 14th of Jan sailed for Apalachicola and arrived on the 22d. and Loaded for Havre and Sailed on the 5th of March and arrived on the 19th of April and sailed on the 9th of May for N Orleans with one hundred & sixty nine steerage passengers & four cabin, two died and had two born and arrived at the Bar on the 23d of June and got up to Town on the 26th so ends this voyage.¹

Captain Nathaniel Lord Thompson

Johann Peter Bühler and family emigrated from Altkrautheim to New Orleans in the year 1840. No personal account is known to exist which might reveal the reasons the Bühler family left their home in Württemberg. Records do tell us the Bühler family departed Le Havre, France aboard the ship Marcia Cleaves on 9 May 1840. It is most probable that the family reached Le Havre by an overland route from Altkrautheim. The Marcia Cleaves arrived at New Orleans on 26 June 1840. We do not know the complete story or exact timeline Johann Peter Bühler and family followed in their journey. To reconstruct the most probable account we must rely on contemporary sources and historical generalizations.

Geography explains human migration patterns in terms of “push and pull” factors. A push factor is an event or situation which may cause people to leave, or emigrate, from a place. Famine, poverty, taxation, forced military service and religious persecution were common push factors. Pull factors attract people to a place causing them to immigrate to a new home. Affordable land, plentiful work opportunities and few or no restrictions to personal and business affairs are pull examples. When push and pull factors align between two places at a unique time in history people are motivated to migrate. This mechanism of push and pull drove the great European migration of the 19th century.

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Europe's population began exploding after the Napoleonic Wars. Approximately 32.7 million people resided within the German speaking lands of Europe in 1816. This number had increased to 52.2 million by 1865. The population of Württemberg grew by 24 percent between 1816 and 1845. Fertility in Württemberg was 5.1 children per marriage in 1840. This rapid growth had a negative effect on social institutions. "In the south-west [Baden and Württemberg], the problem was not decline but stagnation: because neither agriculture nor manufacturing grew quickly enough to support an expanding population, farms and trades became crowded, underemployment common, and privation a constant danger."² Hunger was a constant threat. People were eating more potatoes and less grains and meat. The typical diet consisted of 45% potatoes and vegetables, 44% grains, and 11% meat.³

German emigration to America rose in the 1830's and peaked in the 1850's.⁴ In the 1840's German emigration was averaging 60 to 80 thousand annually. A British writer in the 1840's opined that German emigration to America resulted from "the desire for absolute, political, and religious freedom; the absence of all restrictions upon the development of society; and the publication of opinions which cannot be realised at home."⁵ A combination of bad harvests, improvements in transportation, and increasing knowledge of the New World caused the emigration pace to quicken. Conversations of leaving for America must have been commonplace in the shops and homes of Altkrautheim.

Throughout the 1840's most emigrants of German origin came from the southern regions of Baden, Württemberg, and Bavaria. In some areas entire villages would sell their property and venture off together to seek new fortunes in America.⁶ When a family in the community left a small German town it was an event remembered.

It is one of the earliest recollections of my boyhood, that one summer night our whole village was stirred up by an uncommon occurrence . . . That night our neighbors were pressing around a few wagons covered with linen sheets and loaded with, household utensils and boxes and trunks to their utmost capacity. One of our neighboring families

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were moving far away across a great water, and it was said that they would never again return. And I saw silent tears trickling down weather-beaten cheeks, and the hands of rough peasants firmly pressing each other, and some of the men and women hardly able to speak when they nodded to one another a last farewell. At last the train started into motion, they gave three cheers for America, and then in the first gray dawn of the morning I saw them wending their way over the hill until they disappeared in the shadow of the forest. And I heard many a man say, how happy he would be if he could go with them to that great and free country, where a man could be himself.⁷

The typical emigrant in this period “was someone from the middle strata, a man with a little property and some skills, who usually traveled with his family.”⁸ Johann Peter Bühler fit this profile. Peter was a shoemaker and a burgher of Altkrautheim. Peter married his first wife, Maria Anna Keppler, and his second wife, Catharina Barbara Mosthaf, in Sankt Johannes Der Taeufer (St John the Baptist) Catholic church in Altkrautheim. His children were baptized there. Peter had well established roots in Altkrautheim. In spite of all this, the existing situation in Württemberg must have been overwhelming. Peter had decided to leave Württemberg by the early spring of 1840. Peter and his second wife, Barbara, had made preparations for leaving their home in Altkrautheim never to return.

Altkrautheim is more than 500 miles from the sea. Once Peter Bühler decided to leave for America he first had to travel to a seaport. Emigrants from Baden, Württemberg and Bavaria had three options to reach the sea; river travel, steam-powered train, or overland by foot or wagon. Each mode of travel was adopted at different time periods.

In the early 19th century most emigrants traveled by barge down the Rhine River to the North Sea ports of Rotterdam or Amsterdam. In 1817 alone, 16,000 people from Württemberg took barges down the Rhine River to Holland where they boarded ships for America.⁹ Germany was made up of several political entities at

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this time. Each collected tolls to traverse their section of the Rhine River. This made the going by river slow and expensive.

The first German railway began operating in 1835. It ran about four miles from Nuremberg to Furth. France then had a total of only 88 miles.¹⁰ When Peter Bühler emigrated in 1840 there were only 288 miles of rail in the German lands; all of these were laid between urban centers. A well connected rail network of almost 7,000 miles did not exist until 1860.¹¹ It does not seem probable that rail was a viable option for the Bühler family to reach Le Havre in 1840.

Overland travel by wagon or coach was very arduous in the early 19th century. The average travel time was often one German mile per hour.¹² The roads were bad making wagon travel more uncomfortable. “When rivers rose and became impassable . . . coach passengers might be stranded for days.”¹³ Despite these difficulties, in the 1840’s most German emigrants from the south were choosing the overland route through France to the seaport of Le Havre on the English Channel.¹⁴

*'It is a lamentable sight,' says a French writer, 'when you are travelling in the spring or autumn on the Strasburg road, to see the long files of carts that meet you every mile, carrying the whole property of the poor wretches, who are about to cross the Atlantic on the faith of a lying prospectus. There they go slowly along; their miserable tumbrils—drawn by such starved, drooping beasts, that your only wonder is, how they can possibly hope to reach Havre alive—piled with the scanty boxes containing their few effects, and on the top of all the women and children, the sick and bedridden, and all who are too exhausted with the journey to walk. One might take it for a convoy of wounded, the relics of a battle-field, but for the rows of little white heads peeping from beneath the ragged hood.'*¹⁵

The Bühler family reached Le Havre in the late spring of 1840. It is most probable they traveled the Strasbourg Road by foot or wagon or both. Their journey probably took them westward from Altkrautheim through Heilbronn to Mannheim where they could

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have crossed the Rhine River. From Manheim the Büblers may have continued to Nancy in France, then westward to Châlons-en-Champagne and onward to Paris. Travelling down the Seine River from Paris they would have finally reached Le Havre on the English Channel. The Büblers must have been weary after a journey of five to six hundred miles.¹⁶ Their ocean journey was about to begin.

In the 19th century New Orleans was a major transshipment center for cotton. Cotton funneled through the Mississippi basin on river boats to the port city. Merchant ships then transported the cotton to European destinations including Liverpool, England and Le Havre, France. The ship Lexington, built by Captain Nathaniel L. Thompson in 1849, sailed from New Orleans to Le Havre loaded with a cotton cargo at 15\16 cent per pound.¹⁷ From the European ports the cotton was forwarded to manufacturing cities to feed a growing textile industry. European emigrants provided a return cargo for the ships' captains.¹⁸ The destination port was often a matter of where the captain thought he could secure the most profitable cargo. Nathaniel Thompson, writing from Le Havre aboard the ship James Titcomb in 1847:

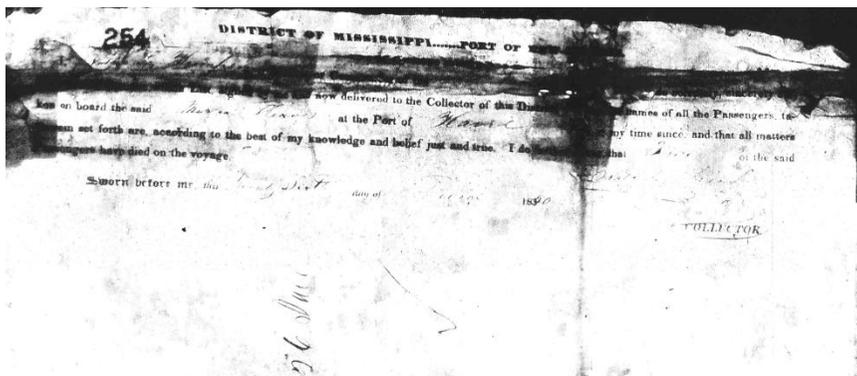
*I am in hopes to be discharged by the 24th Of this month. I do not know which way the ship will go, but think back to New Orleans and am in hopes she will get 12,000 francs at least for freight and passengers and leave here about the 15th of September.*¹⁹

Sailing vessels which engaged in the cotton trade enabled the Atlantic passage of emigrants like Peter Bühler to New Orleans. This trade also fueled the industrial revolution that, ironically, hastened the demise of European cottage industry artisans who struggled to compete with factory-produced goods. The sailing ship Marcia Cleaves actively participated in this cargo and emigrant trade for more than twelve years.

The Marcia Cleaves arrived in Le Havre from Apalachicola on 19 April 1840.²⁰ Nathaniel L. Thompson was the ship's captain. Thompson went to sea at the age of 15; he was 38 years old at the time of this voyage.²¹ Between 1836 and 1850 Captain Thompson

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Sworn statement of passengers on board the ship Marcia Cleaves. The statement was signed by ship Master Nathaniel L. Thompson on 26 June 1840.



Ship Marcia Cleaves passenger list, 26 June 1840. Passenger lists of vessels arriving at New Orleans, La. 1820 - 1902. Microfilm, M259 roll 20, Feb. 1 - June 29, 1840. Clayton Library Center for Genealogical Research.

DISTRICT OF MISSISSIPPI PORT OF NEW ORLEANS

I, Nath L. Thompson, Master or Commander of the Ship Marcia Cleaves do solemnly, sincerely and truly swear, that the within list, signed by me and now delivered to the Collector of this District, contains the names of all the Passengers, taken on board the said Marcia Cleaves at the Port of Havre or at any time since, and that all matters therein set forth are, according to the best of my knowledge and belief just and true. I do further swear, that Two of the said Passengers have died on the voyage.

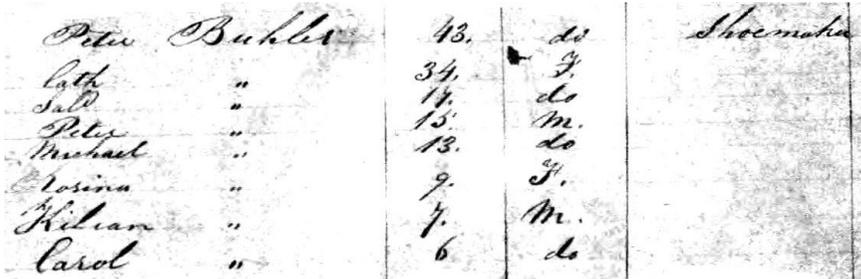
Sworn before me this Twenty Sixth day of June 1840 Nath. L. Thompson

\COLLECTOR

Transcription of above image by George L. Buhler Jr.

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Portion of the Ship Marcia Cleaves passenger list documenting the Buhler family arrival at the port of New Orleans, Louisiana on 26 June 1840.



Ship Marcia Cleaves passenger list, 26 June 1840. Passenger lists of vessels arriving at New Orleans, La. 1820 - 1902. Microfilm, M259 roll 20, Feb. 1 - June 29, 1840. Ancestry.com, <http://www.ancestry.com/>. Published in compliance with Ancestry.com license and terms and conditions of use.

List of all Passengers taken on board the <u>Ship Marcia Cleaves</u> whereof <u>N. L. Thompson</u> is Master, at the Port of <u>Havre</u> and bound for NEW-ORLEANS.					
Names	Age	Sex	Occupation	Country to which they belong.	Country to which they intend to become inhabitants.
				Württemberg	U.S. America
Peter Buhler	43	M	Shoemaker	"	"
Cath "	34	F		"	"
Sab "	17	F		"	"
Peter "	15	M		"	"
Michael "	13	M		"	"
Rosina "	9	F		"	"
Kilian "	7	M		"	"
Carol "	6	F		"	"

Transcription of above image by George L. Buhler Jr.

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made eight crossings between Le Havre and New Orleans in five sailing vessels. The shortest trip was 43 days and the longest was 63 days. The average crossing endured 53 days.²² At Le Havre, Captain Thompson took on a cargo of 110 baskets of champagne and assorted merchandise.²³ One-hundred and seventy-four weary emigrants filled the rest of the ship. There were four cabin passengers and 169 steerage passengers.²⁴ Among the steerage passengers was Johann Peter Bühler, a 43-year old emigrant shoemaker from Württemberg. Peter's second wife, Catherina Barbara Mosthaf, age 34, accompanied him. Also on the voyage were Peter's children from his first marriage to Maria Anna Keppler; Sabina, age 17, Peter (Anton), 16, Michael, 13, Rosina, 9, Kilian, 7, and Carol, 6.²⁵ The Bühler party totaled eight.

Emigrant vessels were often overcrowded and under-supplied in the 19th century. Legislation in England attempted to address these abuses in 1803 by limiting the number of passengers to one for every two tons of a ship's registered tonnage. In 1817 this was modified in favor of ship owners to 1 person per 1½ tons.²⁶ In 1836, this changed again to three passengers per 5 tons.²⁷ These criteria would have set the 236 ton Marcia Cleaves' capacity between 218 and 290 passengers. The most passengers carried by the Marcia Cleaves' was 192 passengers, or 1 for every 2⅔ tons, relatively commodious for immigrant passengers at the time.

Stories are common of the misery, deprivation, sickness and death during the European emigrants' Atlantic crossing on sailing vessels. Overcrowding, scarcity of potable water, and poor rations were the chief complaints. The cargo hold, also known as the steerage compartment, would be converted to accommodate passengers after the ship was unloaded:

*In the regular emigrant ships there was usually a steerage about 75 feet long by 20 or 25 feet wide and 5 ½ high. On either side of a five-foot aisle were double rows of berths made of rough planks; and each berth, designed to accommodate six adults, was ten feet wide and five feet long.*²⁸

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The ocean crossing was fraught with hazards. Fire and drowning headed the list of fears among sailors and passengers alike. The ship *Helios*, built in 1853 by N. L. Thompson, made frequent trips between New Orleans and Liverpool. The *Helios* could carry 4,278 bales of cotton. Once while leaving New Orleans it sprang a leak and returned to the city for repairs. After reloading, the *Helios* caught fire and was a complete loss.²⁹ The ship *Luna*, also built by Thompson, often carried cotton, hides, and staves from New Orleans to Le Havre. Departing Le Havre with 107 passengers and crew on 17 February 1860, the *Luna* grounded on a reef near Cape Barfleur, France. There were only two survivors.³⁰

Joseph Eder of Bavaria immigrated to New Orleans in 1854 aboard the newly built vessel *Johann Lang*.³¹ Forty passengers died during the voyage.³² Writing home after his trip Eder comments on the provisions;

This water stinks like the pest, and in the end one could no longer drink it." On Sunday there was rice, dumplings and heavily salted beef; most was fed to the fish. Monday brought barley and beef. Tuesday served sauerkraut and peas "so hard that one could shoot birds with them." On Wednesday, sauerkraut and pork was served; "that was the best meal, and we looked forward to it all week." Thursday was "rice and a sort of dumpling." Friday was peas and pork. Saturday fare was barley with plums, "a sweet stuff that tasted abominable . . . so it went week after week."³³

On 9 May the *Marcia Cleaves* sailed for New Orleans. The passage of the *Marcia Cleaves* for Peter Bühler's family in 1840 may have been less eventful than that of the *Johann Lang*. Only two passengers died during the voyage, while two were born. One of those births was the daughter of passenger Johannes Güngerich who documented the *Marcia Cleaves*' passage to New Orleans in a letter sent home after settling in Illinois.³⁴

The trip began with a dockside sermon from a Protestant preacher. Once under way, the vessel's agent and a French police officer attempted to solicit bribes from the emigrants. There were many single young men on the ship who threatened to harm any

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passenger offering a bribe. Without success, both officials disembarked the ship.³⁵

The Böhlers were in the company of other emigrants traveling together to start a new life in America. There were 93 passengers from France, 56 from Württemberg, 19 from Bayern (Bavaria), 5 from Baden, and 1 from Switzerland. There were 54 single adult males, 13 single adult females, and 23 married couples with 60 children between them.³⁶ The group included craftsmen and farmers. Among the craftsmen were bakers, blacksmiths, butchers, carpenters, shoemakers, weavers and others.³⁷

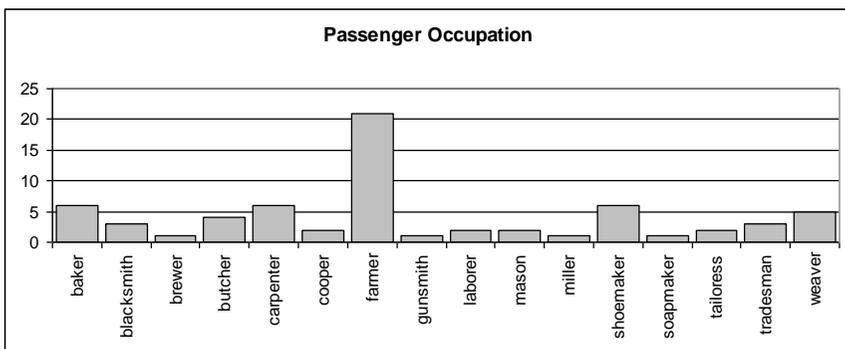
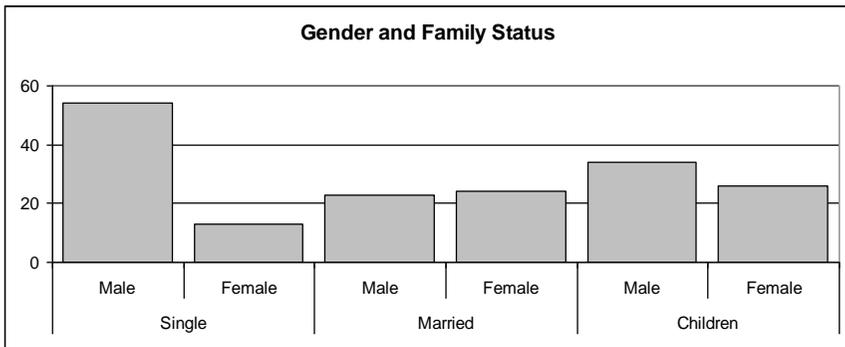
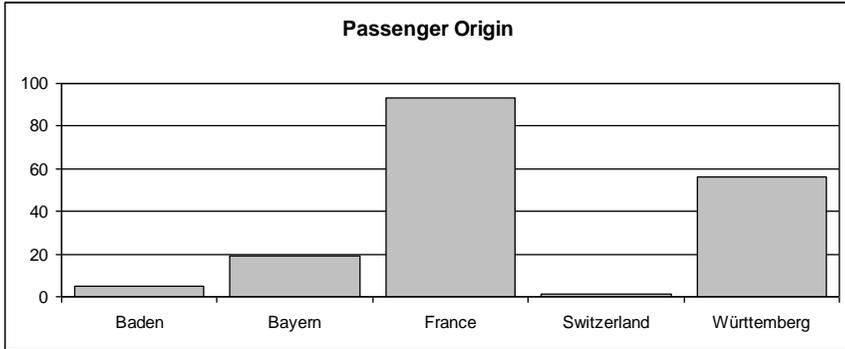
Many of the French emigrants on the Marcia Cleaves were Amish Mennonites like Johannes Güngerich and his wife Barbara Gerber. Their origin was Kutzenhausen in Lower Alsace, France, north of Strasbourg.³⁸ This region was once German held territory and many of these Amish Mennonites spoke and wrote German. The Güngeriches departed Le Havre with five children and arrived in New Orleans with six; an infant, Barbara, was born at sea.³⁹ Traveling with the Güngeriches was Johannes sister Madeline and her husband Peter Gerber with their eight children. Gerber's uncle, Nikolaus was also on board with his wife and son. The Güngeriches and Gerbers were farmers destined for Illinois.⁴⁰

After four days at sea, a storm came up. Many of the passengers got sick from the ten foot seas and had to vomit. The emigrants secured all their possessions and were forced to hold their bowls while they ate. The storm passed in four days and the Marcia Cleaves had good sailing, sometimes reaching ten miles per hour. The passengers on the Marcia Cleaves did not go hungry but were often quite thirsty. The ship's master rationed fresh water brought from Le Havre. The passengers had plenty of room on the Marcia Cleaves. They amused themselves watching flying fish and fish that had "ears like pigs".⁴¹

Forty days into the voyage, the ship entered the Florida Straits. At one point the water shoaled to 14 feet; the ship, drawing 13 feet of water, required a sailor on watch around the clock until forced to anchor and wait for high tide. On day 45, the 23rd of June, the Marcia Cleaves reached the mouth of the Mississippi River.⁴² From the Northeast Pass of the river, the steam powered vessel

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Marcia Cleaves' Passenger Demographics
 Departed Le Havre 9 May 1840
 Arrived New Orleans 26 June 1840



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Mohican took the Marcia Cleaves under tow along with the ship Panthea and the brig Oriental. Captain Heaton of the Mohican took 3 days to tow the vessels from the North East Pass upriver to New Orleans.⁴³

The travel weary Bühler family must have been anxious as the Marcia Cleaves approached New Orleans. An earlier arrival to the city vividly captured the busy scene in 1834:

*With what astonishment did I, for the first time, view the magnificent levee, from one point or horn of the beauteous crescent to the other, covered with active human beings of all nations and colors, and boxes, bales, bags, hogsheads, pipes, barrels, kegs of goods wares and merchandise from all ends of the earth! Thousands of bales of cotton, tierces of sugar, molasses; quantities of flour, pork, lard, grain and other provisions; leads, furs, &c., from the rich and extensive rivers above; and the wharves lined for miles with ships, steamers, flat-boats, arks, &c., four deep! The business appearance of this city is not surpassed by any other in the wide world: it might be likened to a huge bee-hive, where no drones could find a resting. place I stepped on shore, and my first exclamation was, "This is the place for a business man!" How many like me have said the same! How many such have there found early graves! How many have sickened and suffered deep and agonizing disappointment! And how many of the vast number of annual adventurers have ever realized their brilliant expectations and hopes!*⁴⁴

The ship Marcia Cleaves docked at the port of New Orleans, Louisiana on Friday, 26 June 1840, after a voyage of 49 days from Le Havre, France. As required by law, Captain Thompson submitted a passenger list to the collector at the New Orleans customhouse.⁴⁵ On Saturday the passengers declared their possessions to the customs agent and disembarked the ship to begin their new lives.⁴⁶

In the early 19th century the majority of immigrants arriving through the port of New Orleans were headed for destinations

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north and west. At the time, the Mississippi River provided better access to Midwest farmlands than the overland routes from east coast ports like New York and Philadelphia. The temperate climate and rural farmlands of the Mississippi and Ohio valleys was more familiar to the German newcomers than the sub-tropical weather and French culture of New Orleans.⁴⁷

Some of the Marcia Cleaves' passengers, like Johannes Güngerich and his Amish Mennonite party of farmers, immediately boarded steamboats travelling up the Mississippi River to Illinois farmlands.⁴⁸ Peter Bühler set out from the Levee to find a new home in New Orleans for his family where he could practice his trade in boots and shoes.

A scene of the Mississippi River levee at New Orleans depicts the commercial activity frequently written about in the 19th century. Bales of cotton, sacks of grain and casks of sugar; laborers and merchants; horse-drawn wagons, steamboats and sailing ships; all seen in this busy lithographic print.



Currier & Ives, *The Levee - New Orleans*, (New York: Currier & Ives, c1884).
Library of Congress. <http://www.loc.gov/>

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Notes:

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2. James J. Sheehan, *German History 1770-1866*. (New York : Oxford University Press, 1989), 500.
3. Hagen Schulze, *Germany : a new history* (Cambridge, Mass.: Harvard University Press, 1998), 115.
4. James J. Sheehan, *German History 1770-1866*. (New York : Oxford University Press, 1989), 462-463.
5. William Chambers and Robert Chambers, *Chamber's Edinburgh journal*. (London: William S.. Orr and Company, 1846), 387-388. Google Books at <http://books.google.com/>.
6. William Chambers and Robert Chambers, *Chamber's Edinburgh journal*. (London: William S.. Orr and Company, 1846), 388. Google Books at <http://books.google.com/>.
7. Carl Schurz, *Speeches of Carl Schurz*. (Philadelphia: J.B. Lippincott & Co., 1865), 52-53. Google Books at <http://books.google.com/>.
8. James J. Sheehan, *German History 1770-1866*. (New York : Oxford University Press, 1989), 462-463.
9. Ellen C. Merrill, *Germans of Louisiana*. (Gretna: Pelican Publishing Company, 2005), 49.
10. Hagen Schulze, *Germany : a new history* (Cambridge, Mass.: Harvard University Press, 1998), 130.
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12. James J. Sheehan, *German History 1770-1866*. (New York : Oxford University Press, 1989), 465.
13. Hagen Schulze, *Germany : a new history* (Cambridge, Mass.: Harvard University Press, 1998), 113.
14. William Chambers and Robert Chambers, *Chamber's Edinburgh journal*. (London: William S.. Orr and Company, 1846), 388. Google Books at <http://books.google.com/>.
15. William Chambers and Robert Chambers, *Chamber's Edinburgh journal*. (London: William S.. Orr and Company, 1846), 388. Google Books at <http://books.google.com/>.
16. This probable route is based on an analysis of the contemporary map; Gotthelf Zimmermann, *Auswanderer-karte und wegweiser nach Nordamerika*. [Emigrants' Map and Guidebook for North America] (Stuttgart: J.B. Metzler'schen Buchh., 1853). Library of Congress, <http://www.loc.gov/>
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18. Ellen C. Merrill, *Germans of Louisiana* (Gretna, La.: Pelican Publishing Company, 2005), 52.

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19. Margaret J. Thompson, Captain Nathaniel Lord Thompson of Kennebunk Maine and the Ships he built (Boston: Charles E. Lauriat Co., 1937), 34-35.
20. Margaret J. Thompson, *Captain Nathaniel Lord Thompson of Kennebunk Maine and the Ships he built* (Boston: Charles E. Lauriat Co., 1937), 8.
21. Margaret J. Thompson, Captain Nathaniel Lord Thompson of Kennebunk Maine and the Ships he built (Boston: Charles E. Lauriat Co., 1937), 2-3.
22. Margaret J. Thompson, Captain Nathaniel Lord Thompson of Kennebunk Maine and the Ships he built (Boston: Charles E. Lauriat Co., 1937), 5-11.
23. "Marine Intelligence" *New Orleans Bee*, 27 June 1840. Jefferson Parish (Louisiana) Library at <http://www.jefferson.lib.la.us/genealogy/>.
24. There is a discrepancy in the exact number of passengers. The customs passenger list tallies 174 while Thompson records 173 in his notebook.
25. Ship Marcia Cleaves passenger list, 26 June 1840. Passenger lists of vessels arriving at New Orleans, La. 1820 - 1902. Microfilm, M259 roll 20, Feb. 1 - June 29, 1840. Ancestry.com, 7 Jan 2007, <http://www.ancestry.com/>. Image republished in compliance with Ancestry.com license and terms and conditions of use.
26. Edwin C. Guillet, *The Great Migration, the Atlantic crossing by sailing ship since 1770* (Toronto: Thomas Nelson and Sons, 1937), 11-12.
27. Edwin C. Guillet, *The Great Migration, the Atlantic crossing by sailing ship since 1770* (Toronto: Thomas Nelson and Sons, 1937), 15.
28. Edwin C. Guillet, *The Great Migration, the Atlantic crossing by sailing ship since 1770* (Toronto: Thomas Nelson and Sons, 1937), 11.
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30. Margaret J. Thompson, Captain Nathaniel Lord Thompson of Kennebunk Maine and the Ships he built (Boston: Charles E. Lauriat Co., 1937), 40-41.
31. Karl J. R. Arndt, editor, "A Bavarian's Journey to New Orleans and Nacogdoches in 1853 - 1854." *Louisiana Historical Quarterly*. Volume 23 Number 2 (1940), 486.
32. Karl J. R. Arndt, editor, "A Bavarian's Journey to New Orleans and Nacogdoches in 1853 - 1854." *Louisiana Historical Quarterly*. Volume 23 Number 2 (1940), 490.
33. Karl J. R. Arndt, editor, "A Bavarian's Journey to New Orleans and Nacogdoches in 1853 - 1854." *Louisiana Historical Quarterly*. Volume 23 Number 2 (1940), 491.
34. Hermann Guth, *Amish Mennonites in Germany: Their Congregations, the Estates Where They Lived, Their Families* (Morgantown, PA: Masthof Press, 1995), 315.
35. Hermann Guth, *Amish Mennonites in Germany: Their Congregations, the Estates Where They Lived, Their Families* (Morgantown, PA: Masthof Press, 1995), 315.

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36. Marital status was not given on the passenger list. The author has assumed males unaccompanied by a female of the same surname were single, this may not always hold true.

37. Ship Marcia Cleaves passenger list, 26 June 1840. Passenger lists of vessels arriving at New Orleans, La. 1820 - 1902. Microfilm, M259 roll 20, Feb. 1 - June 29, 1840. Ancestry.com, 7 Jan 2007, <http://www.ancestry.com/>. Image republished in compliance with Ancestry.com license and terms and conditions of use.

38. Hermann Guth, *Amish Mennonites in Germany: Their Congregations, the Estates Where They Lived, Their Families* (Morgantown, PA: Masthof Press, 1995), 101.

39. Ship Marcia Cleaves passenger list, 26 June 1840. Passenger lists of vessels arriving at New Orleans, La. 1820 - 1902. Microfilm, M259 roll 20, Feb. 1 - June 29, 1840. Ancestry.com, 7 Jan 2007, <http://www.ancestry.com/>.

40. Hermann Guth, *Amish Mennonites in Germany: Their Congregations, the Estates Where They Lived, Their Families* (Morgantown, PA: Masthof Press, 1995), 157.

41. Hermann Guth, *Amish Mennonites in Germany: Their Congregations, the Estates Where They Lived, Their Families* (Morgantown, PA: Masthof Press, 1995), 315.

42. Hermann Guth, *Amish Mennonites in Germany: Their Congregations, the Estates Where They Lived, Their Families* (Morgantown, PA: Masthof Press, 1995), 315-316.

43. "Marine Intelligence," *New Orleans Bee*, 27 June 1840.

44. James R. Creecy, *Scenes in the South, and other miscellaneous pieces*. (Washington: T. McGill, 1860), 11-12.

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46. Hermann Guth, *Amish Mennonites in Germany: Their Congregations, the Estates Where They Lived, Their Families* (Morgantown, PA: Masthof Press, 1995), 316.

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