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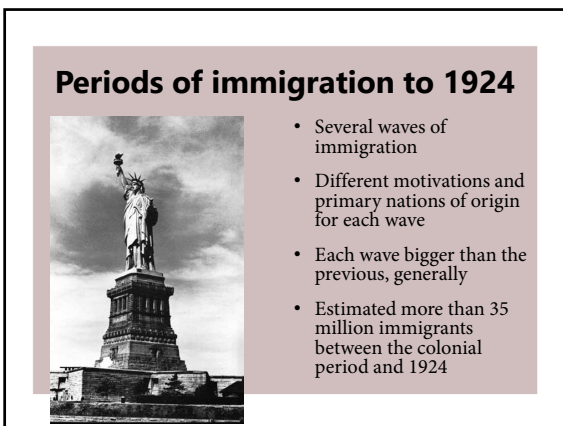
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**Periods of immigration to 1924**

**1607-1640**

- *Primarily from:* British Isles
- *How many:* 100,000
- *Main reasons:* religious persecution, establish new settlements
- “Great Migration”



The Mayflower on Her Arrival in Plymouth Harbor, painting by William Halsall, 1882, Pilgrim Hall Museum

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**Periods of immigration to 1924**

**1640-1783**

- *Primarily from:* British Isles, Holland, Germany, Africa
- *How many:* 750,000
- *Main reasons:* religious persecution, opportunity to own land, Industrial Revolution, slave labor
- Colonial period



New Amsterdam at New York, engraving by Thomas Doedelburgh, 1700

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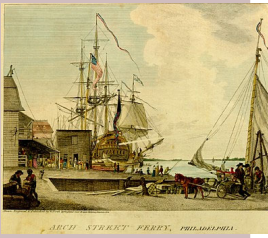
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8

**Periods of immigration to 1924**

**1783-1815**

- *Primarily from:* British Isles, Holland, Germany, Scandinavia, Africa
- *How many:* 250,000
- *Main reasons:* Industrial Revolution, opportunity to own land, escape from war, slave labor
- Early national period



Arch Street Ferry, Philadelphia, engraving by William Birch, 1800

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**Periods of immigration to 1924**

**1815-1860**

- *Primarily from:* British Isles, Holland, Germany, Scandinavia, Switzerland
- *How many:* 5 million
- *Main reasons:* opportunity to own land, escape from war, escape from famine
- Antebellum period



Packet ship Somoset, painting attributed to Duncan McFarlane, 1851, Mystic Seaport Museum

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**Periods of immigration to 1924**

**1860-1890**

- *Primarily from:* British Isles, Holland, Germany, Scandinavia, Switzerland
- *How many:* 10 million
- *Main reasons:* opportunity to own land, promise of a better life



Steam ship Elbe, photograph, aft 1881, Mystic Seaport Museum

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**Periods of immigration to 1924**

**1890-1924**

- *Primarily from:* Austria-Hungary, Italy, Russia, Greece, Turkey
- *How many:* 15 million
- *Main reasons:* promise of jobs, higher wages
- Peak years



Steam ship Regina Elena, postcard, aft 1907, Mystic Seaport Museum

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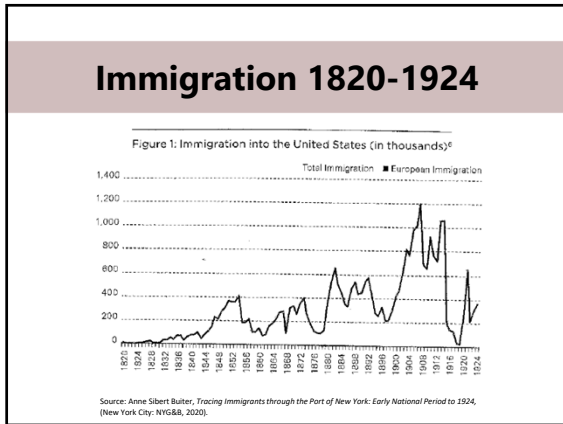
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### Immigration 1924-WWII

- Quota system
- Introduction of visas
- Major drop in immigration numbers

1929

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### Immigration Post-WWII

- Humanitarian relief (refugees and displaced persons)
- Bracero program (seasonal agricultural workers)
- Family reunification
- Recruitment of skilled workers

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**Ports of Arrival**

- The vast majority of immigrants to the U.S. came through the port of New York
  - 75% entered through NYC
  - Next-most popular were East Coast ports
- Other ports were located elsewhere on the East Coast, on the West Coast, in the Gulf of Mexico, and Great Lakes
  - About 96 ports total, many small with relatively few arrivals
- Many immigrants bought ship passage to Canada (cheaper) and crossed overland to the U.S.

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**Ports of Arrival**

- NYC and East Coast: European immigrants with destinations anywhere in the U.S.
- Southern East Coast: European immigrants with destinations in the Southern U.S.
- Gulf Coast: European immigrants with destinations in the Midwest
- Great Lakes: European immigrants with destinations in the Midwest
- West Coast: Asians, Australians, South Americans—typically with destinations in the Western U.S.

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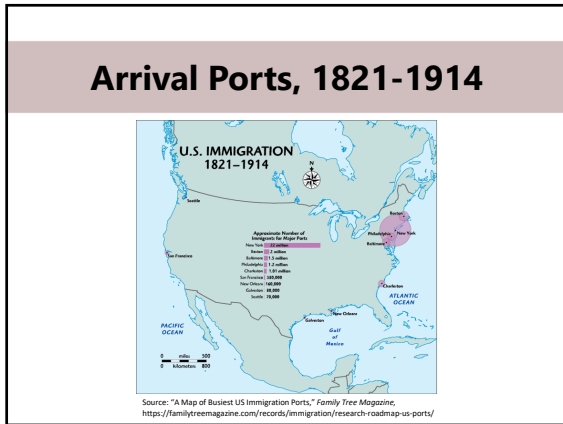
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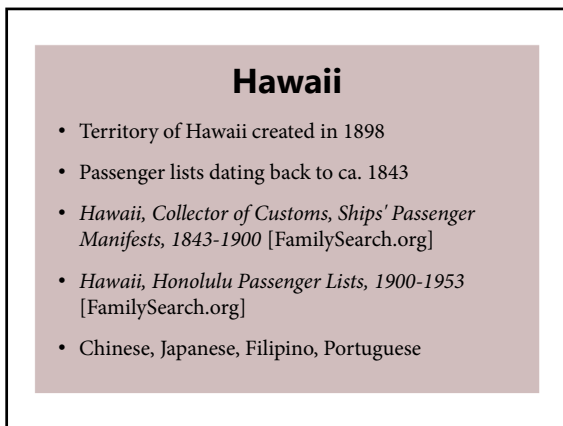
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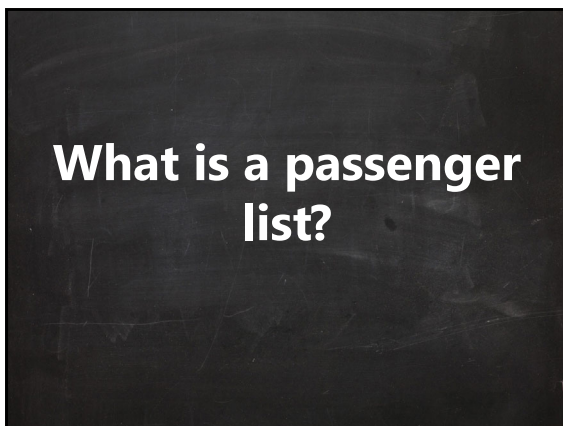
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### Passenger Lists

- Also called a passenger manifest, ship's manifest, arrival list
- Contains names of those traveling aboard a ship
- Information typically collected by the shipping agency at the port of departure (not the port of arrival)
- Separate lists for crewmembers

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### Passenger Lists

- Earlier lists contain little detail
- Later lists contain more detail
- Laws passed throughout the 19<sup>th</sup> century dictated what information was to be collected



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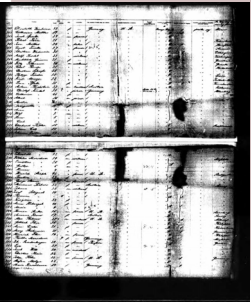
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### Passenger Lists



- What we typically think of are the "Customs Passenger Lists" which begin in 1820

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### Passenger List Myths

- Passenger lists survive for all ships
  - Particularly false for early arrivals: very few pre-1820 lists, even some gaps after 1820
- Passenger lists are perfect and complete
- Passengers participated in creation of the lists
- Passenger lists were created upon arrival or debarkation
- There is a “book of names” at Ellis Island

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### Passenger Lists as Sources

- Published vs. unpublished
  - Whether or not the transcription or index appears in a book
- Transcribed vs. original
  - Database transcription or index vs. image
  - As with all genealogical sources, the best option is to view the original image
  - Problems with transcriptions: misreading or misinterpreting the original, human error when creating the transcription resulting in a misspelling, all details not being included in the transcription

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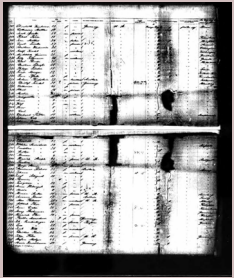
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### Transcript vs. Original

Name	Jacob Spuler
Sex	Male
Age	24
Immigration Date	04 Oct 1884
Immigration Place	New York, New York, New York, United States
Occupation	Farmer
Event Type	Immigration
Birthplace	Germany
Ship Name	Fulda
Birth Year (Estimated)	1860
Departure Port	Bremen
Literacy	Unknown
Last Place of Residence	Alzans
Destination Place	Usa
Transit or Travel	Staying in the USA
Compartment	[Transit]; Steerage
	[Travel]



Source: United States Germans to America index, 1850-1897 [FamilySearch.org]      Source: New York, U.S., Arriving Passenger and Crew Lists (including Castle Garden and Ellis Island), 1820-1957 [Ancestry.com]

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### Passenger Lists: Where to Find

- Post-1819 passenger lists held by NARA
- Searchable databases on Ancestry.com, FamilySearch.org, StatueOfLiberty.org, and other websites
- Books and other publications

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### Published Passenger Lists

- Books and journals
- Typically, multi-volume sets focused on one ethnicity or nationality; one port; or a particular span of years
  - *Germans to America 1850-1897.*
  - *Armenian Immigrants: Boston 1891-1901, New York 1880-1897.*
  - *Passenger Lists for Galveston, 1850-1855.*
  - *The Famine Immigrants: Lists of Irish Immigrants Arriving at the Port of New York, 1846-1851.*
  - LOC bibliography for more titles

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The screenshot shows a webpage titled "Immigrant Arrivals: A Guide To Published Sources" from the Local History & Genealogy Reference Services. The page lists several books and their call numbers, including "Some Passengers to Canada and the United States of America, 1849-1864" and "The Atlantic Canals, 1800-1900: An Alphabetical Directory of the People, Places and Vital Dates." A URL is provided at the bottom: [https://www.loc.gov/rr/genealogy/bib\\_guid/immigrant/lists.html](https://www.loc.gov/rr/genealogy/bib_guid/immigrant/lists.html)

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[eI]  
 Read the book intro  
 to fully understand  
 what you are working  
 with.

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**Published Passenger Lists**

- *Germans to America* 1850-1855 (first phase)
  - Includes complete passenger lists with 80% “German surnames” and therefore includes some passengers that are *not* German *as well as* immigrants from France, Belgium, the Netherlands, etc. with German-sounding names
  - Numbers of names included in the book do not match the total number of German immigrant arrivals based on official numbers reported for those years

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**Published Passenger Lists**

- Some are now available as searchable databases on Ancestry.com or FamilySearch.org, e.g.:
  - *United States Germans to America Index, 1850-1897* [FamilySearch.org]
  - *U.S. and Canada, Passenger and Immigration Lists Index, 1500s-1900s* [Ancestry.com]

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## Published Passenger Lists

- Typically contain transcribed passenger lists in chronological order with an alphabetical index of names



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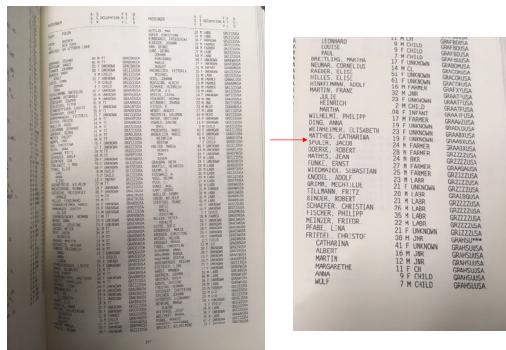
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Germans to America example

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## Searching Passenger Lists

- General rule: to find your ancestor on a passenger list, you need to know their full name, when they immigrated, and how old they were at the time
- Bonus info: where they entered, and where they came from

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**Port of Philadelphia**

- Required to provide Captains' Lists of immigrant passengers beginning in 1727
- Arrivals from Continental Europe, largely German, Dutch, Swiss and French
- Pre-Revolution lists do *not* include those from the British Isles
- Often names of women and children were omitted

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**Customs Bureau**

- 1789: Customs Bureau tasked with overseeing U.S. ports
- Eventually leads to the “Customs Passenger Lists”

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**Steerage Act of 1819**

- Required ship captains to report names, ages, sex, and occupations of passengers to U.S. Customs
- Limited the number of passengers per ship tonnage
- Established minimum requirements for provisions
- Effective 1 January 1820
- Created “Customs Passenger Lists”

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**Carriage of Passengers Act of 1855**

- Repealed the Act of 1819
- Regulated conditions aboard the ship (space, ventilation, cleanliness, provisions) and imposed fines for noncompliance
- Continued the passenger list obligation from 1819, but also required that the part of the vessel in which the passenger traveled be reported

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### Passenger Act of 1882

- Repealed the Act of 1855
- Required that captains report to Customs “the name, age, sex, calling, and native country of each emigrant passenger, or passengers other than cabin passengers, and their intended destination or location, and the number of pieces of baggage belonging to each passenger, and also the location of the compartment or space occupied by each of such passengers during the voyage.”

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### Immigration Act of 1891

- Created the Office of the Superintendent of Immigration and transferred control to the federal government
- Formalized inspection of passengers
- Barred polygamists, persons convicted of “crimes of moral turpitude,” and those with contagious diseases
- Required information be collected about overland immigrants from Canada and Mexico (border-crossing records)

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### Immigration Act of 1893

- Revised inspection of passengers
- Expanded the passenger information collected by shipmasters

Table 2. Information in the Immigration Passenger Lists Required by the Act of 1893

1. Full name, age, gender, whether married or single
2. Calling or occupation
3. Whether able to read or write
4. Nationality
5. Last residence
6. U.S. port of landing
7. First vessel sailed, if any, beyond port of landing
8. Whether having a ticket to such their destination
9. Whether the immigrant paid for his own passage
10. Whether an assassin of more than 20 dollars and the amount of 20 dollars or less
11. Whether going to join a relative. If so, what relative and his name and address
12. Whether ever in the United States before, and if so, when and where
13. Whether ever in a prison or almshouse or supported by a charity
14. Whether a polygamist
15. Whether under an express or implied contract to perform labor in the United States
16. Condition of mental and physical health and whether deformed or crippled, and if so, how

Source: Anne Sibert Butler, *Tracing Immigrants through the Port of New York: Early National Period to 1924*, (New York City: NGS&B, 2020).

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**Immigration Act of 1903**

- Also known as the Anarchist Exclusion Act
- Excluded four “inadmissible classes” from entering the country: anarchists, epileptics, beggars, and importers of prostitutes
- Expanded the information collected under the Act of 1893

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**Immigration Act of 1924**

- Also known as the Johnson-Reed Act or National Origins Act
- Required all noncitizens arriving in the U.S. to present a visa when applying for admission
- Imposed quotas per year
- Visa records: another source in addition to the passenger list

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**Other Immigration Acts**

- 1875: Banned immigration of felons
- 1882: Chinese Exclusion Act
- 1885: Banned contract laborers
- 1917: Banned people from many parts of Asia and immigrants over 16 who are illiterate
- 1921: Imposed temporary quotas

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[eI]  
Consider the context –  
what laws were in place  
when your ancestor  
entered the country?

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**The Ship Experience**

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**Ship Technology**

- Early immigrants arrived on cargo ships
  - First passenger ships used in the 1830s
- Wind-powered ships dominated to the mid-1860s
- Sail to steam: slow transition
  - First transatlantic steamship arrived in NYC in 1838
  - Hybrid ships first, with both sails and steampower
- Transition from wood-clad ships to iron-clad
- By the end of the 1800s, travel time reduced from 2-3 months to one week

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### Steerage Class

- Cabin passengers (first and second class) and steerage (third class)
- Steerage also sometimes called *'tween* because it was the in-between deck
- Typical 19<sup>th</sup> century steerage experience: "[the steerage deck] was just four or five feet high, perhaps six if the immigrants were fortunate. The only fresh air came from hatches..."



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### Maritime Terminology

- Sailing ship: ship powered by sails/wind only
- Steamship: ship powered by steam
- Packet: a ship that carried cargo and passengers and had a regular schedule, used 16<sup>th</sup>-19<sup>th</sup> century
- Ocean liner: ocean-going vessel designed primarily to transport passengers, but also sometimes mail and cargo, used 19<sup>th</sup>-20<sup>th</sup> century
- Shipping line: company that transports passenger or cargo (Cunard, White Star, etc.)

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### Maritime Terminology

- There are many different classes/types of ships based on size, configuration of masts, etc.
  - You may come across these terms reading shipping registers or shipping news
- Glossary:
  - [https://en.wikipedia.org/wiki/Glossary\\_of\\_nautical\\_terms\\_\(A-L\)](https://en.wikipedia.org/wiki/Glossary_of_nautical_terms_(A-L))

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### Outgoing Passenger Lists

- Lists of passengers leaving on a particular ship
- Different than the lists turned over to U.S. Customs/U.S. Immigration Office
- U.S. did not require departing passenger lists
- Departure lists available for the U.K. (1890-1960), Hamburg (1850-1934), and Bremen (1904-1914, 1920-1939)
- Emigrant indexes available for many parts of Germany (but not passenger lists)

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### Outgoing vs. Arrival List

Johann Mertens in the Hamburg Passenger Lists, 1850-1934	Joh Mertens U.S., Arriving Passenger and Crew Lists (including Castle Garden)
<b>Detail</b> Source	
Name: Johann Mertens	Name: Joh Mertens
Gender: männlich (Male)	Gender: Male
Departure Age: 27	Ethnicity/Nationality: German
Birth Date: abt 1845	Age: 27
Residence Place: Seehausen, Brandenburg	Birth Date: abt 1845
Departure Date: 13 Nov 1872 (13 Nov 1872)	Place of Origin: Germany
Departure Place: Hamburg, Deutschland (Germany)	Departure Port: Hamburg, Germany and Le Havre, France
Destination: USA	Destination: USA
Arrival Place: New York	Arrival Date: 3 Dec 1872
Occupation: Lehrling	Arrival Port: New York, New York, USA
Ship Name: Silesia	Ship Name: Silesia
Captain: Helrich	Search Ship: Search for the Silesia in the 'Passenger Ships and Images' database
Shipping Date: Aug. Bröten Witt, Miller's Nachfolger	
Shipping Line: Hamburg-Amerikanische Packetfahrt-Actien-Gesellschaft	
Ship Type: Dampfschiff	
Ship Flag: Deutschland	
Accommodation: Zwischendeck	
Volume: 375-71, 188 A & Band 027 D	

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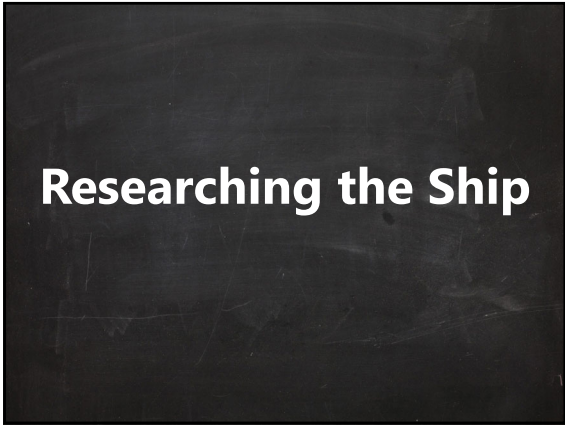
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### Beyond the Passenger List

- Research the vessel itself to provide context
- Note details about the ship and its captain given on the passenger list
- Use other primary sources to identify details about the ship's construction, owners, size, and typical travel routes
  - Shipping news
  - Shipping registers

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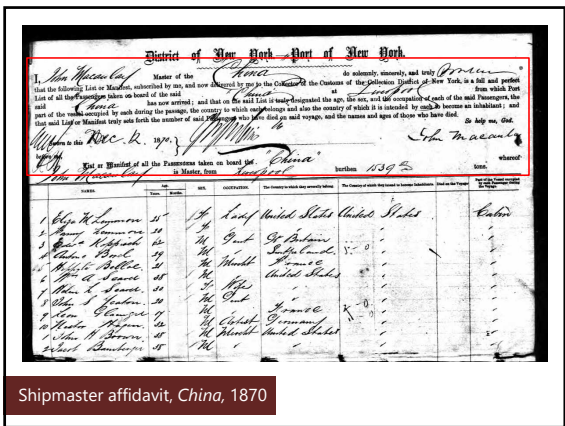
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Shipmaster affidavit, China, 1870

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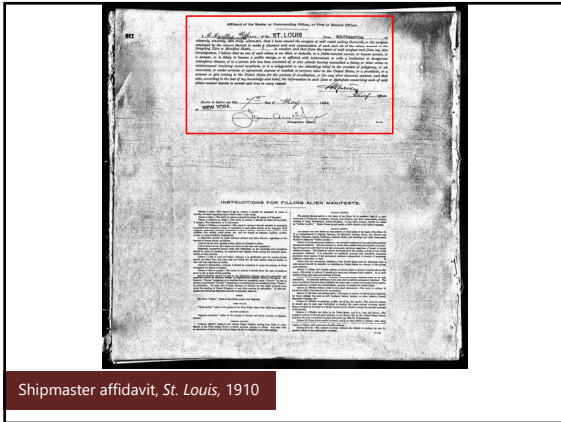
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Shipmaster affidavit, *St. Louis*, 1910

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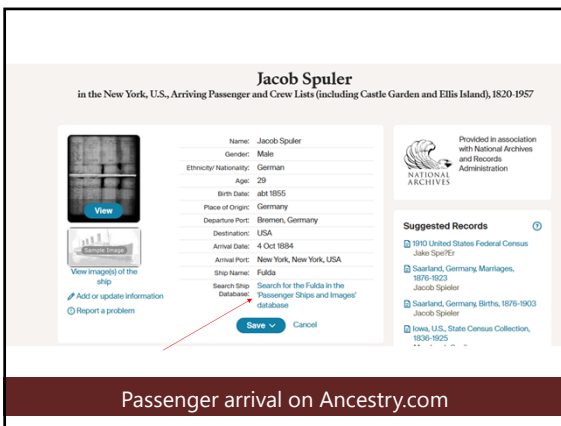
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Passenger arrival on Ancestry.com

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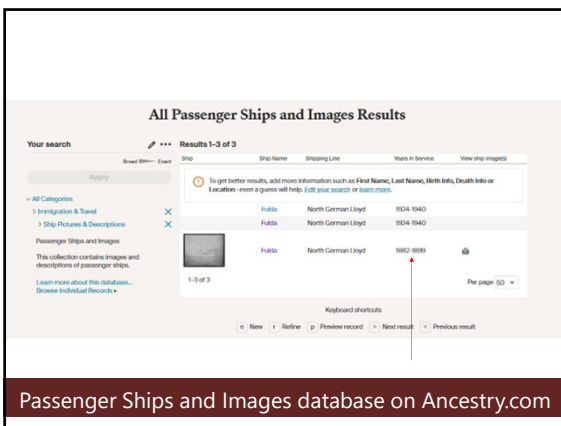
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Passenger Ships and Images database on Ancestry.com

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**NorwayHeritage: Find A Ship**

- Stats: tonnage, builder and date, shipowner or operator, dimensions
- Incomplete list of voyages
- Images of the ship or similar ships
  - Images are watermarked, can be purchased




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67

**Shipping News**

- Search by ship name in online newspaper articles for additional information on the voyage
  - Tip: can be difficult if the ship name is a common word, so restrict to a time (i.e. arrival month) and location (i.e. NYC or port city)
- Details about when a ship left port or where it was last seen
- Port arrivals might name the cabin passengers, give the total number of passengers on board, list the number of births and deaths at sea, or give the total length of the journey

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**Historical Newspaper Databases**

- Newspapers.com (\$)
- GenealogyBank.com (\$)
- NewspaperArchive.com (\$)
- ChroniclingAmerica.LOC.gov
- FultonHistory.com
- 19th Century U.S. Newspapers (NEHGS external)
- Early American Newspapers, Series I, 1690-1876 (NEHGS external)

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69

**PASSENGERS ARRIVED**

In packet ship *Queen of the West*, from Liverpool—Mrs Tarrant, 2 children and servant, Mrs Jacob, Benjamin Boring, Miss Durkin, Geo Elliott, F B Shovena, J V Eacott, lady and child, Mrs Haldeeman, and 306 in steerage.

In packet ship *St James*, from London and Portsmouth—Mrs Ellworth, child and servant, of U S Embassy at Stockholm; Dr Smith, lady and son, Miss E Berg, Miss H Leclerc, U S Embassy at Stockholm; Mr Hammond, lady and child, Mr W Lush and J Luzzade, New York; G F Orel, lady 4 children and servants; H Grayville, Royal Artillery, Canada; Miss Emma Geare, Robt Meddona, Mrs Meddona, Mrs Jacques, Miss Jacques, H Lane, London—150 in steerage.

In brig *Excal*, from Savannah—Mr L Baldwin, lady and 2 children, J Carubera, G Gilmarin, F Herrigan, D Arden, E Michael, James Gordon, F Waas, Mrs Caruthers and child, Mrs Herrigan and 2 children, Mrs Gilmarin, Mrs Wise and child.

**FOREIGN IMPORTATIONS.**

LIVERPOOL.—Ship *Queen of the West*—250 casks salt—Whoolhill & Milner—100 tons coal—2 cks hardware—Boyd & Wickens—20 cks china—2 cks hardware—Merritt & Co—2 do Sam F. Hildesheim—20 do do. Riggs, Jenkins & Co—18 do Wall & Sherman—10 do George Foster & Co—5 do W B Bird—2 casks hardware—3 do ordonators—Bradshaw & Perlor—1 cask wine—Alben, Hager & Co—3 cks hardware—Wolf & Bishop—7 cks do. John Nicholson—1 do. L A B Curtis & Co—1 bale woollen—Jackson & Underhill—1 cask hardware, Frazier & Richards—1 cask do. Russ & Nym—2 cases do Harner, Hays & Co—2 do mds W H Hoggens & Koch—2 casks hardware—Kane oil—Bee—2 bale mds—Smith Knapp—4 casks hardware—Folger, Alfred & Co—1 do do. 10th York—1 cask 1 bale mds C W & S J P Moore & Co—1 cask do Russell & Marsh—2 do Halsted, Hayes & Co—2 do Capp & Rest—1 do Chas H.

Also carrying cargo

"Passengers Arrived" and "Foreign Importations,"  
New York Tribune, 16 Aug 1847, 2. Via FultonHistory.com

70

**MARITIME HERALD.**

PORT OF NEW YORK, AUGUST 16.

SUN RISES.....	5 12	MOON RISES.....	9 39M
SUN SETS.....	7 26	HIGH WATER.....	4

**Arrived.**

Packet ship *Queen of the West*, Woodhouse, from Liverpool, July 7th, with mds, to Woodhill & Milner. 4th inst, lat 43 21, lon 54 52, exchanged signals with ship *Roscus*, hence for Liverpool. The *Queen of the West* was 12 days in the Irish Channel, with light winds and calms; experienced light winds during the passage; sounded on Georges Bank 8 days ago, and had light southerly winds and calms ever since.

Packet ship *St James*, Hebard, from London and Portsmouth July 14th, with mds, to Grinnell, Miatara & Co. 8th inst, on Georges Shoals, saw a ship showing a blue signal, white ball, bright waist, woman figure-head, supposed to be the *Catherine*, steering W. July 26, lat 49, lon 26, saw U S ship *Macedonia*, steering W. The *St James* was seven days becalmed on Georges Bank.

Ship *Catharina*, Herbert, from Waterford, July 17th, in bal.

"Arrived," New York Tribune, 16 Aug 1847, 4. Via ChronlingAmerica

71

For passage tickets or drafts payable on demand everywhere in England, Ireland, Scotland, Sweden and Norway, at lowest rates, apply to V. ALDRIDGE, 12 Court st, and JOHN F. MORGAN, 85 Broad way, Williamsburgh.

H. J. COITIS, 37 Broadway, New York.

**NORTH GERMAN LLOYD STEAMSHIP LINE**—New York Southampton and Bremen.

Dona... Sat., Oct. 4, 2 P. M. M'ems. Wed., Oct. 15, 2:30 P. M.  
Kulda. Wed., Oct. 8, 7:30 A. M. New kar. Sat., Oct. 14, 2 P. M.  
Ward... Sat., Oct. 11, 2 P. M. Eide. Wed, Oct. 22, 7:00 A. M.

Rates of passage to Havre or Bremen:  
By Wed. steamers, 1st cabin, \$80, \$100; 2nd cabin, \$60.  
By Sat. steamers, 1st cabin, \$75; 2nd cabin, \$50.  
Steerage at lowest rates; return tickets at reduced rates.  
Pier between Second and Third sts, Hoboken, N. J.  
OELRICHS & CO., No. 2 Bowling Green, N. Y.

**Steamboats.**

Departure date Ticket cost

Brooklyn Daily Eagle, 2 Oct 1884, 1. Via Newspapers.com

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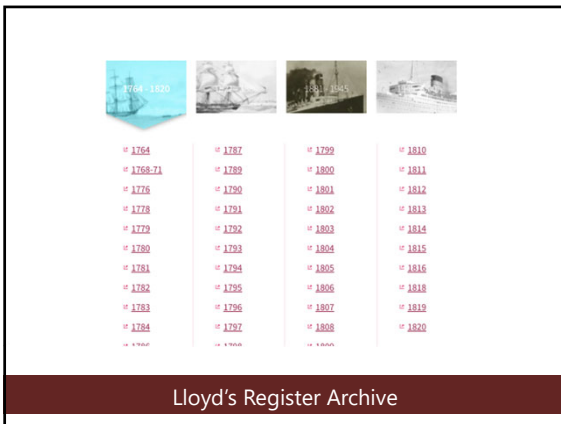
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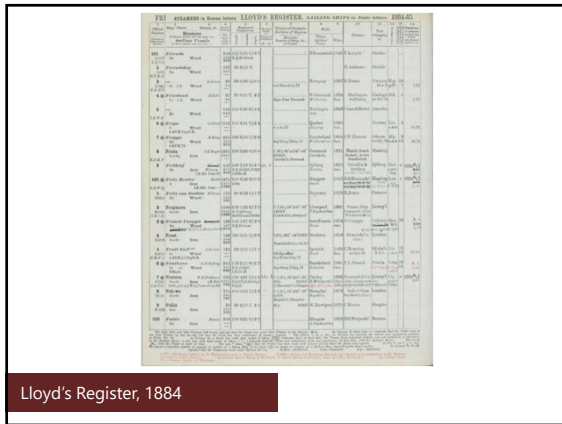
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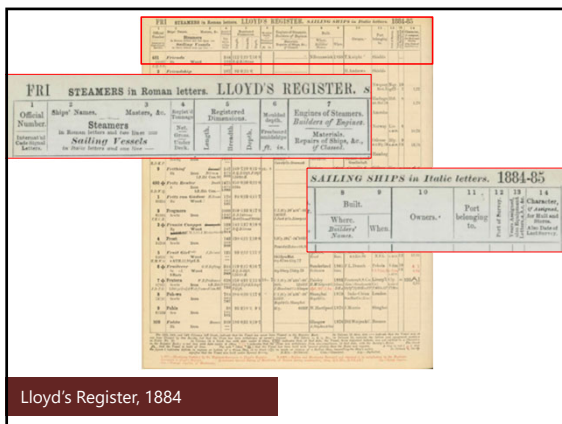
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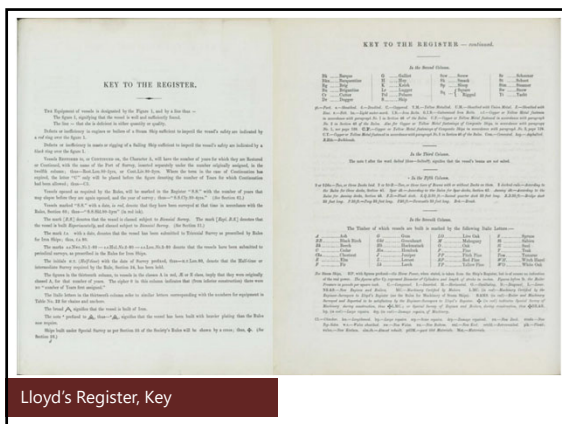
Lloyd's Register, 1884

79



Lloyd's Register, 1884

80



Lloyd's Register, Key

81



### Other Registers

- Internationales Register, Germanischer Lloyd Aktiengesellschaft  
– 1870, 1872, 1874 on Google Books
- Original American Lloyd's:  
<https://onlinebooks.library.upenn.edu/webbin/serial?id=amilloyds>
- Danish shipping registers: <https://mfs.dk/ms-videnscenter/arkiv/registre/danmarks-skibsliste/>
- Swedish ship database: <http://ddss.nu/ships/shipsSearch>
- Roundup shipping registers for the Commonwealth:  
<https://www.maritimearchives.co.uk/ships.html>

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### Tips for Using Shipping Registers



- Information collected changed over the years
- May be multiple ships of the same name
  - Match the year and/or shipmaster's name
- Ship names can change
  - Sometimes noted in the register

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## Ship Images

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## Locating Images of Ships

- Ancestry.com
  - New York Port, Ship Images, 1851-1891
  - Passenger Ships and Images
- NorwayHeritage
- TheShipsList
- Library of Congress
- Mystic Seaport Museum
- EllisIsland.org
- Books



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Save Print Share

### Passenger Ships and Images



[Report a problem](#)

Detail	Source
Ship Name: Fulda	
Years in service: 1882-1899	
Funnels: 2	
Masts: 4	
Shipping Line: North German Lloyd	
Ship description: Built by John Elder & Co., Glasgow, Scotland; Tonnage: 4316; Dimensions: 438 x 48 (850 x 1). Single-screw, 17 knots. Compound engines. 6200/1480. Four masts and two funnels, iron hull.	
History: Passengers: 125 first, 130 second, 1000 third. Maiden voyage: Bremen-Southampton-New York, March 12, 1883. Transferred to Mediterranean-New York service in 1895. Note: After sustaining serious damage in drydock at Blyth Road in 1896, was broken up for scrap. Sister ship: Werra.	

Save

**Make a Connection**

[Find others](#) who are researching in Public Member Trees.

Passenger ship: *Fulda* (1884)

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## NorwayHeritage: Find A Ship

- Stats: tonnage, builder and date, shipowner or operator, dimensions
- Incomplete list of voyages
- Images of the ship or similar ships
  - Images are watermarked, can be purchased



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**Mystic Seaport Museum** Collections & Research

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### Immigration & Steamships

Tap or click on a column heading to sort by that column. Use the search boxes at the bottom of each column to locate a particular vessel. Tap or click on a vessel to view images.

Showing 85 to 95 of 307 records

Vessel	Year	Line	Builder & Location
Chicago	1908	French Line	Arsene of Charbon (Antwerp, Belgium)
China	1888	Pacific Mail Steamship Co.	Fairfield Shipbuilding & Engineering Co., Bath, Maine
City of Antwerp	1887	Imman-Line	Tait & McIntosh, Glasgow, Scotland
City of Berlin	1875	Imman-Line	Card & Co., Greenock, Scotland
City of Brussels	1889	Imman-Line	Card & Co., Greenock, Scotland
City of Chester	1873	Imman-Line	Card & Co., Greenock, Scotland
City of Chicago	1883	Imman-Line	Charles Connell & Co., Scotland
City of London	1884	Imman-Line (British Navigation Company)	

<https://research.mysticseaport.org/exhibits/immigration>

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**The "EMPERESS OF FRANCE" (1913)**  
Photo, Nautical Photo Agency

Eugene W. Smith, *Trans-Atlantic Passenger Ships, Past and Present*, (Boston: George H. Dean Company, 1947), 314-315.

89

and two funnels. Ex-Oman, ex-Rossington Lark. Broken up by shipbreakers after being sold to Italy in 1931.

**Rayet** (1871). National Line. Built by Liverpool Shipbuilding Co., Tinsley. 4,570. Dimensions: 440' x 41'. Single-masted, 12 knots. Four masts and two funnels. Note: Frequently made voyage from Bremen to New York in 1871. Later fitted as a 2,000-ton steamer. Haul at sea on July 10, 1896 with no loss of life. Note: Her running water was the Spout.

**Elder** (1884). North German Lloyd. Built by John Elder & Co., Glasgow. Tonnage: 4,719. Dimensions: 430' x 47'. Single-masted, 17 knots. Four masts and two funnels. Lost by stranding on the Isle of Wight on January 21, 1892 with no loss of life. Sister ship: *Kona*.

**Eisenach** (1868). North German Lloyd. Built by Bremer Vulkan Co., Vegesack, Germany. Tonnage: 5,217. Dimensions: 430' x 41'. Single-masted, 12 knots. Four masts and one funnel. Branded: Santarom. Sister ship: *Calcutta*.

**Ella** (1881). North German Lloyd. Built by John Elder & Co., Glasgow. Tonnage: 4,957. Dimensions: 418' x 41'. Single-masted, 17 knots. Four masts and two funnels. Note: She was the first ship built of a new class of iron hulls for the North German Lloyd. Sunk by collision with the British steamer *Carthage* in the North Sea on January 20, 1890, with the loss of 325 lives. The ship was listed a few minutes after being struck.

**Empress of Australia** (1914). Canadian Pacific Line. Built by Vickers Co., Barrow, Germany. Tonnage: 11,433. Dimensions: 582' x 51'. Twin-masted, 19 knots. Two masts and three funnels. Ex-*Empress*. Note: Construction work on this ship was held up during the first part of World War I, but in 1914 the hull was ordered but not completed as a steel hull in which to mount the guns on the deck as the Germans were victorious. However, such not being the case, she was ordered by Great Britain in 1915, and in 1922 sold to the Canadian Pacific Line and refitted by John Brown & Company at Clydebank. In 1925 her original quadrangle propulsion engine was replaced by steam turbines at the Fairfield Shipbuilding Company.

**Empress of Berlin** (1876). Canadian Pacific Line. Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 14,189. Dimensions: 548' x 57'. Twin-masted, 20 knots. Two masts and two funnels. Note: Has made the Liverpool-Hull run in 5 days, 11 hours and 18 minutes. After being used for war service by the British Admiralty she was recommissioned in 1919 and converted to oil-burning fuel. In 1923 was changed from a first-class liner into a passenger liner. Branded: *Montevideo*. Sister ship: *Empress of Ireland*.

**Empress of Canada** (1911). Canadian Pacific Line. Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 87,768. Dimensions: 727' x 67'. Quadruple-masted, 24 knots. Two masts and three funnels. Note: Launched on June 11, 1910. Cost about \$15,000,000 to build. From her water line to top of masts measured 200 feet. Made her first World cruise in 1913. Has made the run between Southampton and London at the average speed of 28 knots. She had accommodations for 423 first-class, 209 second-class and 475 third-class passengers. Largest ship built for the Canadian service. Sunk off Ireland by German torpedoes in October, 1918, and was the largest Allied liner lost in World War I.

**Empress of Canada** (1927). Canadian Pacific Line. Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 21,517. Dimensions: 627' x 72'. Twin-masted, 20 knots. Two masts and three funnels. Note: Built for only a short time on the Atlantic, as she was built for the trans-pacific service between Vancouver and Hong Kong. She was torpedoed and sunk in 1943.

**Empress of Canada** (1928). Canadian Pacific Line. Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 20,622. Dimensions: 581' x 72'. Twin-masted, 18 knots. Two masts and two funnels. Ex-Duchess of Richmond.

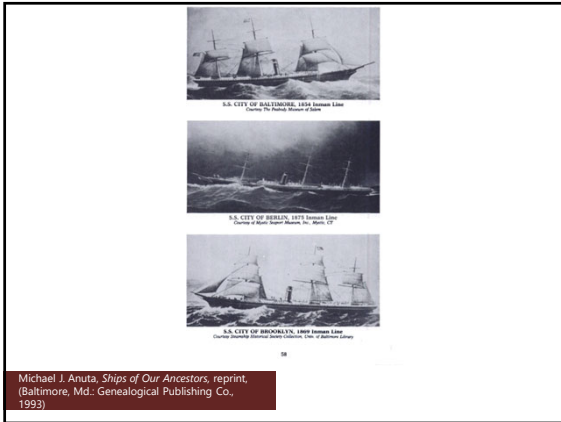
**Empress of France** (1913). Canadian Pacific Line. Built by New Brunswick & Co., Ltd., Glasgow. Tonnage: 15,327. Dimensions: 571' x 72'. Quadruple-masted, 19 1/2 knots. Two masts and two funnels. Ex-*Montevideo*. Sunk in 1925.

**Empress of India** (1908). Canadian Pacific Line. Built by Lockhart & Co., Garmouth, Germany. Tonnage: 8,962. Dimensions: 509' x 62'. Twin-masted, 17 knots. Two masts and two funnels. Ex-*Empress Frederick Wilhelm*. Branded: (a) *Montevideo*, (b) *Montevideo*.

\* Disasters ship still in service under same name.  
\* Disasters ship still in service under same name.

Eugene W. Smith, *Trans-Atlantic Passenger Ships, Past and Present*, (Boston: George H. Dean Company, 1947), 82-83.

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**Tips for Searching Ship Images**

- Keep in mind that there were often multiple ships of the same name--corroborate with what you know, such as the date of the photo vs. dates of service
- Check multiple sources
- Try a Google search
- Try international resources – consider museums and archives abroad

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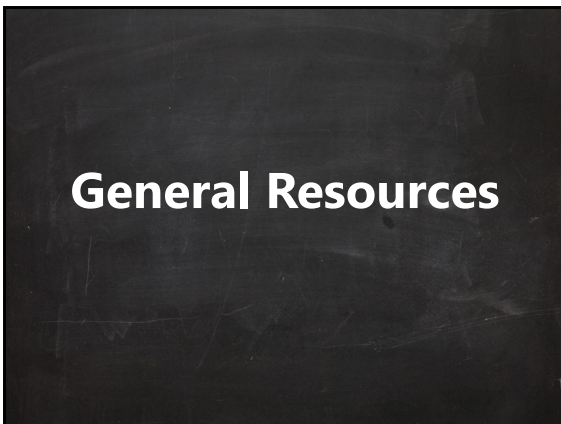
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**Tracing Immigrants Through the Port of New York**



- Anne C. Sibert, *Tracing immigrants through the Port of New York: early national period to 1924*, (New York: New York Genealogical & Biographical Society, 2020)

Tracing Immigrants through the Port of New York: Early National Period to 1924  
Anne Sibert Barber  
NYG&BS  
NEW YORK GENEALOGICAL & BIOGRAPHICAL SOCIETY  
2020

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**QUESTIONS?**

Hire Research Services  
[research@nehgs.org](mailto:research@nehgs.org)

Chat with a Genealogist  
[AmericanAncestors.org/chat](https://AmericanAncestors.org/chat)

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**THANK YOU!**

[AmericanAncestors.org/Education](https://AmericanAncestors.org/Education)

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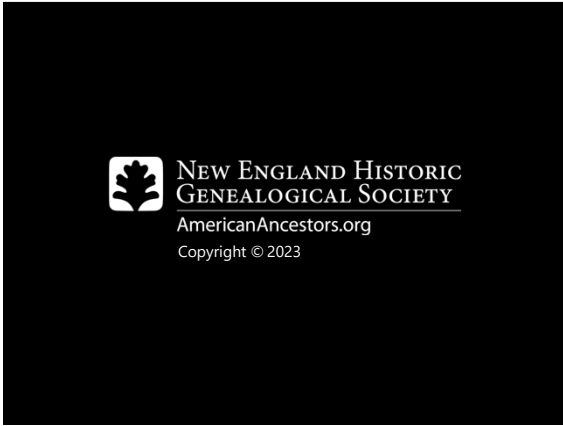
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