The Norwegian Emigrant Ship Hannah Parr at Limerick, 1868

Introduction: A Fever for America by Clair O. Haugen

Between 1825 and 1910 Norway lost thirty percent of its population to emigration. They went to Canada, Australia, South America, and especially the United States. Of all European countries who lost people to migration, Norway was second only to Ireland. There are echoes in the two countries that resonate to similar experiences. Thus it is not so surprising that when a shipload of Norwegian migrants diverted to Limerick, they were welcomed in generous kinred feeling.

On Easter Sunday, 1868, the Norwegian emigrant ship Hannah Parr sailed for Quebec. In mid-Atlantic it barely escaped shipwreck during a storm and with difficulty made for Limerick to be repaired. According to a Limerick Chronicle story dated May 9th, 1868 (which seems to have details from the ship’s log), the ship was at latitude 54.46, longitude 26.56 on April 28th when it was overtaken by dangerous weather. On the storm’s second day, a wave broke over the stern, carrying away the pilothouse and its gear. Sail was reduced to a bare minimum, but that night even the reeled sails blew out, and the ship could not be steered. It broached, and the sea broke the foremost. Finally, at about 4:00 a.m. on the 30th, the wind subsided. The crew then cleared away the wreckage, rigged what sail they could, and made for the Shannon estuary. They docked at Limerick on May 7th.

Depression in the farm economy after 1855 combined with growing population put a large number of Norwegians in straitened circumstances and emboldened them to dare the peril of leaving home. Although Norway’s land area is large for its population, only a quarter or less can be farmed. The effects of overcrowding were felt after the 18th century, when after being devastated by plague the population of Norway finally began to rebound. The growth was felt most strongly in rural areas where two patterns of effect emerged: on the one hand, free land owners began to contend with clergy and with the ruling class for influence; on the other, farm people as a group were growing at such a rate that there literally was no place for them on the farms as was not expensive when it was resold to settlers. Land also could be acquired from state and federal governments under preemption laws by filing a claim and paying $1.25 an acre. However, the most exciting prospect was land available through the Homestead Act of 1862. If men (or women - a large number of claims were filed and “proved up” by women) settled on 160 acres of designated land, built a dwelling, began to cultivate it, and stuck it out for five years - if that could be done, the land was theirs for only a small filing fee. Although the prior claims of Native Americans and the American Civil War delayed immigration, most hindrances had been overcome by 1868.

Family group photographed in Oslo before embarking on the Hannah Parr.
Back row, left to right: Anne Pedersdatt (14), Caroline Pedersdatt (20), Christian Pedersen (17), Middle row: Peder Johannsen Brettingen (48), Karen Knudsatter (46). Front row: Peter Pedersen (5), Aegnette Pedersdatter (1), Ingeborg Pedersdatter (4), Ole Pedersen (7).
(Courtesy Ruth Anderson, Onalaska, Wisconsin).
and the Hannah Parr passengers sailed early in the first of three waves of migration from Norway to America.5

As a group, the passengers were typical of Norwegian emigrants of the time: they were Lutheran Protestants; they were primarily farmers - some had owned land in Norway and some were cottars; they came primarily in family groups; and they were headed for the US upper Midwest. The oldest was 80 years; the youngest was 3 months; average age was 23. There were 200 men and boys and 178 women and girls; 106 passengers were married, and 272, unmarried or single.

One of the Norwegian social classes represented on the ship probably requires definition because it had no literal parallel outside Scandinavia. These were the husmann, tenant farmers or cottars who were politically free but in fact bound to the land and to the farmers who employed them.7 The Norwegian cultural scholar Halvadan Koht in 1917 called them "economic serfs". By 1940 the class had disappeared. Most of these husmann were provided a dwelling, a combination granary and barn, and a small plot of land in exchange for labour and some money rent. The husmann, his spouse, and all children over the age of 12 were obligated to work in the owner's fields before they could work their own. He had few rights, held the land on a one-year lease, and could find his contract terminated on short notice. In practice, many lived on their little holdings for generations. However, they had virtually no chance of buying land of their own, and without land they had no vote.

A farm labourer or servant could work his way up to being a cotter, but once there, he was at the top of his social ladder: If there were no prospects for obtaining land, then there were small prospects of any kind. An underlying value in rural Norway connected dignity and worth with land ownership. Husmann, labourers, and servants understandably contracted the fever for America. Treating the disease taxed their resources.

An adult travelling alone paid from 12 to 15 specie dollars for his ticket.8 A family of eight or nine, depending on the ages of the children, paid from 90 to 93 specie dollars. Some heads of family, like Peder Breitlingen, were prosperous farm owners who could sell their farms and after paying passage have enough left over to become comfortably established in America. Others, the servants, farm labourers, and cottars, had only just enough for tickets and would have to work as labourers in America before they could acquire farms of their own. But doing so was easier in America. A farm labourer in Norway typically earned five specie dollars a year plus bed and board, a new suit, and a pair of shoes.9 In the US Midwest, farm and railroad labourers could earn that much in a week. Some emigrants borrowed for their passage expecting to repay their creditors out of higher US wages.

Valley isolation was such that people from neighbouring parishes might not have known each other, but all the same, the group came from closely located communities near Lake Mjosa. Many had been neighbours in Norway and would settle near each other in America. They were predominantly from the Gudbrands Valley, but there were smaller groups also from Valdres, parishes in Hedmark, and from the cities of Christiania (Oslo) and Drammen. They packed their most valuable objects and traditions and turned their backs on the rest of their Norwegian pasts.

The Hannah Parr had been built in Bordeaux in 1847.10 The owner, Søren Parr, was known in England and Ireland as an ice importer. Parr used the ship primarily as a freighter,11 but when he acquired it he had it reconditioned to carry passengers between decks, taking advantage of the 1849 change in the British Navigation Acts that allowed non-British ships to trade at British ports. It made just this one emigration voyage because, with the storm damage and delay, the venture was a financial failure.12 Repair took longer than expected, and
as Iver Raud wrote in his letter, they were not in London for a holiday or by choice. The emigrants had to find ways to avoid idleness, and they had somehow to find money to pay for this unexpected holiday. Twenty-year-old Ingeborg Gabhol worked as a domestic. Fourteen-year-old Edvard Pedersen learned just enough English to pick fights with Limerick boys — or so he told his grandchildren. On May 17th, the Norwegian national holiday, a Norwegian man was fished out of the harbour by the watch. Chunks of the broken timbers were given to the passengers, and Morten Gabhol became an elaborately carved souvenir. It helped that Limerick Protestants made pets of them. The Chronicle story tells about a day’s outing to Mount Shannon and festivities at Orphan Hall. A New Testament from Orphan Hall survives in Colorado to fix that occasion in memory, with an inscription by Anne Brettingen, who was 14 years old then:

Belonging to
Anne P. Brettingen
And it has been presented to me
at the party which was
held for the emigrants
in the city of Limerick in Ireland
on the 19th of May, 1868.

The Mount Shannon excursion must have been splendid, but what Michel Rentz remembered in mature years was neither the beautiful manor grounds nor the buffet. It was the professor who bought the job of tapping the beer keg and as a consequence got covered with foam — just like a snowman. “Skam si” wrote Rentz, “Shame to say, we were not ashamed to like a snowman. “Skam si” wrote Rentz, “Shame to say, we were not ashamed to

Notes
1. James Overdahl, Arlington, Virginia, and Clair O. Haugen, Moorhead, Minnesota, collaborated on the research for this project. Ancestors of both were emigrants on the ship: Morten Pedersen Gabhol and Olla Edlingsdal (Overdahl) and Peder Monsen and Karen Eriksdatter (Haugen). Haugen is a retired professor of speech communication and theatre art, Concordia College (Moorhead); Overdahl is a currency control specialist for the United States Treasury Department.

2. April 12. See the voyage accounts, especially that of Michel Rentz.

3. Carlton C. Qualey, Norwegian Settle-


4. See Blegen, pp.18-22 et passim for a statistical explanation of the population increase and its effects.

5. Primarily to Illinois, Iowa, Wisconsin, Minnesota, and Dakota Territory.

6. Of the 378 passengers, only 34 were travelling alone, although a few of the group tickets were for non-family groups.


9. Knut Gerset, quoted Blegen p.6. Peder Monsen, one of the Hannah Parr passengers, had been husmann on the large Hedmark farm, Greifheim. He paid an annual rent of 9 specie dollars for his 8 acre holding [Greifheim Farm archives]. By the time he left Norway, America, he was the owner of 160 acres, and each of his five children lived on farms of their own.

10. A specie dollar exchanged for about 4 English shillings or $1.12 US. Adjusted for inflation, the buying power in 2000 of one 1868 specie dollar would be just under $13.00 US.


12. It was owned by Søren Parr, who had acquired it the previous year. It was a 3-masted square rigger of about 768 tons, a little smaller than the Cutty Sark and about a sixth larger than the average sailing ship that came from Norway to Canada in 1868.

13. On its return voyage from Quebec in 1868, it called at London, Cardiff, Gibraltar, Cagliari (Italy), and Viborg (Finland).

14. Parr subsequently sued the Norwegian government, trying to recover some of the money he had paid out in Limerick and Quebec in support of needy passengers.

15. According to Canadian immigration records the mortality rate in 1868 on ships from German, Norwegian, and Swedish ports was 2.48%. In comparison, only 0.06% died on ships from English ports. Immigration Report of 1868 from Sessional Papers, 32 Victoria 1869 (76) quoted in <www.iatewaterloo.ca/~marj/genealogy/reports/report1868.html>.

16. See the Chronicle stories. The incidents outside the church and at the graveyard are puzzling.

Accounts in the Limerick Chronicle

Thursday Evening, May 7, 1868

The Norwegian ship Hannah Parr, from Christiania, bound to Quebec, put into Scattery roads yesterday, with foremast gone, and 400 emigrants.

Saturday May 9, 1868

The Norwegian ship Hannah Parr, Captain Sarsen [Larsen], with 380 passengers on board, put into the Shannon, dismasted, and lost of sails. She was towed into the floating docks on Thursday night for the purpose of being refitted. The vessel sailed from Christiania, in Norway, on the 12th of April, and all went favourably until the 28th April, when in Lat. 54.46, Long. 26.56, it came on to blow very hard, and increased in violence until the following day, when about 10 o’clock, forenoon, a heavy sea struck her astern and broke on deck, carrying away the round house, binnacle, with compass, &c. The gale still raging until it became quite a hurricane, the vessel only showing close reeded top sail, when at nine o’clock at night a fearful wind blew those sails out of the ropes, the vessel then became unmanageable, broached to, a sea striking her bow, and sending the foremost over the lee, storm still unabating. About four o’clock, a.m., the wind began to subside, and the crew immediately commenced cutting away the wrecked spars, which were endangering the safety of the vessel, rigg’d up spars to substitute for those cut away, and bore up for Ireland. Thinking the Shannon the easiest access, she made for it. No accident occurred to crew or passengers, all on board are in excellent health, and as fine a looking lot as one could see. Every provision was made for their comfort by the Norwegian consul, Mr M R Ryan, who has visited them, and seen after their wants. The vessel is placed in consignment of Messrs Ryan, Brothers, & Co., who are getting repairs completed energetically.

The Hannah Parr

Tuesday Evening, May 12, 1868

This emigrant vessel remains still at the New Dock, undergoing the necessary repairs to enable her to proceed on her destination with her numerous living freight. The foremost, which had been broken at the cross trees in the gale the ship encountered on her voyage out, has
been taken up, is undergoing the required splicing, and will be put back in its birth, and a new topmast added with the necessary rigging. A new cook-house is also being fitted up, so that within a fortnight she will be ready to proceed to sea, a number of hands being engaged in fitting up the rigging. She is quite a new ship, and is very strongly built, her bulwarks are very strong, and were it not for those necessary qualifications it is doubtful if the vessel would ever have been able to reach the Shannon.

Considering the severity of the storm she encountered it is really surprising the comparatively slight damage which the vessel received. Crowds of citizens have been every evening visiting the dock to see the ship and the emigrants, who in dress and cast of features resemble those leaving this country. They have all that fair complexion, blue eyes, regularity of features, and light hair indicative of the Saxon race, from which they have sprung.

Many of the men are tall and well built, while among the females are to be found girls with exceedingly prepossessing features. They are all most comfortably clad, some of the females dressed in soft woollens, others in a species of serge, while the men are clad in a kind of cloth somewhat similar to that worn in this country along the southern and southwestern coast. But that which is most pleasing to observe is the evident care taken of the children, who might be seen in their mothers' arms wrapped up in woollens, with hoods of same make, like little birds in a nest, thus showing us that in those natiues of a cold clime the love of offspring is as deep and impassioned as in those of warmer climes. Indeed we would rejoice if our lower classes in Limerick would show outwardly the same tenderness for their little ones—then they would exhibit the true benevolence of their nature. Again the deportment of those natives of Scandinavia as they walk through our streets is the theme of general admiration, their bearing is so quiet, and as they go in groups they are frequently followed by a crowd who, unable to converse with these strangers, gratify their curiosity in vacant staring.

Nearly all the emigrants are of the Lutheran persuasion, a great many of whom attended the Wesleyan Chapel, George-street, on Sunday last, especially in the evening, others attended the Cathedral, and some of the Churches in the City, while those of the Roman Catholic persuasion attended the Redemptorist Chapel. In the day time they were treated by the directors of the Castle-Connell line to return tickets at the reduced rate of 4d. each, third class, and a large party of them visited that locality on the beauties of which, no doubt, their imagination feasted to their hearts content.

We regret to learn that scenes of rather an unpleasant turn in connexion with those people occurred on Sunday last, for which there was no legitimate cause, as they are of a faith totally different from that of the people of this country. It appears that a party of them proceeded to the direction of St. Michael's Church on Sunday, followed by a crowd, and as they approached the edifice a number of the crowd got between them and the door and pointing in the direction of the Dominican Chapel, at the same time crossing themselves indicating what class of religious edifice it was, but the emigrants observed the movement, shook their heads as if in dissent and refused to go in the direction pointed out to them. Some gentlemen who were going to the Church at the time sent for policemen, but before the latter arrived they had entered the church. Another scene of an unpleasant character took place on board the vessel.

A gentleman went on board, and was in the act of distributing a number of tracts in the Swedish language to the emigrants, when a person passing on the deck, and looking into one which an emigrant had opened, made use of an objectionable remark as to strangers not being allowed to enter the port without being interfered with, and addressing the mate suggested to have the gentleman turned ashore. The gentleman replied to the other that he was under a mistake, as the parties receiving the tracts were Protestants. The party so addressed gave a rather unpolite denial in favour of the gentleman.
Thursday, 14 May 1868
The funeral of a male child, that died on Tuesday, on board the Hannah Parr, Norwegian emigrant ship, took place to-day, the interment being in St. Munchin's Church-yard. The coffin, containing the body, was a handsomely made one, being in Sarcophagus shape, with an immortelle of flowers placed upon the lid. It was borne by four of the passengers of the vessel, and followed by the Captain, Doctor, and a large number of the emigrants in procession two deep, the afflicted mother of the deceased weeping piteously, to the grave. The burial service was read by the Rev. F. C. Hamilton, in the middle of which a hymn in the Norse language was impressively chanted by the male processionists, who on entering the graveyard uncovered their heads. At the conclusion of the hymn, the burial service was continued to the end, and the officiating clergyman, who had to cease reading the service repeatedly; but the more thoughtless of the populace from themselves in such a way as to interrupt the officiating clergyman, who had to cease reading the service repeatedly; but should such another interment take place, we hope that steps will be taken to prevent the more thoughtless of the populace from entering the graveyard.

We rejoice to learn, in order to guard against sickness breaking out on board, that steps are being taken to have a large number of the passengers temporarily lodged, during the stay of the vessel in the dock, and Mr. R. Russell, having broached the idea of giving the use of one of the dock sheds for the purpose, his brother directors of the Steam Ship Company have seconded his praiseworthy suggestion, and Mr Phillips the indefatigale secretary, at once set men to work in clearing out the "outer shed," with a number of carpenters to work in fitting up the necessary births, and in making the place comfortable, which is being carried on with such speed that the shed will be ready for the reception of a number of families to-night, who will thus be lodged in a cool atmosphere away from the uncomfortably enclosed space provided for them between the decks of a ship at this warm season of the year. The proposal was approved of by Mr. Ryan, J.P., the Swedish Consul, who has agreed to defray the necessary expenses on the part of his government. It is to be hoped that the vessel will be completely cleared out of her passengers till her repairs are made good, and that some other places will be provided to lodge them in so as to effectually guard against sickness on board.

At the funeral obsequies to-day of the child who died yesterday, we regret to say that a number of the populace conducted themselves in such a way as to interrupt the officiating clergyman, who had to cease reading the service repeatedly; but should such another interment take place, we hope that steps will be taken to prevent the more thoughtless of the populace from entering the graveyard.

The Ship Hannah Parr
Saturday Evening, May 16, 1868
The repairs upon this vessel, in order to fit her for sea, continue with great rapidity; and as the old foremast was found on examination too defective for even splicing, a new one has been procured from Cork (there not being in Limerick a baulk of timber large enough for the purpose) the weight of it is several tons, and which was received yesterday evening. In addition to the death reported this morning; and although several deaths have also taken place. In addition to a doctor, there is also an agent of the Swedish Government on board the vessel, whose duty it is to see to the passengers being properly cared for and led; and as the owner had to give security to the Government to the extent of £2,000 for the faithful performance of all the conditions laid down in his contract with the passengers, any infringement of the Government regulations would tend to the forfeiture of that sum. This clearly shows that the Norwegian Government have not left the poor emigrants to be treated as the owner of the ship might choose, thus exhibiting a paternal care on their behalf which every government should observe to its subjects.

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The Norwegian Ship
Hannah Parr

TO THE EDITOR OF THE LIMERICK CHRONICLE

DEAR SIR,—Acting for the Mayor in his absence I beg to enclose you a letter I sent yesterday to the Swedish Consol [sic] at this port with respect to the pass-

engers of the above ship. Not having received his reply until late this evening, and which I send you, I in the mean time, deemed it my duty to telegraph to Mayor and send you his reply.

Your very obedient,

THOMAS E. CARTE
Locum Tenens Mayor
7, Glentworth-street, 15th May, 1868

DEAR SIR,—Referring to my interview with you as Locum Tenens Mayor, rela-
tive to the passengers of the Norwegian ship Hannah Parr now lying disabled at this port, when you assured me that the passengers were well taken care of, having an ample supply of provisions on board, and waiting for nothing, and
that there was no occasion for those emigrants to seek aid from the citizens; also that you as Consul, would see that there were sufficient provisions on board the vessel when leaving, to maintain the passengers until their voyage was completed, and which was also the desire of the owner, a gentleman of wealth and most humane feeling; since that interview I have had a communication from the Mayor whose attention has been drawn to the subject, and who is most anxious that those emigrants requirements should be attended to in every respect.

I will therefore now feel much obliged by your apprising me for the information of the mayor and citizens if there are to be any necessity for taking any action in regard to those peoples [sic] condition, either in a pecuniary or sanitary point of view, or may I rely that the owners (with your assistance) will do every thing necessary for their comfort. I am, dear sir, yours faithfully.

M.R. Ryan, J.P., the Norwegian Consul, placed himself in communication with Mr. Ryan, J.P., the Norwegian Consul, but he at once informed the latter gentleman, that though directed by the Emigration Commissioners to come to Limerick, he found that he had no authority to interfere, as the passengers had embarked on board a foreign ship in a foreign country, and had contracted with the owner of the ship under the emigration laws of their own state, and had merely put into a British port through stress of weather; and they were amenable only to the laws of their own country, administered by the Consul representing the government here. Mr. Ryan, who at first feared official interference with him in his duties, on receiving so courteous a communication from Admiral Kerr, at once met him as a gentleman, and throwing off for the moment his position of Consul, invited Admiral Kerr to visit the ship, as a private gentleman, and obtain every information he required upon an examination.

The Admiral went down with Mr. Ryan and went on board the ship, of the ventilation of which he spoke in flattering terms, remarking that the space between the decks was 9 feet, although the minimum space allowed in British ships was 6 feet. He was informed of the arrangements made to temporarily lodge a number of the passengers in the Steamship Company's shed, that the services of Dr. Carey, as the senior dispensary medical officer in town, had been procured to assist the medical officer on board during the vessels stay in port, and that Captain Randall, Harbour Master, had been requested, he having considerable experience in the fitting up of emigrant ships, to give every assistance to the Captain in refitting up the vessel for the accommodation of the passengers, and the remark of the Admiral on hearing of what had been done, was that the Hannah Parr could contrast favourably with any British emigrant vessel leaving a British port, and that everything required for the comfort of
the passengers seemed to have been done.

The visit of the Admiral, it would appear, has not had the result which it was thought it would have—the passengers being better off than was supposed. He inquired with regard to the alleged sickness on board, and the doctor told him that there were only a few children—two of who died—and this information greatly surprised him. There need, therefore, be no more fears entertained with regard to the state of the emigrants—and we do not see how any practical steps can be taken on their behalf in Limerick, after the expression in the Consul’s letter to Alderman Carte, locum tenens, that the officials of the ship, and the other Norwegian captains in port “on the part of their country repudiate any appeal to public benevolence on their (emigrants’) part.”

Entertainment Of

The Norwegian Emigrants

In The Orphan Hall

Thursday Evening May 21, 1868

The lengthened stay of the passengers on Board the Hannah Parr, emigrant ship, in this city, which has been the means of exciting such general sympathy in the hearts of the inhabitants for their rather isolated position, and the temporary disappointment of many blissful hopes entertained by them when they left their native land, has been taken advantage of for the purpose of giving to those strangers from the extreme parts of Norway a hearty Irish welcome, and to extend to them that hospitality, which without egotism, we say always marked services, and to them we owe one of the most successful and admirably arranged soirees which has ever been given since its erection, in the Orphan Hall—Mrs. and the Misses Cochrane, Mrs. Weir, Miss Frazer, Mrs. Wilson (Glenetrow street), Mrs. and the Misses Tracy, Mrs. Christy, Mrs. Hare, the Misses Sullivan, Miss Hosford, Miss Currie, Miss Cree, Mrs. and Miss Alexander (Bech Larn), Mrs. Edward Fitt, Mrs. W. Boyd, Mrs. Gilman, Miss Rose, Miss Matterson, Mrs. D. Johnston, Mrs. Journeaux, Miss Bannayne, Mrs. J. H. Boyd, Mrs. Giegg, Mrs. Thom, Mrs. John Barrington, Mrs. J.F. Hosford, Miss Sykes, Mrs. W. and Miss Alexander, who presided at the different tables, which were most tastefully laid out, vases filled with the choicest flowers of the season being arranged upon them so as to add to the splendour of the scene, and sweetening the atmosphere with an agreeable perfume.

Inmates of the female Blind Asylum attended as a choir to lead in the singing of the hymns, and they were accompanied on a beautiful harmonium by one of the number, who is a proficient in music. The harmonium was kindly and gratuitously lent for the occasion by Mr. P. Cob beet, of George-street, who with characteristic generosity, declined payment from the committee.

About half past 6 o’clock, p.m., almost the entire of the passengers, numbering nearly four hundred, with the captain and crew, and the doctor in charge, walked in procession from the Docks to the Hall; and a more interesting, and in many respects, more touching sight, has rarely been witnessed in Limerick—aged men and women, stalwart manhood, and vigorous matrons with their infants and young children, and many of the fair-haired daughters of the fair North in their fresh, joyous young womanhood—all in their simple and picturesque costume, made up such a cavalcade as we may not soon again witness.

The Hall was tastefully decorated with evergreens and flowers, while banners and suggestive mottoes adorned the walls. The tables were covered with hospitable provision, and each lady in charge offered a kindly greeting to her guests as they took their places around the well-stocked board, with quiet well-bred self-possession not always found amid higher pretensions. A hymn of thanksgiving having been sung, and the repast adequately discussed, another hymn was sung in English, having first been translated into Norse by Mr. Chapman who came from Dublin for the purpose of addressing the strangers in their own language, of which he appears to be a master.

The effect was very impressive, and many of the emigrants could not suppress their emotion as the strains of the hymn recalled their native land again, and awakened memories but too deeply engraven in their exiled hearts. Mr. Chapman read portions of Scripture, and spoke fluently thereon in their own language. The Rev. Messrs. B. Jacob, C. Ward, and J. Wilson, subsequently
addressed the audience, now swelled by visitors to the utmost limit of the spacious Hall—every inch of which was crowded to inconvenienced amongst whom we noticed—Mr. and Mrs. Hunt, and the Misses Hunt, George-street; Mr. and Mrs. and the Misses Franklin; Mr. and Mrs. Lloyd (National Bank); Mr. E. Maunsell, Deerpark; Mr. Brown, J.P.; Colonel Kerr, R.E., and Mrs. Kerr; Rev. W. M. Wright, Garrison Chaplain; Rev. Dr. Mangan, Rev. Jas. Walsh, Rev. Mr. Tracey, Rev. Mr. Hayden, Mr. J. Spaight, J.P.; Mr. J. Vanderkiste, J.P., and Mr. Eager.

A distribution of Bibles and Testaments from the Hibernian Bible Society now took place; and as the recipients received the priceless treasures from the hands of Mr. Jacob, gratitude was expressed by the hearty shake of the rev gentleman’s hand and in a language which, although unknown, could not be misunderstood.

The evening’s proceedings were brought to a conclusion by an exhibition of the splendid specimens of art afforded by James Alexander, Esq., and to say that these simple-hearted spectators, whose melody is of a sad, slow, solemn, character:—

Such have I heard on Scottish land
Rise from the busy harvest hand,
When falls before the mountaininer
On lowland plains and ripened ear;
Now one shrill voice the notes prolong,
And thought how sad had been such sound
On Susquehanna’s [sic] swampy ground,
Kentucky’s [sic] wood-encumbered brake,
Or wild Ontario’s boundless lake,
Whose heart-sick exiles in their strain
Recall their native home again.

A plentiful distribution of oranges and bouquets of flowers from the ladies, followed the views. The Doxology was then sung, and after such shaking of hands and expressions of kindly friendship as one seldom sees in more artificial circles, the strangers returned to their ship, which they reached without accident at half-past ten o’clock, and it is hoped wherever their future lot is cast, they will sometimes recall with a joyous remembrance the happy evening they and their Protestant friends at Limerick spent together.

23 May 1868
In the account in our last publication of the excursion given to the Norwegian emigrants in the Orphan Hall, the names of the Rev. Mr. Jarvis and Mr. Weir, of the latterly entertained the emigrants at the Orphan Hall, will meet to-morrow for the purpose of giving effect to it, and to name a day on which those, whom it is desired to compliment, can be invited to proceed to Mount Shannon.

* * *

The rigging of the Norwegian ship Hannah Parr is being carried on as quickly as possible. On yesterday the new foremost was placed in its birth, and the standing rigging in connection with it is being fitted up, so that in a few days more the vessel will be ready to put to sea.

28 May 1868
TO THE EDITOR OF THE LIMERICK CHRONICLE
9, Lower Mallow-street, Limerick
May 28th, ‘68

DEAR SIR, - It has been ascertained that a considerable number of the Norwegian emigrants at present among us furnish an occasion for the exercise of the Christian liberality of the people of Limerick. There are, in fact, about 40 or 50 of very slender means among them, to whom a gift of money for the purchase of clothing and other necessary comforts on their arrival at their destination would be most acceptable. It has, therefore, been thought desirable to open a subscription list for the purpose of receiving contributions towards this object.

When the amount of the subscriptions shall be known, the officers of the ship will be asked for advice as to the most equitable mode of distributing it.

The following are among the subscriptions which have already been received:

G.M. Fitzgerald, £1; Rev. J. Gabbett, Kilmallock, £1; John M’Kern, £1; Henry Maunsell, £1; General Maunsell, £1; Lord Bishop of Limerick, £1; Sir W. Barrington, £1; Cannock, Tait, & Co., £1; William Power, £1; Edward Cruise, £1; Miss Peacock, 10s; Miss Lucy Peacock, 10s; Captain Peacock, 10s; J.C. Delmage, 10s; John Vanderkiste, 10s; Major Vandeleur, 10s; Hon. R. O’Brien, £1; Rev. F. Meredith, 10s; Edward Lloyd, 10s; Limerick Warehouse Company, £1; Dr. R. Gelston, 10s; J.A. Ivessen, 10s; James M’Makon, 10s; Rev. R. J. Gabbett, £1; James Maxwell Weir, £1; William Hoford, 10s.

I shall be happy to receive and acknowledge any further contributions that may be given in the Emigrants’ behalf.

I have the honor to be, faithfully yours,
JAMES WALSH

Saturday Evening, May 30, 1868
The Norwegian Emigrants
Excursion to Mount Shannon
The desolate strangers from the foreign regions of Norway, who have taken shelter in this port, have certainly had their stay here made as comfortable to them as the generous intentions would

(Courtesy Joanne Morand, Evanston, Illinois.)

Tuesday Evening, May 26, 1868
It is pleasing to find that the desire to make the stay of the Norwegian emigrants in this port as agreeable to them as possible increases; and we have been informed that R. Hunt, Esq., with his characteristic kindness, has promised, if arrangements can be made to enable the emigrants to visit Mount Shannon, to throw open the magnificent park and demesne for their enjoyment and recreation, and to let them inspect the beautiful gardens that are there. The enclosed grounds amount to about 1,000 acres, beautifully planted; the demesne is one of the finest as well as the most extensive in Ireland, and, no doubt, such a treat will be enjoyed by the Norwegians with every degree of thankfulness. Appreciating the intentions with which Mr. Hunt so generously conveyed the offer, the committee of gentlemen, who
afford. The repairs to the ship increasing the length of their sojourn here much longer than we expected, suggested the benevolent thought to Mr. Hunt that a visit to the splendid park and demesne of Mount Shannon would give our visitors a tolerably good idea of the sylvan beauties of Ireland, and in the most generous spirit he proposed to the committee of gentlemen who originated the recent soiree in the Orphan Hall, to entertain the poor strangers at Mount Shannon. This most excellent proposition, so thoroughly in keeping with Mr. Hunt's benevolent nature, was at once taken up by the gentlemen of the committee, and like the genuine business men, as they are, they at once set to work to carry the proposition into effect.

Yesterday was selected as the day for the excursion to come off, and an invitation was drawn up by a very benevolent and active member of the Committee, who drew up the former invitation, which was agreed to, and a deputation proceeded to the Hannah Parr, and through the Captain and Medical Officer of the ship, read it to the passengers and crew, and which was by them accepted. To Mr. Cruise was allotted the task of providing for the comforts of the guests, and with characteristic resoluteness he at once set about performing it. He quickly procured a large supply of hams and spiced beef, which he had cooked at the Refreshment rooms of Williams-street, they being the most available place for cooking so large a supply of provisions as were required for the purpose, and both he and Mr. Archibald Murray, jun., who kindly assisted, were engaged unceasingly till midnight of Thursday, superintending the manufacturing of sandwiches, and placing them in hampers. To Mr. Journeaux, another active member of the committee, was allotted the duty of having an interview with Mr. Joseph Robinson, the local director of the Waterford and Limerick Railway Company, and arranging [sic] with that gentleman, for conveying the excursionists to the Nenagh road station. Mr. Robinson entered into the spirit of the committee's object with a reciprocal feeling, and he generously agreed with Mr. Journeaux to have both the passengers and the committee conveyed by the ordinary passenger train, and brought back in the evening by a special train, for a sum which merely covered the expense of the latter.

On yesterday morning about half-past nine the guests left the Hannah Parr, and proceeded from the dock in procession, headed by the Captain and Doctor, to the terminus of the railway, where they were received on arrival by the Revs. B. Jacob, James Walsh, J. Blewett, J. Wilson (Bedford Row), and the members of the
committee, and they were shewn to the carriages provided for them, which they entered with as much regularity, and absence of bustle and confusion, as if they had undergone a course of training for the purpose, which of course agreeably surprised the company's officers, who are practically acquainted with a different state of things. On arrival at the Nenagh Road Station, they were received by Mr. W. G. Gubbins and family, Mr. R. J. Gabbett, with a number of the people of the locality who gave their new visitors a warm and most cordial reception. Having left the carriages the excursion party proceeded in procession, led by the gentlemen of the committee, to the Lisnagry Gate at Mount-Shannon, where they were received by Mr. Hunt who had gone out early in the morning to make arrangements for their reception. The captain of the vessel having been introduced to Mr. Hunt, that gentleman gave him and his party a most hospitable welcome, and then led the way to the house. On entering Lisnagry Gate, the delight of those poor strangers was at once aroused by the natural beauties of the place, and as they passed down the long avenue to the house, which occupied them about half an hour, they had sufficient time to survey the scene around them, the rich green sward and luxuriant foliage of the trees exciting their admiration, which they were observed to give expression to by exclamations in their native tongue.

On arrival at the house, the guests were shown where they were to be entertained, and where tables were admirably arranged on which the party were to dine. An inquiry was made of the captain as to the proper hour for his passengers to partake of dinner, and he replied two o'clock. A novel plan was then adopted by which to intimate to the excursionists when they were to dine. The farm yard bell was wrung and it was intimated to them, through the captain and the doctor, that in the course of the afternoon, when they heard the bell rung, they were to consider it as indicating the hour for dining, and were to return to the house accordingly. The party were then led by the gentlemen of the committee, and the ladies who attended to entertain them, through the splendid park, and a more opportune occasion could not have been selected for a visitor to thoroughly appreciate the magnificent panorama presented to his gaze on looking around him, for the weather was delightful, the sun pouring its rays from an almost cloudless sky, a refreshing breeze tempering the atmosphere and keeping it serenely cool. There are eight miles of avenues through Mount Shannon demesne, and when the visitors broke up into groups, in charge of members of the committee, and amused themselves in inspecting every spot that appeared of interest to them, an aspect of animated character was given to the scene.

At two o'clock the court yard bell was wrung, when the visitors at once retired to the house where a sumptuous repast was prepared for them. The following ladies attended, and superintended the laying out of the tables—Mrs. and the Misses Vandeleur, (Ballincourt); Mrs. and Misses Cochrane; Mrs. and Miss McKern; the Misses Sullivan, Mrs. Wilson (Cecil-street); Mrs. French, Miss French, Miss Sexton, Mrs. Journeaux, Mrs. Hare, Mrs. and the Misses Matterson; Miss M. Gabbett, Miss Boyd, Miss Piercy, Miss Frazer, Mrs. and Miss Hunt, Mrs. E. Fitt. Along the tables were arranged white mugs (kindly lent for the occasion by Mr. Goodwin of Williams-street), containing new milk and hot coffee, so that those who preferred coffee or milk could partake of either, and were supplied by order of Mr. Hunt, by the housekeeper at Mountshannon, whose attention to the guests was most courteous. Sandwiches were supplied in abundance, and there was in addition a supply of 300 buns received gratis from the baking establishment of Messrs. J. N. Russell and Sons, by order of Richard Russell, Esq. The party having taken their seats at the tables, their wants were attended to by the following gentlemen of the committee—Revs. B. Jacob, G. Blewett, J. Wilson, Charles Ward; Messrs. J. M'Kern, W Hosford, W Cochrane, E Fitt, E Cruise, James H Boyd, W Matterson, B Journeaux, J Jacob, W Burns, and also Mr. Hunt, who certainly never spared himself in doing all he could to entertain his guests.
Then the entire party retired by the way they entered, through the Lisnagry gate, which contains the following appropriate verses, escorted by the gamekeeper and gentleman of the house, whose courteous attention to them was complimentary in the extreme.

Then the Rev. James Wilson gave out the hymn, "How sweet the name of Jesus sounds in a believer's ear," from the Rev Denham Smith's "Times of Refreshing," and which was sung by the ladies and gentlemen of the committee and visitors from Limerick, the sounds of which reverberated through the air, with a delightful harmony. Then in response, the Norwegians intoned a hymn in the Norse tongue, at the termination of which the Rev Mr Blewett, of Killkishen, offered up a prayer. Then Mr. Wilson gave out another hymn, "Shall we ever all meet again," from the Rev Denham Smith's collection, at the conclusion of which he engaged in prayer. The Captain of the Hannah Parr next read in Norse, for the company, the 53rd chapter of Isaiah, and part of the 5th chapter of Romans, and another hymn sung in Norse concluded the religious service. The company having been shown every object of interest by Mr. O'Ferrall, the gardener, whose courteous attention to them was complimentarily observed, the guests next proceeded to the front of the house, the grounds around which, so beautifully laid out, added to the pleasures they enjoyed throughout the day. Here there were a number of ladies and gentlemen who came there to join in the festivity, amongst whom were—J. Gubbins, Mr. G. F. Hare, Mr. J. W. Ryan, Ballykeough; Mr. Mrs. and Miss Gallway, Mr. J. M. Fosbery, P Butler, 3s each; Rev. E Christy, 2s 6d each, Ralph Waller, 1s each.

Departure Of The "Hannah Parr"
Tuesday Evening, June 9, 1968.
On this morning about eight o'clock this emigrant ship left the dock, and was towed down the river amid the farewell cheers of the crowd of citizens who thronged the pier, that were warmly responded to by the crew and passengers, and which were continued on either side till the vessel had passed beyond Barrington's Quay.

The interest felt by our fellow citizens in the Norwegian emigrants was of an exceptional nature, and calculated to arouse the sympathies of generous hearts. Strangers in this city, unacquainted with our language, our streets, or rambled into the suburbs to enjoy the surrounding scenery was such as to heighten and intensify that respect at first entertained for our temporary sojourners. There was but one opinion generally expressed as to their conduct during their stay in port—that those natives of a northern region were a credit to the land that gave them birth, and the monarch whose subjects they were. Previous to the vessel leaving the dock, and while a number of the passengers were on the pier, taking leave of those friends whose acquaintance they had made during their stay in Limerick, one old man, just as he was about to go on board, with tears in his eyes, expressive of the feelings that actuated him, turning to the ladies and gentlemen, whom he had shaken hands with, took out a pocket-book, and opening it, handed it, with the pencil attached, to a gentleman, and at the same time pointing to a blank leaf, motioned to him to write something in it as a souvenier; so the gentleman took the book and immediately wrote in it the following sentence—"God bless the Hannah Parr with her living freight, and bring them through a speedy and prosperous voyage to the new land of their adoption; and bless them abundantly for time and eternity." The old man next presented the book, for a similar purpose, to another gentleman, who thus wrote in it—"with feelings of deep regret, both I and my family part with our dear Norwegian friends." Both gentlemen appended their names to the lines written. A number of ladies from George-street and the Crescent, also attended, and presented several of the passengers with memorials of their visit, such as bible markers containing appropriate texts of scripture, and samplers worked with their own hands, and which were received with feelings reciprocal of those that actuated the presenters.

On last evening the doctor of the ship, accompanied by the commander of one of the other Norwegian vessels in the dock called at this office, and having expressed the regret of the ship's captain at his not being able to call with him, owing to being engaged in making preparations for departure this morning, he handed us the following, which was drawn up by the passengers on board as an acknowledgement of the reception they have met with in Limerick. We publish it verbatim as we received it; but emanating from those unacquainted with our language, our readers will be able to form a tolerably correct idea of the opinion which the writer entertains of the hospitality shown to them during their stay.

"Hannah Parr"

"Is about short time ready for again to try the Atlantic Ocean, and we will pray to God that the ocean will meet us with more friendship than that time we last were its guests. Before we, meanwhile, leave this city and its exceedingly friendly population, it is our wish to express our hearty thanks for all the kindness the ladies and gentlemen of Limerick have shown us. With sorry hearts we came as shipwrecked to the shores of Ireland; but we came up the Shannon and saw the beautiful land on both sides, and we then felt that the good God had not yet left us. In this pretty land we also met people who took great deal in our sorry——who strained to give all the animation as possible——who, by gifts of Christian books and speaking friendly to us, laboured to open our hearts for the grace of God——"
who took us in their houses and treated us with friendship and honour; all this have affected our hearts, and we shall never forget it.

### The Norwegian Emigrants

The Hannah Parr was towed by the Privateer tug out of the dock, but when nearly almost abreast Barrington's Quay, the Bulldog overhauled her, and she was towed by the two steamers to Foyney, where she is to remain for a few days, till everything be completed on board, such as the taking in of water, provisions, &c., necessary for her voyage to Quebec, whither she is destined.

### Norwegian Emigrants' Gilt Fund

9 June 1868

The Rev. J. Walsh begs to acknowledge the receipt of three pounds (£1 from Colonel Wheeler, and £2 from P. T.) in addition to the £30 5s. already acknowledged.

This sum (£3) was handed last evening to the officers of the Hannah Parr who, on behalf of the intended recipients of the gift, expressed their grateful sense of the kindness that has been shewn to them in this and so many other ways during their stay in Limerick.

### The Michel Rents Account

From a version published in "En emigrants reise," Gausdals-minne (vol.2, 1987)

Michel Rents and his brother Christian were passengers on the Hannah Parr when it sailed to America. Michel Rents was 22.

On the 8th of April, 1868, Easter Sunday, at four o'clock in the morning the anchor was raised and sails hoisted in Christiania harbour and with a ringing hurrah the fateful ship Hannah Parr glided out through the beautiful Christiania fjord. We had unusually clear sailing until the 28th of April and were in mid-Atlantic. There a terrible hurricane hit us which lasted over 24 hours. At night we lost the foremast and with a ringing hurrah the harrow and with a ringing hurrah the harbour and with a ringing hurrah the departure.

After about five weeks’ sailing, we finally approached Grass [Grosse] Isle, the quarantine station, where we stayed for a few days. There nothing of consequence occurred with the exception that a passenger boy about 20 years old drowned while swimming. Also there arose a bitter war with these “little ones” (in the Canadian language called “graybacks” [lice]). That some of them escaped with their lives and remained permanently it is indeed true, but where they settled is unknown to me. Since then I have taken care not to admit the like to my inner circle of acquaintance.

We finally were through with quarantine and approached Quebec City, where we lay in the anchor. Here we ran into another unexpected misfortune. There was just put into force a law that no one could come into the country with less than the means required for continuing to the States. Here was a pretty situation, costly for the captain. He had carried many of the passengers for provisions the whole time since we lay in the harbor and now he stood where he could not put them ashore. He tried as hard as he could to do something, but there were many that took advantage of the opening to have free provisions and free passage. That hung for several days and no one could go ashore.

In response some of the passengers became impatient and wrote to the consul, asking for the reason why they could not go ashore when we had passed quarantine and had the means to travel on. The letter was pressed on the serviceable Dr. Bruun when he became the first who could go ashore. It did not take long at all before the captain came back appearing quite grim and said, “Now you may go ashore as much as you want; take advantage of the favour.”

Nothing was said concerning how it was resolved, but the general conclusion was that a contract was made for the entire “herd,” and the price was set as high as possible for those who had money. For the rest the captain had to pay out.

The next day was the last. Everybody disembarked, and in a downpour we had to tramp in the mire down a difficult road to the boat that was to take us further. There we were shown to a place on the deck, where the mud was so deep that a person needed to have high shoes to keep it from going over the tops. I have often seen writing about the journey from Quebec City to Chicago by steamboat and train via Montreal, Hamilton, Sarnia, and Detroit, and there are complete descriptions of the treatment we had. The
captain accompanied us to Chicago and tried to do what he could to get something back of his outlay, of which, to be sure, he had gotten nothing. I saw one person offer him a fur robe, probably with a full crew, and another offered a pack with a dirty shirt inside, etc. There were many that treated the captain very badly.

In Chicago the whole flock spread out like chaff before the wind, and I have heard nothing more about most of them. Some of us continued to travel to Decorah, Iowa, and when we arrived there we had used up precisely 22 weeks in the journey from our home in Gausdal, Gudbrandsdalen.

Enclosed is a friendly greeting to all friends and special greetings to Hannah Parr passengers.

Michel Rentz
Westby, Wisconsin

NOTES
1. Easter Sunday in 1868 was on April 12, and that was the date of sailing. April 8th was advertised as the date for boarding. The present name for Christiania is Oslo.
2. Approaching neap tides would shortly have made it impossible to pull away into deep water. See the Berge diary entry for May 11.
3. That year, 337 German and Norwegian/Swedish emigrants who set out for Quebec died during their voyages (2.48%). All but 26 were children. In contrast, the mortality rate for emigrants from the United Kingdom was .06%.
4. In previous years, it had been Canadian policy to fund inland passage for indigent emigrants, including those headed for the United States. In the short haul this was to keep them from becoming beggars on Canadian streets, but as part of a broader strategy, it was to make Canadian ports more appealing to ship owners, who might otherwise sail to New York. An added incentive was Canada's need for immigrants in its westward expansion. However, most Norwegians could not be induced to settle in Canada, and on May 4, 1868 the Canadian government at last told the Norwegian consul in Quebec it would stop what amounted to a subsidy for United States immigration. (A similar notice went to the Prussian consul.) Unfortunately, the new policy was not announced until after many of the 1868 emigrant ships had already put to sea. To worsen the situation for Norwegians landing in Canada, their consul ruled in June that his government would not be responsible for indigent emigrants. Because of these policies and with the added expense of the Limerick lay-over, some Hannah Parr passengers were hard pressed financially.

Quoted by Haakon Bo in “Ei folkeflytting for,” in Yearbook for Gudbrandsdalen (1946).

The following letter was written to friends and family in Gausdal by Iver Iversen Ruud, who with his wife and large family was a passenger on the Hannah Parr. Ruud was 44.

Limerick, Ireland, May 12, 1868

As we have arrived here and have stepped on English soil, I am now sending you some information that you probably will be surprised to receive, as this is not our expected destination; but by reading through these lines, you will clearly see that we are not here for amusement or by our free will, and so I shall begin from Christiania and refer to travel notes1 up to today.

Easter morning at 7:15 o'clock we raised the anchor and sails (and were) towed by a little steamboat that left us in the evening; all the passengers were in high spirits and hoped for a favorable crossing. The pilot left us at 7 o'clock in the evening; and so we sailed along the coast in sight of land until the third day, when the last town and mountain tops of our beloved fatherland vanished. The second day of sailing we had quite a heavy sea, and most of the passengers were laid
At 7 o'clock in the morning the kitchen was washed overboard and took the pilothouse blown out, and the foremast of the ship below, except a few who helped at the headwind against us, and it tore many point that around 1 o'clock that night the captain found himself forced to turn. The storm grew stronger, so that the ship wrecked, and they had to move down into a room on the ship. Now all the cabins that went down into the room were closed, but the ship rocked so badly that the captain was forced to seek the first available harbour, and it tore many point that around 1 o'clock that night the captain found himself forced to turn. The storm became stronger and grew hurricane-like; it was a terrifying moment and a mountains of ocean surrounding us, not helm because three of the crew's best men had been hurt during the day. The state of the passengers began to get seasick. We got a brisk wind, and this day we saw a ship again, and by its flag we could see that it was English. We made better time than we had before. The sea-sickness got better for some.

April 29 — We had a brisk wind.
April 30 — The wind went down, but the night of the 21st we felt big waves which were high. The temperature and sea-sickness continued.

The wind went down, but the night of the 21st we felt big waves which were high. The temperature and sea-sickness continued.

April 22 — We sailed into the wind.
April 23 — The wind was the same, but we went ahead quite rapidly.
April 24 — We made better time than we had before. The sea-sickness got better for some.

April 25 — We had a brisk wind, and this day we saw a ship again, and by its flag we could see that it was English.
April 26 — We ran into a storm, and the ship rocked badly.
April 27 — The storm went down a little, and the breeze was calm, but on the 28th we ran into a bad storm that lasted 2 days, and everyone thought they would die. The storm began the night of the 28th and lasted until 12 o'clock midnight of the 29th. We lost almost everything that was on the deck. The captain's quarters were completely wrecked, and they had to move down into a room on the ship. Now all the cabins that went down into the room were closed, and none could come up but the sailors who could help steer the boat and repair the ship. There were 4 men on each side of the wheel. The kitchen was washed overboard.

The sails and riggings were destroyed by the wind. When the storm stopped all the sails had been blown off the ship. The captain would have been blown off the ship if the one who steered the boat had not rescued him. The forecast was blown off, but we made some use of it. The captain said he had never been in such a storm before. He had never heard of another emigrant ship that it had happened to like it did to us. Three people were hurt, and some were so tired because they had not slept for 72 hours. We had already come to the middle of the Atlantic, but we had to go back many miles to Ireland and repair the ship.

April 29 — The weather was pretty good, but the ship rocked so one had to hang on with both hands as it were.
April 30 — We had a strong wind, but in the afternoon it stormed again.

May 1 — We had good weather, and the wind went down.
May 2 — We had rain, but the wind was very calm.

The Gulbran Olsen Berge account

Berge, from Gausdal (Gudbrandsdal) and his family were Hannah Parr emigrants. He was 32, married, and traveling alone. This fragment of his diary, in an anonymous translation, is owned by Diane Hanson.

April 12 — At 7 o'clock in the morning we sailed from Christiania (now called Oslo) with a strong wind and a small steamship named Paaske that took us to Drabak, and the first 24 hours we sailed about 60 miles. A great number of the passengers began to get seasick.

April 13 — The wind went down, and we got to feel a little better, and by night
May 4 — The weather was good and we reached some islands on the coast of Ireland.

May 5 — We saw some land, but the wind was against us so we stayed there. Later in the day four men came rowing towards us in a boat. One of them said he would help us get to Limerick which was many miles into Ireland.

May 6 — We had very good weather, but the wind was calm. In the morning five men came in a boat, and one of them said they would take a steamboat and take us in. We saw ten other sailing boats that were lying still like we were. We saw the land and coast of Ireland. There were mountains and prairies.

We saw the land and coast of Ireland. We dropped anchor by a little town where he was sure he could get boats that were lying still like we were. The leaves, potatoes, and corn were as big as they were in midsummer in other places.

Our ship without sails.

The men started to work on the ship. The weather was good, and we sailed southwest. Today we saw six sailboats and a steamboat. Today we had church services which we have had every Sunday.

We had very good weather, and we sailed against a strong wind about 9 1/2 miles an hour. In the evening almost no wind. We saw 5 sailboats.

May 8 — In the morning foggy weather. Unsteady wind. Nine degrees is the temperature. Saw 2 icebergs.

May 9 — Today quite heavy fog. Today we are finally convinced that we are on the Banks because they have sounded and found it 70 fathoms deep. We are now on the Newfoundland Banks. They sounded again in the evening the water was 40 fathoms deep.

May 10 — In the morning foggy weather but good wind.

May 11 — Today good wind. We are sailing fast at 70 miles. Fourteen or sixteen sailing boats or fishing boats in sight. At 6 o’clock we are sailing 10 miles fast. The nicest breeze we have had since we left Limerick.

June 23 — In the afternoon we got a good wind, and we went forward quite rapidly. This day we saw many sailing ships.

June 24 — In the morning it was almost calm.

June 25 — In the morning it was calm, but in the evening there was a good wind. Today a small boat signaled that they wanted to talk to us, and they came so close that they and the captain talked to each other. They wanted to know what latitude and longitude they were in because they were lost. This ship was from Preusen and had come from Mexico and was going to Christiania. At 4 o’clock funeral services were held for the child that died the day before.

July 1 — We sailed against the wind and saw a sailboat that must have come from America. Nice weather but no wind in the afternoon. Funeral services were held for the child that died yesterday.

July 2 — Today very still. We were sailing very easily.

July 3 — Today we are sailing against a strong wind about 9 1/2 miles an hour. In the evening almost no wind. We saw 5 sailboats.

July 4 — The same we were as yesterday.

July 5 — A strong headwind. Today we have seen six sailboats and a steamboat. Today we had church services which we have had every Sunday.

June 18 — We were finally ready to sail, and we had good wind, but the captain was in Limerick so we could not leave until he came back. He came in the evening, and when they were going to pull up the anchor and raise the sails, the mast broke in two places. They had to lower the anchor again, and the men started to work on a new mast right away. They worked very hard all night, and at 5 o’clock in the morning it was done.

June 19 — At 8 o’clock in the morning we started sailing with a good strong wind.

June 20 — We had a good wind, and the ship went forward quickly, and many began to get seasick. In the afternoon the wind was still so strong that it was a storm.

June 21 — It was almost a calm.

June 22 — The wind was strong but blew against us. The sickness was better, and there were only a few sick now.

June 23 — In the afternoon we got a good wind, and we went forward quite rapidly. This day we saw many sailing ships.

June 24 — In the morning it was almost calm, but in the afternoon we got a good wind against us, and it was hard to move forward.

June 25 — In the morning it was calm, but in the evening there was a good wind. Today a small boat signaled that they wanted to talk to us, and they came so close that they and the captain talked to each other. They wanted to know what latitude and longitude they were in because they were lost. This ship was from Preusen and had come from Mexico and was going to Liverpool, England.

June 26 — We had pretty good wind but quite a bit of fog.

June 27 — We had a good wind, but it was against us so we had to go ways off course.

June 28 — We had a good wind so we sailed good. In the evening the wind got stronger.

June 29 — There was a storm, and we went forward quickly, and the storm lasted until 6 o’clock in the evening when it subsided, and we got a nice breeze. Today a little girl from Valdres died. She had been sick since we left Limerick. This day we sailed 37 miles.

June 30 — It was nice weather in the morning. There was a north wind, and we sailed southwest. Today we saw a steamboat and a sailboat. A little child died that belonged to a woman from Christiania. At 4 o’clock funeral services were held for the child that died the day before.

July 1 — We sailed against the wind and saw a sailboat that must have come from America. Nice weather but no wind in the afternoon. Funeral services were held for the child that died yesterday.

July 2 — Today very still. We were sailing very easily.

July 3 — Today we are sailing against a strong wind about 9 1/2 miles an hour. In the evening almost no wind. We saw 5 sailboats.

July 4 — The same we were as yesterday.

July 5 — A strong headwind. Today we have seen six sailboats and a steamboat. Today we had church services which we have had every Sunday.

July 6 — Very strong wind. Very heavy fog and very cold.

July 7 — Today it is 9 degrees warm. So cold that one could use coats. Today we had good wind, and we saw 5 icebergs, and 3 passed quite close about 2 of them were far away. These were very large and resembled church steeples. Nice weather.

July 8 — In the morning much foggy weather. Unsteady wind. Nine degrees is the temperature. Saw 2 icebergs.

July 9 — Today quite heavy fog. Today we are finally convinced that we are on the Banks because they have sounded and found it 70 fathoms deep. We are now on the Newfoundland Banks. They sounded again in the evening the water was 40 fathoms deep.